International Civil Aviation Organization
Asia and Pacific Office

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

(Bangkok, Thailand, 07-11 August 2023)

Agenda Item 5: Presentations – State / Industry / ICAO

THE SIXTH INTERNATIONAL FLIGHT SAFETY SEMINAR FOR CIVIL AVIATION AUTHORITIES AND OPERATORS (IFSSCO/6)

(Presented by the Republic of Korea)

SUMMARY

This paper provides an overview of the 6th International Flight Safety Seminar for Civil Aviation Authorities (CAAs) and Operators (IFSSCO/6), held in Seoul, the Republic of Korea, from 1 to 2 June 2023. This seminar served as a platform for participants from Member States to discuss various topics related to flight safety.

1. INTRODUCTION

1.1 The 6th International Flight Safety Seminar for CAAs and Operators (IFSSCO/6) was hosted by the Korea Office of Civil Aviation (KOCA) under the Ministry of Land, Infrastructure and Transport (MOLIT) of the Republic of Korea at Fairmont Ambassador Hotel, Seoul, from 1 to 2 June 2023. The seminar dealt with various topics such as flight safety management, new technology and innovation, effective implementation of Standards and Recommended Practices (SARPs), and new training methods under the theme of *Flight Safety Enhancement during Aviation Recovery Period – Work Together.*

1.2 In total, 198 people participated in the seminar from 27 States and 3 International Organizations including: Albania, Australia, Bahamas, Bangladesh, Brazil, Cabo Verde, Canada, Colombia, Democratic Republic of the Congo, Dominican Republic, Iraq, Islamic Republic of Iran, Japan, Kenya, Malaysia, Mongolia, Morocco, Netherland, Nigeria, Republic of Korea, Singapore, Spain, Thailand, Uganda, United Kingdom, United States of America, Viet Nam, the International Civil Aviation Organization (ICAO), the International Air Transport Association (IATA), Joint Aviation Authority Training Organization (JAA TO). The presentations delivered by speakers are available at the following website: http://www.ifssco2023.kr.

2. SUMMARY OF THE SESSIONS

Session 1. Flight Safety Management for Air Traffic Surge

2.1 The Federal Aviation Administration (FAA) presented the impacts of the COVID-19 pandemic on the United States of America, the lessons learned, and the efforts to ensure flight safety in the post–pandemic era, including mitigating the risk of destabilized approaches, managing large quantities of dangerous goods, etc.

2.2 Korean Air, the flag carrier of the Republic of Korea, introduced the internally developed Turbulence Trend Analysis System (TTAS) that combines Robotic Process Automation (RPA) and a turbulence data analyser. The system has been in operation to assure safe operations and efficient scheduling. In addition, Aeronautical Radio of Thailand (AEROTHAI), a state enterprise under Thailand's Ministry of Transport and Communications, provided measures for supporting the post-COVID-19 traffic recovery, such as High-Intensity Runway Operations (HIRO), an integrated arrival sequencing tool, intensive air traffic controller (ATC) simulation training, etc.

2.3 The Republic of Korea covered the aviation safety issues in flight operations, manufacturing, air transportation systems and training, and tasks for which the aviation sector should take actions, such as improving a safety certification system, increasing airport and airspace capacity, strengthening a digital aviation information system, etc.

Session 2 – New Technology and Innovation for Aviation Safety

2.4 The ICAO Remotely Piloted Aircraft Systems (RPAS) Section presented ICAO's efforts and plans to reflect the Unmanned Aircraft System (UAS) into a traditional operation environment by introducing UAS categorization by risk spectrum, regulations or guidance subject to each category, training resources for unmanned aviation, etc.

2.5 The ICAO Air Traffic Section delivered the status of preparation for publishing the 2nd edition of *Global Air Traffic Management Operational Concept* (GATMOC) that addresses issues and innovations affecting the evolution of air traffic management systems, including Trajectory-Based Operations (TBO), Flight and Flow Information for a Collaborative Environment (FF-ICE), System-wide Information Management (SWIM), etc.

2.6 The FAA shared activities on integrating Advanced Air Mobility (AAM) into the US National Airspace System and updates on their UAS section, including Beyond Visual Line of Sight (BVLOS), Safety Risk Management (SRM), and the UAS Detection and Mitigation Aviation Rulemaking Committee.

2.7 The Korea Airport Corporation (KAC) introduced the Drone ILS/VOR/DME/TACAN Analyser (DIVA), developed and operated by MOLIT for efficient flight inspection. The Incheon International Airport Corporation (IIAC) presented its project plan for establishing a Smart Integrated Control Platform based on digital tower technology for air traffic control safety.

Session 3. Strengthening Capacity Building for Effective SARPs Implementation

2.8 The ICAO Air Navigation Bureau (ANB) presented the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) long-term sustainability, and ICAO's actions for responding to the aviation environment where the pace of change is accelerating. The ICAO ANB also requested Member States to actively reply and share their feedback on the Bureau's activities, such as proposals for amendment to Annexes and variety of surveys.

2.9 The African Civil Aviation Commission (AFCAC), ICAO South American (SAM) Office and European Union Aviation Safety Agency (EASA) shared their efforts and challenges regarding the promotion of regional Member States to implement SARPs.

Session 4. New Training Methods for Flight Safety Enhancement

2.10 The ICAO Global Aviation Training (GAT) presented updates on Competency based Training and Assessment (CBTA) in Annex 1 and PANS-Training, current training portfolio in the area of flight safety and safety management, its training supports based on States' needs, etc.

2.11 The FAA introduced the Advanced Qualification Program (AQP) that helps both regulators and certificate holders to become more responsive to safety needs, leverage the resources and talents of certificate holders to innovate, and render training to be more aligned with the needs of certificate holders. Furthermore, JAA TO introduced its effective training system that would be suitable for the new normal era, such as virtual classroom training, CBTA, etc.

2.12 IATA enumerated the risks and challenges that tend to be caused by the generation gap and emphasized the importance of understanding the new generation and combining competence-based training with the use of new technologies in order to attract and retain young talent in aviation.

Session 5. Aviation Safety Management in Asia and Pacific (APAC) Region

2.13 The ICAO Asia and Pacific (APAC) Office delivered the Global Aviation Safety Plan (GASP) and the Regional Aviation Safety Plan (RASP) 2023-2025, revised and newly established targets for aviation safety within the APAC region, updates on the roadmap for RASP, global High Risk Categories (HRCs) 2023-2025, training resources and guidance for National Aviation Safety Plan (NASP) development, etc.

2.14 The Civil Aviation Authority of Malaysia (CAAM) shared their efforts and challenges regarding the implementation of goals and targets of State Safety Programme (SSP) and NASP. The Civil Aviation Safety Authority (CASA) of Australia introduced their efforts on the development and implementation of SSP and NASP, GASP and RASP HRCs capture in NASP, Safety Enhancement Initiative (SEI) actions for HRCs, etc.

2.15 The Republic of Korea introduced the Korea Aviation Safety Data Analysis Center (KASDAC) that collects, processes, and analyses aviation safety data as a specialized organization for Safety Data Collection and Processing (SDCPS) according to the *Aviation Safety Act 2.10.* The State also shared some challenges it faces in this area.

3. KEY TAKEAWAYS FROM THE SEMINAR

3.1 **Working together to navigate the rapidly changing environment.** The challenges the aviation community is facing are going to be more complex and less straightforward. Therefore, it is vital that the aviation community work together and collaborate to wisely go through these turbulent times faced by the aviation sector in a timely manner.

3.2 **Recognizing the importance of global standardization.** When it comes to an aviation safety, it cannot be overstated that global standardization through the formation of high quality standards under ICAO's leadership and their implementation in a uniform manner is the most important.

3.3 **Preparing for future innovations.** The development of new innovative technologies for air transport or air mobility is rapid and intense. 2024 promises to be another momentous year for Urban Air Mobility (UAM) and AAM that will change the way all aviation authorities and stakeholders think about travelling in their daily lives.

4. ACTION BY THE MEETING

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

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