

**59<sup>th</sup> CONFERENCE OF  
DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS**

*Mactan Cebu, Philippines  
14 – 18 October 2024*

**AGENDA ITEM: 3      AVIATION SAFETY**

**SUPPORTING AND ENHANCING TURBOPROP AVIATION  
SAFETY IN THE ASIA & PACIFIC REGION**

(Presented by Association of Asia Pacific Airlines, supported by Indonesia, Malaysia and the  
Flight Safety Foundation)

**SUMMARY**

Regional connectivity and economic development require ongoing collaboration among industry players, regulators, and operators. Turboprop operators play a vital role in enhancing connectivity in regions with limited accessibility, bridging transportation gaps, and improving access to goods, services, tourism, and livelihoods for remote communities. Directors General of Civil Aviation are urged to collectively support these initiatives to enhance situational awareness and decision-making in flight operations across the Asia Pacific region.

This paper highlights the first Asia Pacific Turboprop Safety Conference (APTSC) organised by the Association of Asia Pacific Airlines (AAPA) in Kuala Lumpur, Malaysia, on 26-27 June 2024. This event produced important learning points on safety management especially in the turboprop sector. The paper emphasises APTSC's achievements and calls for increased regulatory support to sustain and expand such initiatives.

## SUPPORTING AND ENHANCING TURBOPROP AVIATION SAFETY IN THE ASIA PACIFIC REGION

### 1. INTRODUCTION

1.1 The Asia Pacific region faces unique challenges in air transportation due to its vast geography and the necessity to connect remote and underserved areas by air. Turboprop aircraft play a crucial role in bridging transportation gaps, offering a lifeline to many communities. However, ensuring the safety and efficiency of these operations remains a priority. Recognizing this, AAPA has taken proactive steps to enhance aviation safety through the APTSC, a pioneering effort in the region.

1.2 This Paper provides a blueprint for a successful approach in drawing operators, industry and regulators onto a common and practical platform to effectively enhance safety among regional *turboprop* operators, a sector that draws less attention than that of the *turbojet*.

### 2. DISCUSSION

2.1 **The AAPA APTSC:** The conference saw participation from over a hundred delegates, including representatives from twenty turboprop operators across the region. The event provided a platform for stakeholders, including regulators, operators, manufacturers, airports, and safety organizations, to exchange learnings, insights and best practices.

2.2 **Comprehensive Agenda Covering Key Safety Topics:** The conference agenda included critical discussions on:

- Safety culture from operators and manufacturers' perspective;
- Flight data management
- Advanced simulator training techniques
- Information sharing on significant events among turboprop operators
- Best practices for engine operations by an industry partner
- Safety data analysis by the Flight Safety Foundation
- Managing safe operations to second and third-tier airports with inputs from operators, industry and regulators.

2.3 **Support from Key Industry Players:** The event was supported by major industry players that showcased the industry's commitment to safety.

#### 2.4 Call for Greater Regulatory Support

2.4.1 Despite the success of the APTSC, the participation of regulators was limited. While two regulators actively supported and attended the conference, the response from others was lukewarm. Most expected financial underwriting for their participation, a challenge for AAPA, a not-for-profit organization.

2.5 To ensure the continued success and expansion of such initiatives, we propose the following actions:

2.5.1 **Increased Engagement and Support from Regulators:** Regulators are urged to actively participate in and support such safety conferences. This includes providing logistical support to ensure broad-based participation.

2.5.2 **Formal Endorsement and Recognition:** Regulatory bodies should formally endorse initiatives such as those by the AAPA and recognize the importance of these efforts in enhancing regional aviation safety.

- 2.5.3 Resource Allocation: Allocate resources to support the implementation of safety measures discussed during the conferences, such as advanced simulator training and safety management systems (SMS).
- 2.5.4 Policy and Framework Development: Work with AAPA and other relevant regional associations to develop policies and frameworks that support turboprop operations' unique needs, including operations to remote and underserved airports.
- 2.5.5 Regulators, by collaborating with airport and air navigation service providers and incorporating operator input, have developed procedures for specific third-tier airports. This collaborative approach, exemplified by DGCA Indonesia, has led to improved and safer operations for transporting passengers and goods to and from these airports.

### **3 ACTION BY THE CONFERENCE**

The Conference is invited to:

- a) note the benefits that have been derived from the successful launch of the Asia and Pacific Turboprop Safety Conference;
- b) express its support for this approach as a pragmatic and effective solution that demonstrates commitment to enhancing regional aviation safety in the Asia & Pacific region through initiatives like the APTSC. The success of the first conference demonstrates the value of such platforms in promoting safety, collaboration, and knowledge-sharing;
- c) State regulators and industry players are urged to recognize the importance of these efforts and provide the necessary support to ensure the regional aviation is empowered through resilient growth.

— END —

---

#### ***References***

1. A40-1: ICAO Global Planning for Safety and Air Navigation Appendix A - Global Aviation Safety Plan (GASP)

Reaffirming that the primary objective of the Organisation continues to be the improvement of safety and an associated reduction in the number of accidents and related fatalities within the international civil aviation system...

2. A41-WP/94 TE/21 Appendix A-2

Stresses the need for continuous improvement of aviation safety through a reduction in the number of accidents and related fatalities in air transport operations, including regional aircraft operations...