



ICAO

FIFTEENTH MEETING OF THE ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM (APRAST/15)

Bangkok, Thailand, 24 to 25 June 2020 on Virtual Platform

Agenda Item 5: Updates from the Sub-groups

IMPLEMENTATION OF A RISK REGISTER ADDRESSING UNMITIGATED RISK

(Presented by SRP WG)

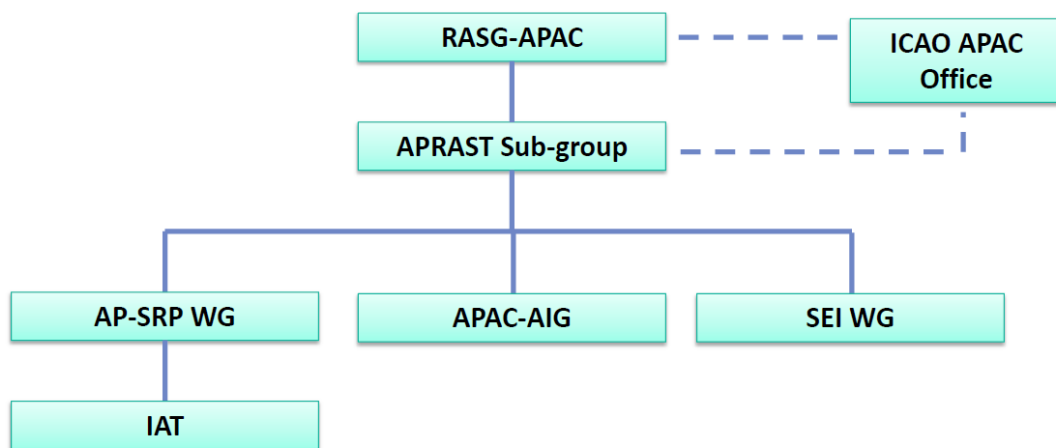
SUMMARY

This Paper proposes the development and implementation of a methodology by the SRP-working group. This is intended to identify risk areas currently not covered by the existing safety initiatives and therefore enable APRAST to address unmitigated risk in the aviation system in a proactive manner.

Action by the Meeting is at Paragraph 3.1 of this Working Paper.

1. INTRODUCTION

1.1 Organizational overview



AP-GRP WG: Asia Pacific Safety Reporting and Programme Working Group

APAC-AIG: Asia Pacific Accident Investigation Group

SEI WG: Safety Enhancement Initiatives Working Group

IAT: Information Analysis Team

1.2 AP-SRP Responsibilities

1.2.1 As outlined in the AP-SRP WG terms of references, the SRP working group has 2 main responsibilities:

- Develop the Asia Pacific Annual Safety Report (ASR)
- Determine aviation safety risks and key contributors to accidents in APAC

2. DISCUSSION

2.1 As outlined in the introduction, one of the key roles of the SRP working group is to determine (identify) safety risks in APAC and make recommendations for safety enhancement initiatives. By way of process those safety enhancement initiatives would be developed by the SEI working group. The topic in question is in regards to how the SRP-WG is able to identify said safety risks that hasn't been addressed yet. The current SRP terms of references is calling out the annual safety report as the sole base and reference for identifying safety risk. This has significant limitations as there are events and risk areas that are not identifiable, or are underrepresented in annual safety reports, as there may not have been significant recent accidents that made it into the report.

2.2 Further, a number of the high-risk categories and associated occurrences monitored by the SRP through the annual safety report are becoming increasingly sparse in number. For example, there have not been any CFIT fatal accidents or non-fatal accidents for some years.

2.3 In an effort to become a more proactive safety mechanism, we are therefore suggesting to develop a process and criteria in which risk areas could be identified and considered for mitigation that have not been addressed by the current SEI's.

2.4 This work is intended to establish a risk register of considerable topics. For a risk area to be considered for potential risk mitigation, certain requirements need to be satisfied. Hence an entry criteria needs to be established. Such considerable entry criteria could be:

- Commercial aviation affected?
- Risk of a fatal and/or hull loss outcome
- Systemic in the aviation system
- Etc.

2.5 We also propose to postpone this effort until APRAST meets in person again as this work is highly collaborative and does not work well in a virtual environment.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Agree to the proposal to develop this risk register methodology
- b) Consider to postpone this work until in person meetings are restarted
- c) take note