



15th Meeting of Asia Pacific Regional Aviation Safety Team(APRAST/15) via Video Conferencing 24-25 June 2020

Agenda Item 4:Presentations - State / Industry / ICAO

**Increase Collaboration at the Regional Level-
Annual Safety Review 2019**

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Summary

- ICAO Annex 19 Edition 2 -a State can achieve an acceptable level of safety through the implementation and maintenance of the SSP as well as safety performance indicators and targets.
- States should evaluate the effectiveness of their individual SSPs to maintain or continuously improve their overall level of safety performance.
- Since year 2015 India has State Safety Plan/National Aviation Safety Plan in Place consisting of safety performance indicators, targets and safety action plan.
- The performance is evaluated and published as Annual Safety review.
- GASP Goal 4- India is sharing the Annual Safety review 2019.

Introduction

- State Safety Programme (SSP) – India, a higher level document provides framework to meet the safety management provisions contained in ICAO Annex 19 and to progressively improve safety performance across all applicable aviation service providers.

Introduction

- In compliance with ICAO Annex 19 standards and the State Safety Programme-India, based on the analysis of the aggregate safety data, DGCA- India has identified Eight State Safety priorities along with associated performance indicators, safety objectives and the safety action plan to meet the objectives.
- Documented in the Second Edition of National Aviation Safety Plan/State Safety Plan, titled “NASP-2018-2022”.
- The First edition of NASP/SSP issued in the year 2014 was titled as “SSP2015-2016”

Discussion

Acceptable level of Safety

The NASP 2018-2022 defines the acceptable level of Safety for aviation in India in terms of :

- a) Effective Implementation of ICAO SARPs
- b) Effective implementation of SPIs and targets
- c) No fatal Accident

Discussion

Key Safety Priorities

- a) Airborne conflict
- b) Controlled flight into terrain
- c) Runway excursions and overruns
- d) Wildlife and bird strikes
- e) Loss of control in flight
- f) Ground collisions and Ramp safety
- g) Deficient maintenance
- h) Aviation Procedures & Documentation

Discussion

Performance Evaluation

- While the number of risk bearing Airprox per million flights over Indian Airspace has increased, the total number of Airprox leading to loss of separation per million flights over the Indian airspace have decreased.
- The number of unstablised approaches that continue to land per ten thousand approaches have increased and exceeded the target.
- The number of reported bird strikes per ten thousand movement shows an increasing trend but within the target.
- Loss of control, Key safety priority have shown an increase, and has emerged as the area of focus.
- The number of runway incursion by aircraft and vehicle per ten thousand movements have increased and breached the target. Analysis has shown that the loss of situation awareness by pilots, non-familiarization with the aerodrome layout and complicated airport design/ taxiway is the major contributory factor in runway incursions
- The SPI “Ramp incidents” have shown increase and has breached the target.
- The SPI “Incident involving component/system failures per ten thousand flight hours” shows deceasing trend and is within the target.
- The Key Safety priority “Aviation Procedure and Documents” identified based on the analysis of the safety data obtained from the regulatory audits has shown satisfactory performance.

Discussion

Sharing of Helicopter accidents/incidents Data

- Helicopter operation forms an important component of Civil Aviation transportation.
- Safety data related to helicopter operation is not readily available.

Action by the Conference

- Note the information contained in this Paper.
- Encourage States to share information on safety risks, including SSP SPIs.
- Encourage States to share safety data pertaining to helicopter operations

Thank You