



ICAO

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Bangkok, Thailand, 17-18 November 2022 (Hybrid Platform)

Agenda Item 4: ICAO / Member State / Industry Presentations

NEED TO ESTABLISH APRAST NEW SAFETY ENHANCED INITIATIVES FOCUSED ON IMPLEMENTATION AND MONITORING

(Presented by International Air Transport Association (IATA))

SUMMARY

The Asia Pacific Regional Aviation Safety Team (APRAST) Safety Enhanced Initiatives (SEI) are aligned with the regional as well as the ICAO Global Aviation Safety Plan (GASP) targets. The SEIs are specifically developed to reduce the number of fatal accidents and maintain a decreasing trend of accidents per million departures related to Loss of Control In-flight (LOC-), Runway Safety (RS), and Controlled Flight Into Terrain (CFIT).

The COVID-19 pandemic imposed a two year pause in implementing some SEIs, which were already developed a few years before the pandemic. Most of the existing SEIs are focused on development and are in the form of Advisory Circulars and Guidance material for Regulators and Airline Operators. There is a need to develop new SEI(s) to focus on implementation, monitoring and continuous improvement involving other industry partners.

1. INTRODUCTION

1.1 As per the APRAST Terms of Reference (ToRs), one of its objectives is to recommend interventions to the RASG-APAC to reduce aviation risks. Once approved by the RASG-APAC, the recommendations are implemented through the harmonised efforts of the regulatory authorities in coordination with service providers, airlines, and aircraft manufacturers. To accomplish the objective, the APRAST will introduce, support, and develop actions which will have the potential to reduce the regional aviation risk effectively and economically.

1.2 As a custodian of the decisions of RASG-APAC, APRAST works closely with service providers, airlines, manufacturers, industry and labour associations, and other appropriate organisations to ensure that interventions are implemented through a coordinated effort.

2. DISCUSSION

2.1 SEI A.I.5 to 9 were endorsed or approved by RASG-APAC/ 3, 4 and 5 from June 2013 to August 2016. The SEIs are intended to enhance Runway Safety (RS) and are focused on preventing Runway Excursions (RE) and Runway Incursions (RI) through Model Advisory Circulars, Guidance Materials and Checklists. A number of Runway Excursions/ Incursions occurred due to marginal

meteorological conditions, such as poor visibility, heavy rain or contaminated runways. A new or revised SEI must be developed and focused on airport signage, runway marking, runway pavement, maintenance, rubber removal and runway drainage involving Airport Authorities and Airport Operators. The new SEI must include guidance on the implementation of the new ICAO Global Reporting Format (GRF) for runway surface conditions involving Airport Operators, Meteorological Services and Air Navigation Safety Providers.

2.2 The SEIs A.I.9 to 17 were approved as a recommended intervention from RASG-APAC 3, 4 and 5 between June 2013 and October 2015. The interventions address CFIT and include Model Advisory Circulars and Guidance Material primarily directed to Regulators and Airline Operators. A new or revised SEI must be developed to involve aircraft manufacturers and States to ensure the accuracy of the published terrain databases, the publication of terrain coordinates on the WGS-84 and ensure no interferences to the Global Positioning Systems (GPS).

2.3 SEI A.I.6 is a guidance material for aircraft operators to prevent Unstabilized Approaches, identified as one of the precursors of RE accidents. RASP-APAC/3 endorsed the SEI/3 in June 2013. A new or revised SEI must be developed to include the Air Navigation Safety Providers to ensure flight crew and ATC must be Go-Around minded, Go-Arounds (G/A) following a non-stabilized approach are performed without interferences and/or questions from the ATC, and advocate to increase ATC's flight deck familiarity for a better workload understanding.

2.4 RASG-APAC/8 endorsed SEI A.I.4AC/8 in September 2018, a Guidance material on Upset Prevention and Recovery Training (UPRT). X years later, many APAC States and Operators have not implemented UPRT to prevent LOC-I accidents. A new or revised SEI must be developed to provide insights about why the UPRT is not fully implemented, including Regulators and Authorized Training Organizations (ATO) to understand the regulatory problems and the lack of readiness of the simulator training devices.

2.5 IATA organised the first ASPAC Safety Seminar in Singapore in August 2022. At the seminar, three other safety areas of improvement were discussed and should be considered to develop SEI(s):

2.5.1 A new SEI to guide airport operators and States to ensure glide slope alignment with visual aids (PAPI, VASI).

2.5.2 A new SEI to guide States in developing model regulation for the use of Electronic Flight Bag (EFB) by the aircraft operators.

2.5.3 A new SEI to guide airport operators and States to enhance wildlife management.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) note the information presented.
- b) Encourage APRAST and SEI Working Groups under APRAST to revise the existing SEI(s) or develop new SEI(s) to address safety issues and ensure a proper implementation of the existing SEI involving other industry partners.
- c) Introduce, support, and develop actions which have the potential to reduce the regional aviation risk effectively and economically.