



ICAO

FIFTEENTH MEETING OF THE ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM (APRAST/15)

Bangkok, Thailand, 24 to 25 June 2020 on Virtual Platform

Agenda Item 4: Presentations – State/Industry/ICAO

ESTABLISHMENT OF THE NETWORK OF POINTS OF CONTACT FOR THE VOLUNTARY SHARING AND EXCHANGE OF AVIATION SAFETY INFORMATION AND OCCURRENCE/INCIDENT REPORTS BETWEEN COSCAP-SEA STATES

(Presented by Thailand)

EXECUTIVE SUMMARY
This paper highlights the importance of the international collaboration in improving the aviation safety, and proposes to develop a list of Points of Contact (POC) for the voluntary sharing and exchange of aviation safety information and reports between States in Asia Pacific (APAC) Region.

1. INTRODUCTION

1.1 Based on Annex 19: Safety Management (2nd edition, July 2016) and ICAO Doc 9859: Safety Management Manual (4th Edition, 2018), the SSP framework can be as illustrated in Figure 1.

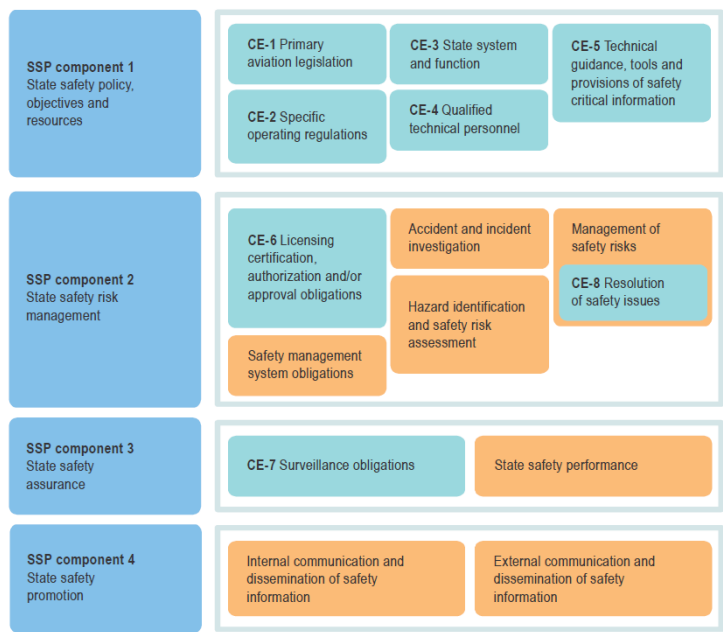


Figure 1: Integrated SSP Framework

1.2 One of the important foundations of the successful SSP implementation are the robust Safety Data Collection and Processing System (SDCPS) and international collaboration among States in managing identified risks.


1.3 The Civil Aviation Authority of Thailand (CAAT) has implemented the SDCPS since February 2018, using the European Coordination Centre for Accident and Incident Reporting System (ECCAIRS), as a basis for the State safety risk management. The implementation has been considerably successful through the support of all stakeholders in the aviation industry. However, the international collaboration among States in managing identified risks is one of the important challenges experienced by Thailand.

1.4 This paper highlights the importance of the international collaboration in improving the aviation safety, and proposes to develop a list of Points of Contact (POC) for the voluntary sharing and exchange of aviation safety information and reports between States in Asia Pacific Region.

2. DISCUSSION

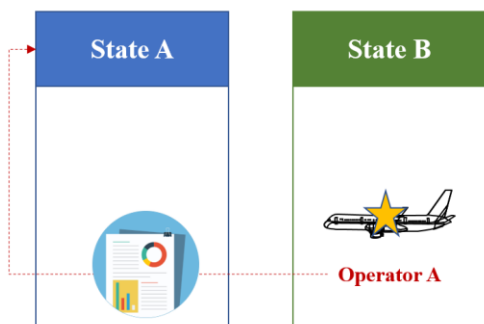
2.1 In attempt to establish international collaboration with other States in managing identified risks, Thailand has been experiencing difficulties in the following scenarios:

Note:

 = Safety aviation occurrence

 = Occurrence report

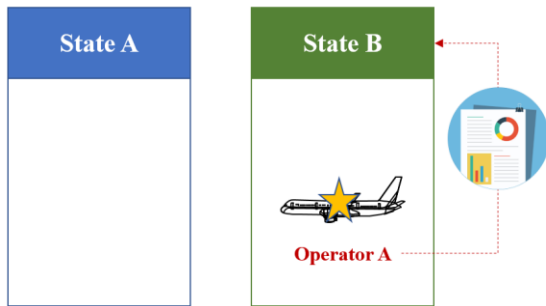
Scenario 1: Occurrence involved with Operator A takes place in State B, Operator A reports the occurrence to State A, not State B



Resulting Actions and Difficulties

- State A wishes to share/request the information with/from State B, but uncertain of an appropriate channel (i.e. who and how).
- and/or
- State B is aware of the occurrence and wishes to request the information from State A, but uncertain of the appropriate channel (i.e. who and how).

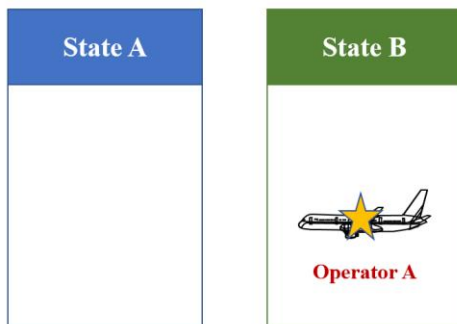
Scenario 2: Occurrence involved with Operator A takes place in State B, Operator A reports the occurrence to State B, not State A



Resulting Actions and Difficulties

- State B wishes to share/request the information with/from State A, but uncertain of an appropriate channel (i.e. who and how).

Scenario 3: Occurrence involved Operator A takes place in State B, Operator A does not report the occurrence to either State A nor B



Resulting Actions and Difficulties

- State B is aware of the occurrence and wishes to notify State A and requests:
 - assistance from State A for the occurrence report from Operator A, and
 - investigation result and mitigation actions from State A/Operator A;
 but uncertain of the appropriate channel (i.e. who and how).

2.2 To overcome this challenge, a proper communication is required for sharing/exchanging safety information among the State concerned. Given the confidential nature of such information, it is important for each State to have a formal communication channel(s) to ensure that the safety information is forwarded by/to the appropriate State entities.

2.3 In the 21st South East Asia Regional Aviation Safety Team and National Coordinators Meeting (SEARAST/21) on 29 April 2020, Thailand presented a proposal for the establishment of an Aviation Safety POC Network for Sharing/Exchanging Safety Information, similar to the existing ICAO global Aviation Security Network of Point of Contacts in States. States supported the initiative while expressing caution not to duplicate or confuse with existing focal point databases. In several States, this person is the head of SSP in the CAA.

2.4 The Meeting agreed for COSCAP-SEA to develop a list of POC for the voluntary sharing and exchange of aviation safety information and reports between COSCAP-SEA States, on a trial basis, and for States further consideration. The Meeting agreed to the following action:

Action SEARAST/21/2

COSCAP-SEA to compile a list of Points of Contact for the voluntary sharing and exchange of aviation safety information and reports between COSCAP-SEA States, by 31 May 2020.

2.5 COSCAP-SEA has established the network of Points of Contact for the Voluntary and Confidential Sharing and Exchange of Aviation Safety Information and Occurrence/Incident Reports between COSCAP-SEA States. COSCAP-SEA will maintain this database and update every time new information is received from member States.

2.6 The APRAST is invited to consider adopting the following draft conclusion for submission to the next RASG-APAC meeting for endorsement:

Draft Conclusion: Points of Contact for the Voluntary Sharing and Exchange of Aviation Safety Information and Occurrence/Incident Reports between APAC Region States		
What:	That, the ICAO APAC Regional Office establish a network of Points of Contact for the Voluntary Sharing and Exchange of Aviation Safety Information and Occurrence/Incident Reports between the APAC Region States.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why:	To support States by facilitating the Voluntary and Confidential Sharing and Exchange of Aviation Safety Information and Occurrence/Incident Reports between States.	Follow-up: <input checked="" type="checkbox"/> Required from States
When:	31-Dec-20	Status: Draft to be adopted by RASG-APAC
Who:	<input type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Nil	

2.7 For consistency, the establishment of the Aviation Safety POC for the APAC Region could follow the mechanism developed for COSCAP-SEA States as shown in **Appendix A**.

3. CONCLUSION

3.1 The Meeting is invited to:

- a) Note the information contained in this paper;
- b) Review and endorse the proposal to establish a network of POC for the voluntary sharing and exchange of aviation safety information and reports between States in the APAC Region;
- c) Adopt the draft conclusion in paragraph 2.6 and the POC format developed for COSCAP-SEA States
- d) Discussion any relevant matters as appropriate.



ICAO

COSCAP SEA

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Cooperative Development of Operational Safety and Continuing Airworthiness Programme
South East Asia (COSCAP SEA)POINTS OF CONTACT FOR THE VOLUNTARY AND CONFIDENTIAL SHARING AND
EXCHANGE OF AVIATION SAFETY INFORMATION AND OCCURRENCE/INCIDENT
REPORTS BETWEEN COSCAP-SEA STATES
(Updated Date)

State	CAA Aviation Safety Point of Contact for SEA States	Email Address	Mobile Number
Brunei Darussalam (BRN)			
Cambodia (KHM)			
Indonesia (IDN)			
Lao PDR (LAO)			
Malaysia (MYS)			
Myanmar (MMR)			
Papua New Guinea (PNG)			
Philippines (PHL)			
Singapore (SGP)			
Thailand (THA)	Paisit Herabat (Mr.) Manager, Aviation Safety Management Department Civil Aviation Authority of Thailand	paisit.h@caat.or.th	+66-63-205-8813
Timor-Leste (TLS)			
Viet Nam (VNM)			

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