



ICAO

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Asia and Pacific Office

Twentieth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/20)

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Agenda Item 5: Presentations – State / Industry / ICAO

ESTABLISHMENT OF THE FLIGHT SAFETY FOUNDATION’S ASIA PACIFIC CENTRE FOR AVIATION SAFETY

(Presented by the Flight Safety Foundation)

SUMMARY

The Flight Safety Foundation (FSF) is an impartial, independent, not-for-profit and international organization that exists to champion the cause of aviation safety globally. Over the past few decades, FSF has expanded its international footprint and decided to establish an office in the APAC Region to complement and supplement the existing aviation safety initiatives in the Region.

1. INTRODUCTION

1.1 The Flight Safety Foundation (FSF) is an impartial, independent, not-for-profit international organization that exists to champion the cause of aviation safety globally. Over the past few decades, FSF has expanded its international footprint and now has offices in Montreal that liaises with ICAO, a European Regional Office in Belgium and an office Melbourne, Australia that supports the FSF Basic Aviation Risk Standard Programme. FSF has long recognized the importance and growth of civil aviation in the Asia Pacific Region and recently decided to establish an office in the region to complement and supplement the existing aviation safety initiatives in the region.

1.2 The Asia Pacific Centre for Aviation Safety (AP-CAS) in Singapore was established to advance safety capabilities of the industry and regulators in the Asia Pacific Region. The establishment of AP-CAS was formally announced on 22 March 2023 at the Asia Pacific Summit on Aviation Safety (22 to 24 March 2023) held in Singapore.

1.3 In general, the Centre will carry out research and analysis to provide a deeper understanding of challenges in the Asia Pacific Region and will serve as a focal point for thought leadership and a platform for information sharing. The Centre launched its activities in January 2023 with the commencement of its first two projects: a regional safety assessment and a study on safety culture leadership. FSF is grateful to the Civil Aviation Authority of Singapore for their support of this initiative by helping to fund the centre by supporting the initial set-up and its activities for the first five years of its operation.

2. DISCUSSION

2.1 The Asia Pacific Region is rapidly rebounding and recovering from the impact of the global COVID-19 pandemic. Authorities, airlines, airports, air navigation service providers, manufacturers and other stakeholders may face significant challenges to safely manage the resumption of growth and ensure the highest levels of safety, which will be critical to sustain the projected long-term growth. One important aspect for a successful and safe recovery in the region will be to ensure that aviation risks are well understood and mitigated, before those risks lead to an incident or accident. To achieve continuous improvement in safety, which helps to sustain the growing demand, the capabilities of the region and specific safety risks and challenges need to be understood, along with the likely solutions to meet the safety challenges in the future.

AP-CAS' First Project: Regional Safety Assessment

2.2 The Centre's first, and foundational, project is the conduct of an in-depth study of aviation safety issues for all aviation sectors in Asia Pacific. The goal is to obtain insights into regional aviation safety needs, highlighting risk areas and priorities that represent specific opportunities for targeted safety solutions. The entire aviation ecosystem, including air navigation service and aerodrome elements impacting aviation safety, will be reviewed. The analysis, recommendations, and conclusions will inform and enable aviation stakeholders and FSF to prioritize their regional engagement. The results of this study will be shared with all stakeholders in the region. A Working Paper was presented at the last ICAO APRAST meeting in February 2023 outlining the objectives and methodology for the regional safety assessment. The member States of APRAST fully supported the regional safety assessment and requested that a progress report be presented to the APRAST/20 Meeting.

2.3 The first deliverable for this project was to collect and organize all relevant safety data that could contribute to the analysis. FSF Project Staff completed this process and have developed dashboards to facilitate the analysis. In the next step, draft "fact sheets" have been developed that correlate and summarize the initial conclusions relative to high-risk accidents and serious incidents in the region. The fact sheets will be used as tools to engage with stakeholders in the region and to modify or add information that will eventually contribute to the final report of the project. In addition, a customized and interactive dashboard of the Aviation Safety Network (ASN) data has been created. The dashboard displays all ASN data relative to the region and allows a user to sort/search the information as needed. This dashboard will be used extensively in Regional Safety assessment and will also be made available to qualified safety practitioners in the region through the AP-CAS website.

2.4 The Centre will actively seek the perspectives and views of all relevant aviation stakeholders in the Asia Pacific Region as an essential input into the safety assessment. Stakeholder engagement in this project is essential to ensure that the conclusions and recommendations are relevant and appropriate to the needs of the region. To facilitate this engagement, FSF met with the Asia Pacific Offices of ACI, CANSO and IATA as well as AAPA. All the associations will be participating and assisting in coordinating the work of this project with their constituents. In addition, FSF has coordinated closely with the ICAO APAC Regional Office to ensure coordination and engagement with States to which the Office is accredited.

AP-CAS' Second Project: Safety Culture Leadership

2.5 In parallel with the first project, the Centre is conducting a comprehensive assessment of cross-cultural aviation safety leadership practices within the region. The initiative will be a comprehensive study to develop a deeper understanding of knowledge, skills and best practices for effective safety culture leadership in Asia Pacific. This study will focus on airline safety culture leadership in operations and maintenance.

2.6 The lack of a positive safety culture is often cited as a contributing or underlying factor in avoidable injuries, incidents and accidents. Safety culture leadership is a critical component of creating and sustaining a positive safety culture. Yet the leadership competencies and best practices for this specific area of strengthening organisational safety culture are not yet commonly accepted, developed or offered for all levels of leadership, even in the most mature organizations. Since safety culture is something that cannot be regulated, a set of knowledge, skills and best practices is needed for the professional development of current and future safety leaders.

2.7 The analysis, recommendations and conclusions will provide tangible benefits to inform the Asia Pacific Region of opportunities, options and near-term actions to improve safety culture. This analysis will also form the basis for the longer-term vision of developing an adaptable methodology and/or toolkit intended to impart the leadership competencies to improve organizational safety culture . Once again, active participation by the aviation stakeholders in the region will be essential to ensure that the success of the project. AAPA and IATA are supporting this project by assisting in a reach out to their member airlines in the region.

2.8 A survey was developed to gain an understanding of existing management practices used in the region to promote a positive safety culture. The survey was launched during the second week of July. Following the analysis of the survey results, AAPA and IATA will assist the Centre in organizing a series of workshops with various levels of management from their member airlines to obtain a better understanding of existing practices. A review of global best practices in safety culture leadership along with the results of the survey and engagement with the airline community will be used to develop recommendations and conclusions to inform the Asia Pacific Region on near-term actions to improve safety culture.

AP-CAS' Third Project: Improving Pilots' Competencies

2.9 Since the pandemic, the region is also facing shortages in qualified personnel, and this will be exacerbated with the expected growth in the sector. In response, the centre will launch toward the end of the year a study of pilot competency and training needs in Asia Pacific. The goal of this study will be to develop a deeper understanding of policies and practical approaches being carried out by organizations to screen, recruit and train to meet the demand for air travel growth in the region.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to note the information provided in this information paper.

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