

Asia Pacific Aviation Safety Seminar 2016
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OPENING SPEECH OF MR. ANDREW HERDMAN, DIRECTOR GENERAL OF THE ASSOCIATION OF ASIA PACIFIC AIRLINES

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- Members of the AAPA Flight Operations Safety Working Group
- Members of the Asia Pacific Turboprop Safety Forum
- Ladies and Gentlemen

Good Morning,

It gives me great pleasure to welcome you to the Asia Pacific Aviation Safety Seminar 2016 here in Narita, organized by AAPA and generously hosted by our dear friends in All Nippon Airways.

Ladies and gentlemen, aviation is widely recognised as a key contributor to economic and social development, with 3.6 billion passengers annually or 10 million passengers flying safely and securely every day. About one third of those passengers are being carried by airlines from the Asia Pacific region, where air transport supports¹ almost 29 million jobs and USD 626 billion in GDP.

¹ Aviation: Benefits Beyond Borders Report, Air Transport Action Group, July 2016

Aviation also provides regional and global connectivity, linking products and markets around the world. Air cargo supports global supply chains, transporting goods worth over 6 Trillion US Dollars, which represents, in value terms, 35% of all international trade.

The region's airlines are continuing to invest in new aircraft, and innovative products and services to meet the projected growth in travel demand. Dramatic expansion of the air transport sector in the Asia Pacific region brings with it considerable challenges, including the need for governments to maintain effective regulatory oversight in full compliance with agreed ICAO standards, the recruitment and training of skilled personnel, and appropriate investments in aviation infrastructure. As industry we are supportive of the ICAO 'No Country Left Behind' campaign which aims to address evident disparities in the quality of regulatory oversight amongst different states through improved implementation and compliance.

Safety is acknowledged as a shared responsibility and requires close cooperation between regulators, airlines and other stakeholders in future rulemaking and standard setting. There is a need for effective consultation processes and communications supported by comprehensive data analysis. Effective safety management systems must go beyond processes and programmes, reinforcing the benefits of maintaining a strong safety culture across the industry.

Safety is an issue that demands constant vigilance and the AAPA is strongly determined to work with regulators and other industry stakeholders to support initiatives and efforts that ensure that further improvements are achieved across the region.

Our industry has an enviable safety record, with an accident rate of one major accident for every five million flights, but safety efforts will need to remain focused on progressing towards our goal of zero major accidents. This requires close teamwork amongst all safety stakeholders, in proactively identifying and addressing underlying safety deficiencies.

Aircraft accidents are mercifully rare events, but every fatal accident brings human tragedy. We must learn valuable lessons from such events to improve our processes and procedures to prevent similar failures in future, and further enhance safety performance. How do we make the world's safest form of transportation even safer?

Industry safety priorities include mitigating commonly recognised risk factors such as: controlled flight into terrain, approach and landing, runway safety, loss of control, non-adherence to standard operating procedures, human factors and ground accidents. The conference will also be addressing some specific safety topics such as overall flight operations, regional and turboprop challenges, and cabin safety in the various workshop sessions.

In closing, I would like to take this opportunity to emphasise that the AAPA's mission is to act as the broadly representative trade association for all the region's international airlines, regardless of business model. In that regard, we actively encourage the participation of non-member airlines in our safety activities, and are always keen to welcome new members to the association.

I hope all of you will make full use of APASS 2016 to network with your colleagues. I would urge you to play an active role in the discussions ahead and challenge our panelists and speakers over the next two days. Through your active participation, I am confident that you will take back with you a clearer perspective of the key regulatory and industry issues and how we can all actively contribute to enhancing regional aviation safety.

Ladies and Gentlemen, events like this clearly demonstrate the benefits of working together in a spirit of co-operation.

The seminar is hosted by All Nippon Airways, with very welcome additional support from Airbus, Boeing, ATR, Mitsubishi Aircraft Corporation, Aerobytes, CEFA Aviation, Flight Data Services, SAFRAN, Teledyne Controls, and Weathernews. Please join me in thanking them all for their generous support.

For our part, AAPA will remain focused on addressing industry issues of common concern, ensuring that the views of the Asia Pacific region are given proper weight on the international stage.

Aviation is a great industry, and we remain confident that we can continue to make a significant contribution to successful growth of the Asia Pacific region and sustainable development of the wider global economy.

Thank you.

Andrew Herdman
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Association of Asia Pacific Airlines

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