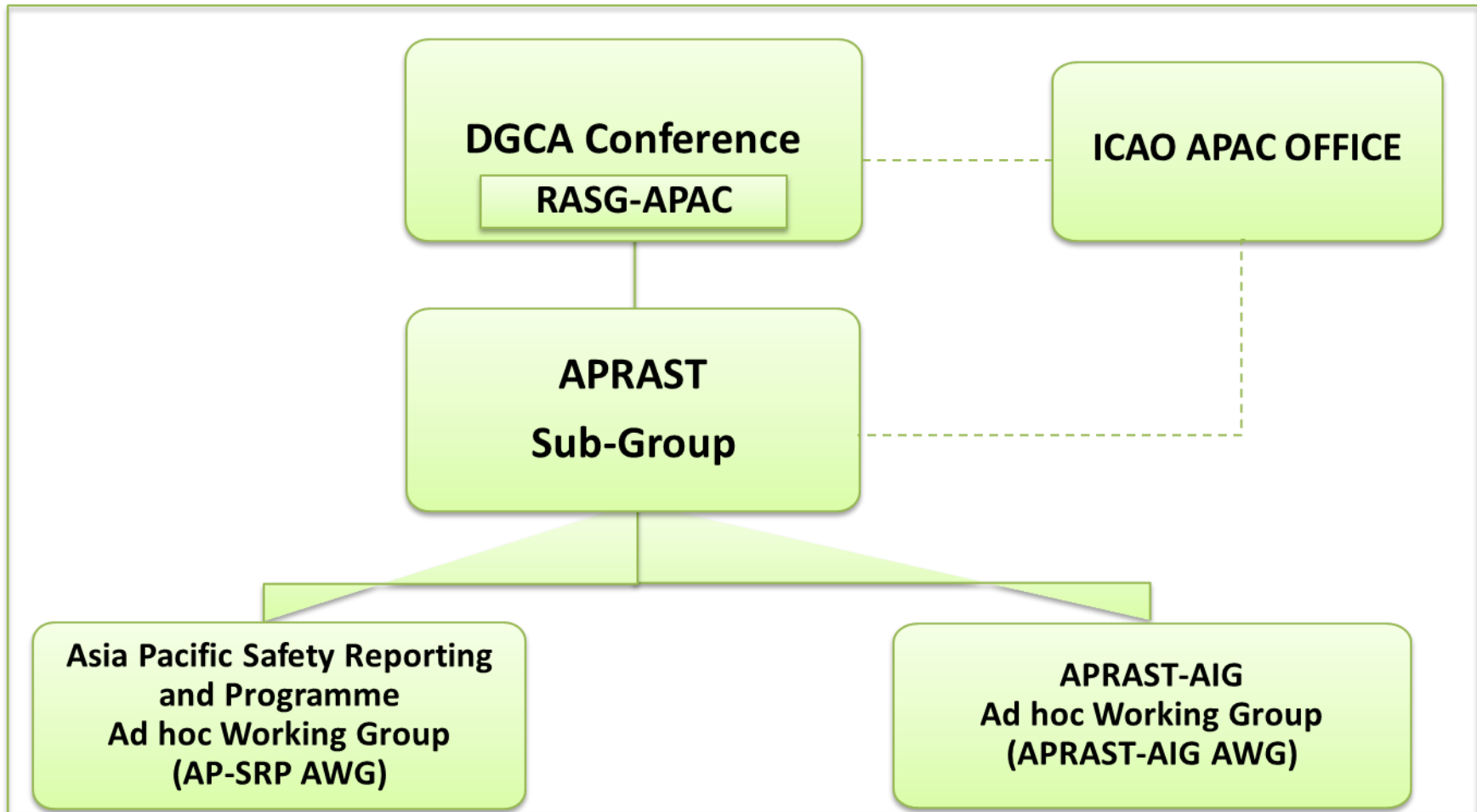


**STRUCTURE FOR THE REGIONAL AVIATION SAFETY GROUP – ASIA PACIFIC (RASG-APAC)**



**TERMS-OF-REFERENCE**  
**ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM –**  
**ACCIDENT INVESTIGATION AD HOC WORKING GROUP (APRAST-AIG AWG)**  
**UNDER**  
**REGIONAL AVIATION SAFETY GROUP - ASIA PACIFIC (RASG-APAC)**

**1.0 Background**

- 1.1 These terms-of-reference outline the concept and modalities for the Asia Pacific Regional Aviation Safety Team - Accident Investigation ad hoc Working Group (APRAST-AIG AWG) working under direction of the RASG-APAC/APRAST.
- 1.2 The ICAO Global Aviation Safety Plan (GASP), which was endorsed by the 33rd Session of the ICAO Assembly in 2001, stressed the need for a reduction in the rate of fatal accidents in air transport operations. The GASP endorses the concept of concentrating the safety-related activities of ICAO on those safety initiatives - planned or currently underway - which offer the best safety dividends in terms of reducing the accident rate. Additionally, the GASP encourages States to foster regional and sub-regional safety groups for the purpose of furthering the global safety effort.
- 1.3 The ICAO GASP was extensively revised in 2007 and subsequently endorsed by States at the 36<sup>th</sup> Session of the Assembly (Resolution 36-7). It provides a common frame of reference for all stakeholders in order to allow a more proactive approach to aviation safety and to help coordinate and guide safety policies and initiatives worldwide to reduce the accident risk for civil aviation. The GASP is to be used in conjunction with the Global Aviation Safety Roadmap (GASR) developed by aviation industry for ICAO and at its request
- 1.4 The objective of the Global Aviation Safety Plan provides a common frame of reference for all stakeholders that support a proactive and systematic approach to aviation safety, and helps coordinate and guide the establishment of safety policies and initiatives worldwide. It will help prioritizing and planning safety initiatives and measuring their impact.
- 1.5 The GASP is based on the following four principles:
- **Participation of all stakeholders:** to ensure consistency of objectives and to avoid duplication of effort;
  - **Defining (twelve) Global Safety Initiatives:** setting best practices, metrics and maturity levels which are defined in the Global Aviation Safety Roadmap to ensure that implementation makes full use of the collective experience of the aviation community and that progress is measured in a transparent and consistent way;
  - **Planning process:** for collaborative development of action plans that define the specific activities that should take place in order to improve safety;
  - **Consistency with the ICAO Global Planning Process:** GASP follows an approach and philosophy which is consistent with the *Global Air Navigation Plan for CNS/ATM Systems* (Doc 9750). Both were developed with close coordination and participation of industry, and both provide a common framework to ensure that regional, sub-regional, national and individual initiatives are coordinated to deliver a harmonized, safe and efficient international civil aviation system.

## **2.0 Objective**

- 2.1 An APRAST-AIG Ad hoc Working Group will be established under the RASG-APAC/APRAST to review the Global Aviation Safety Plan/Roadmap (GASP/R) Global Safety Initiative 3/Focus Area 3 – Impediments to Reporting of Errors and Incidents and GSI 4/Focus Area 4 – Ineffective Incident and Accident Investigation. The appraisal will include a review of the best practices and metrics and the APRAST-AIG AWG will propose recommendations to complete implementation as prescribed by the metrics.
- 2.2 To accomplish the objectives, the APRAST-AIG AWG will:
- 2.2.1 review, for application within Asia and Pacific regions, existing policies and procedures related to the reporting of errors and incidents; and accident investigation, which have already been developed;
  - 2.2.2 review, for application within Asia and Pacific regions, the best practices and metrics defined in Global Safety Initiative/Focus Area 3 and 4 of the GASP/GASR; and
  - 2.2.3 review, regional accidents and significant incident trends and other areas of local concern to determine unique issues that may warrant locally developed policies and procedures to effectively capture information for study and for the development of recommendations. The focus and priority for APRAST-AIG AWG will be to introduce, support, and develop actions, which have the potential to effectively and economically reduce the regional aviation accident risk.

## **3.0 APRAST-AIG AWG Modalities**

- 3.1 The Regional Officer, Flight Safety, ICAO APAC Office will be the Secretary to the APRAST-AIG AWG. The Air Accident Investigation Board of Singapore will provide technical support. Membership of the APRAST-AIG AWG will come from participating accident investigating organizations in the Region. Others may be invited to participate as appropriate. A Chairperson and Vice Chairperson will be elected from the nominated members from the participating States' accident investigation organizations.
- 3.2 The APRAST-AIG AWG will accomplish the following:
- Review and/or prepare policies and procedures that can be used in the region to establish an voluntary incident reporting system as envisioned by Global Safety Initiative 3;
  - Review and/or prepare policies and procedures that can be used in the region to establish an accident investigation capability as envisioned by Global Safety Initiative 4;
  - Identify areas of concern that may be unique to the region or require emphasis within the region, and develop and/or review policies and procedures to address those concerns;
  - Work closely with the APRAST, service providers, airlines, manufacturers, industry and labor associations, and other appropriate organizations to ensure that the policies and procedures are developed through a coordinated effort.

- 3.3 The Chairperson/Secretary will maintain close contact with ICAO to benefit from its advice on the subject and to this effect they/he will provide regular feedback to ICAO on the activities of APRAST-AIG AWG through APRAST/RASG-APAC. In addition, they/he will liaise as required with other regional safety teams to benefit from their efforts.
- 3.4 The APRAST-AIG AWG will normally meet twice each year. The on-going work/coordination may be accomplished through electronic communications.
- 3.5 The RASG-APAC/APRAST will monitor activities of APRAST-AIG AWG and promote the implementation of those policies and procedures that are deemed appropriate for Asia and Pacific regions.

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