

**59th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Cebu, Philippines
14 to 18 October 2024*

AGENDA ITEM 3: AVIATION SAFETY

**INCREASE COLLABORATION AT THE REGIONAL LEVEL
-ANNUAL SAFETY REVIEW-INDIA**

(Presented by India)

INFORMATION PAPER

SUMMARY

- ICAO Annex 19 Edition 2 provides that 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. It also stipulates that 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 National Aviation Safety Plan in Place consisting of safety performance indicators, safety performance targets and safety action plan.
- The performance is evaluated and published as Annual Safety Review.
- In compliance of GASP Goal 4, India is sharing Annual Safety Review 2023

INCREASE COLLABORATION AT THE REGIONAL LEVEL -ANNUAL SAFETY REVIEW-INDIA

1. INTRODUCTION

1.1 State Safety Programme (SSP) – India provides direction for the implementation of State Safety Programme at the State level and SMS at the service provider level. It provides a framework to meet the safety management provisions contained in ICAO Annex 19 and to progressively improve safety performance across all applicable aviation service providers.

1.2 Para 3.4.2.1 of ICAO Annex 19 Ed 2 states that "States shall establish the acceptable level of safety performance to be achieved through their SSP", Note 1. to this standard states that "An acceptable level of safety performance for the State can be achieved through the implementation and maintenance of the SSP as well as safety performance indicators and targets showing that safety is effectively managed and built on the foundation of implementation of existing safety-related SARPs."

1.3 In compliance with ICAO Annex 19 standards, guidance provided in ICAO Doc 9858, GASP 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, safety performance targets and the safety action plan to meet the objectives. This is documented in the Second Edition of National Aviation Safety Plan/State Safety Plan, titled "NASP-2018-2022".

1.4 Para 3.4.2.3 of ICAO Annex 19 Ed.2 recommends that "States should evaluate the effectiveness of their individual SSPs to maintain or continuously improve their overall level of safety performance." In accordance with the procedure established and based on the analysis of the aggregate safety data, the performance of the Key Safety Priorities and associated safety performance indicators has been assessed. This has given input for identifying the areas of greater concern, adjust the safety action plan and the targets.

1.5 Air Safety Review 2023 is available at DGCA India website <https://www.dgca.gov.in/digigov-portal/?page=jsp/dgca/InventoryList/headerblock/ssp/main.html>.

1.6 It presents the analysis of the aggregate safety data derived from the DGCA database, external sources such as ICAO iSTARS, official websites of Accident Investigation Authorities of different countries and safety database maintained by various stakeholders.

2. DISCUSSION

2.1 Acceptable level of Safety Performance of India:

2.1.1 The State Safety Programme, Ed 2 defines the acceptable level of safety performance for aviation in India in terms of:

- a) No fatal Accident in commercial aircraft operations
- b) Effective implementation of SPIs and achievement of SPTs
- c) Enhancement of Safety Oversight capability to achieve at least 85 % effective implementation

2.2 Key Safety Priorities:

2.2.1 The eight Key Safety Priorities established taking into consideration the Global Aviation Safety Plan, Regional Aviation Safety Plan, and our own experience, supported by data from the State Safety Database, are as follows:

- 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

2.3 **Performance Evaluation of Key Safety Priorities:**

2.3.1 The Number of Risk Bearing Airprox per million flights over Indian Airspace has achieved the target. A detailed analysis indicates that the top two factors for Airprox incidents of the year 2022 with respect to air traffic control are “conflict detection /resolution” and “coordination”.

2.3.2 Controlled Flight into Terrain (CFIT) related performance indicators have met the target. The number of unstabilised approaches that continue to land per ten thousand approaches has shown a continuous decreasing trend has met the target.

2.3.3 The SPI on “Loss of control in-flight” has not met the target. The major precursor event for Loss of Control is stick shaker encountered during the flight. These events have occurred due to weather phenomenon or pilot handling/ action.

2.3.4 The number of runway incursion by aircraft and vehicle per ten thousand movements have breached the targets, however number of runway incursion by person has met the target. Analysis has shown that the “Incorrect instructions issued by ATC to pilot or the vehicle driver”, “Loss of Situational Awareness by Pilots” and “Failure to obtain clearance to enter the runway by pilot” are the major contributory factor in runway incursions.

2.3.5 Number of maintenance error per ten thousand flight hour has a decreasing trend and met the target.

2.3.6 Under “Aviation Procedure and Documents” safety priority, SPI “Regulatory audit findings related to procedure” & “Regulatory audit findings related to Workplace Manual” have shown satisfactory performance.

3. **ACTION BY THE CONFERENCE**

3.1 The Conference is invited to note the information contained in this Paper.

— END —