55th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS

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AGENDA ITEM 3:   AVIATION SAFETY

INDIA'S NATIONAL AVIATION SAFETY PLAN 2018-2022

Presented by India

INFORMATION PAPER

SUMMARY

ICAO has published Global Aviation Safety Plan 2017-2019 to establish targeted safety objectives and initiatives while ensuring the efficient and effective coordination of complimentary safety activities between all stakeholders. RASG-APAC requires all the States to establish National Aviation Safety Plan in line with the ICAO GASP and based on their operational needs. DGCA India has come up with a five year National Aviation Safety Plan (NASP) 2018-2022 based on the experience gained in the implementation of State Safety Plan 2015-2017, evaluation of the performance of the safety priorities and the work undertaken by the stakeholders in implementation and maintenance of their Safety Management System (SMS).

INDIA'S NATIONAL AVIATION SAFETY PLAN 2018-2022

1. INTRODUCTION

1.1   With the growing aviation industry, air traffic is projected to increase significantly in the near future and aviation safety planning is essential to manage growth in a safe and efficient manner.

1.2   Earlier, safety has been managed through prescriptive regulations i.e. the regulator defines the rules and standards to be followed by the service providers and evaluate their compliance through audits and surveillances. This approach requires a great deal of specialist resource on the part of the regulator and is often over-constraining for the regulated entity, particularly in the introduction of new processes and technologies.

1.3   ICAO through its Standard and Recommended Practices as contained in Annex 19 and DOC 9859 has adopted the concept of Acceptable Level of Safety (ALoS) in aviation. This objective approach for managing the safety recognises the limitations of the prescriptive approach and the fact that the absolute safety is generally an unachievable and very expensive goal. It provides a structured and balanced approach for managing the risks which are existing in a State/organisation.

1.4   The Acceptable Level of Safety expresses the safety goals for the oversight authority, operator and the services provider. The concept of acceptable level of safety is expressed by two specific metrics, namely safety performance targets and safety performance indicators. The regulator sets objectives for the achievement and demonstration of safety - acceptable (or tolerable) safety levels - and the service provider has to demonstrate that these objectives have been met while conducting their core business functions. Factors such as the complexity of operations, the operational context, past safety performance, existing safety regulatory framework, applicable safety standards, etc. are considered while accepting the safety performance indicators.

2. DISCUSSION

2.1   **Legislative and Regulatory Provisions**

2.1.1   In the year 2010, Rule 29C was incorporated in the Aircraft Rules 1937 for the establishment of the State Safety Programme by the State followed by incorporation of Rule 29D for the introduction of Safety Management System by the service providers.

2.1.2   Based on the amendments in ICAO Annex 19, CAR Section 1, Series C, Part 1 was revised and published on DGCA website in July 2017, which includes the requirements for implementation of Safety Management System.

2.2   **National Aviation Safety Plan and Acceptable Level of Safety**

2.2.1   In compliance with the State Safety Programme, State Safety Plan 2015-2016 was developed, which was extended for the year 2017. The performance of each of the State Safety Priorities has been analysed and captured in Annual Safety Review 2016 and 2017. This has provided inputs for developing the National Aviation Safety Plan 2018-2022.

2.2.2   The National Aviation Safety Plan 2018-2022 is an outcome of some of the activities described in the State Safety programme (SSP), experience gained in the implementation of State Safety Plan 2015-2017, evaluation of the performance of the safety priorities and the work undertaken by the stakeholders in implementation and maintenance of their Safety Management System (SMS). It also incorporates the Global Safety Priorities contained in the Global Aviation Safety Plan (GASP) and the Regional Safety Plan of RASG-APAC.

It has been developed in partnership with the service providers and sets out the States' Acceptable level of safety performance in terms of aspiration goal of "No Fatal Accident" in commercial air transport aeroplane and helicopter operations including off-shore helicopter operations, effective implementation of ICAO safety related SARPS and safety priorities, objectives, safety performance indicators.

2.2.3   **Key Safety Priorities**

Based on the global safety priorities, regional safety priorities and using our own experience, supported by data from the State Safety Database, the DGCA is targeting eight State Safety Priorities. These are:

- Airborne conflict
- Controlled flight into terrain
- Runway excursions and overruns
- Wildlife and bird strikes
- Loss of control in flight
- Runway Incursion and ramp safety
- Deficient maintenance
- Aviation Procedures & Documentation

For each State Safety Priority, we have developed safety objectives; proposed desired safety outcome; developed safety action plan and a number of Safety Performance Indicators (SPIs). Though the National Aviation Safety Plan (NASP) is for five years, the targets are fixed for first two years (i.e. for 2018 and 2019). In the subsequent years (i.e. for 2020, 2021 & 2022), targets will be fixed based on the performance of the previous year.

2.2.4   In addition to the state safety priorities, NASP addresses emerging safety issues as well as issues that could potentially emerge in the immediate or near future. The safety issues detailed are driven from operations or regulations that have not been fully deployed, and it provides a future platform for National Aviation Safety Plan. They are:

- Civil Drones (Unmanned Aircraft Systems)
- Communication Errors
- Laser Interferences
- Ground Handling

2.2.5   Indian aviation is in a state of continuous change. The aviation sector is one of the fastest growing in the world and service providers are experiencing a number of operational, technical and financial challenges all of which can have an effect on safety. A key focus for the DGCA during the period of this Safety Plan will be on ensuring that it remains fit-for-purpose and continues to provide an appropriate and effective level of regulatory and safety oversight that balances needs of the industry, travelling public and the international community.

3.   ACTION BY THE CONFERENCE

3.1   The Conference is invited to note:

a) Progress made by India in implementation of State Safety Programme.

b) Sharing and exchange of safety information is a prime component of State objectives. In order to enhance the sharing and exchange of information, States are invited to ensure that their carriers operating to/from India share safety information with DGCA India for identification and mitigation of safety risks.

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