

21ST SOUTH EAST ASIA REGIONAL AVIATION SAFETY TEAM AND NATIONAL COORDINATORS MEETING (SEARAST/21)

ICAO Asia and Pacific Regional Office, Bangkok, Thailand, 17 – 19 March 2020

Agenda Item 6: Member State Updates

ESTABLISHMENT OF THE FORMAL/VALIDATED AVIATION SAFETY POINT OF CONTACT NETWORK FOR SHARING/EXCHANGING SAFETY INFORMATION

(Presented by Thailand)

EXECUTIVE SUMMARY

This paper highlights the importance of the international collaboration in improving the aviation safety, and the need to establish a formal Aviation Safety Point of Contact (POC) Network for sharing and exchanging the safety information among the State concerned.

Action: The Meeting is invited to:

- a) Note the information contained in this paper;
- b) Review and endorse the proposal to establish the formal Aviation Safety POC Network for sharing and exchanging the safety information among the States concerned; and
- c) Adopt mechanism of Aviation Security POC Network for the establishment of the Aviation Safety POC Network
- d) Discussion any relevant matters as appropriate.

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 illustrated in **Figure 1**.

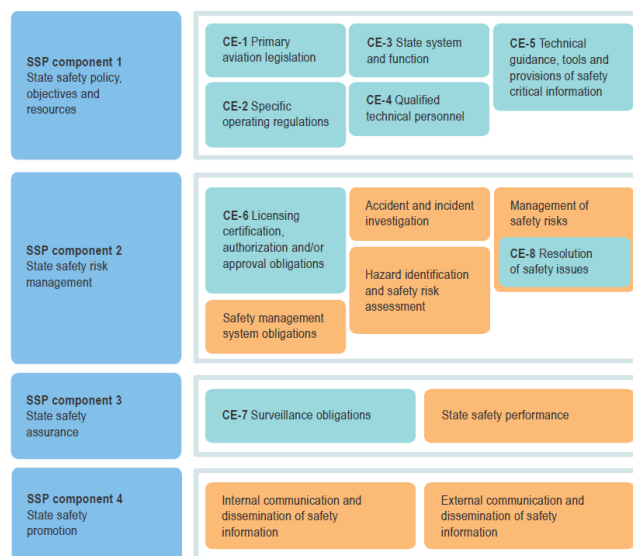


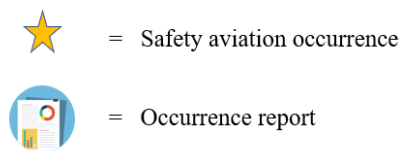
Figure 1: Integrated SSP Framework

- 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. On the other hand, 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 the need to establish a formal communication channel for sharing and exchanging confidential safety information among the States concerned.

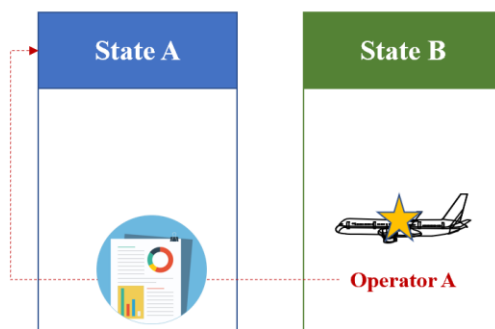
2. DISCUSSION

- 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:



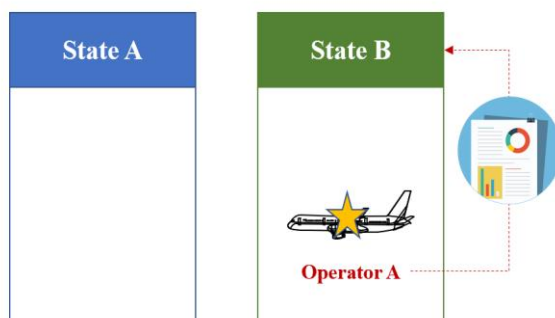
Scenario 1: Occurrence involved with Operator A takes place in State B, Operator A reports the occurrence to State A, not State B



Resulting Actions and Difficulties

- State A would like to share/request the information with/from State B, but not sure of the appropriate channel (i.e. who and how).
- and/or
- State B is aware of the occurrence and wants to request the information from State A, but not sure of the appropriate channel (i.e. who and how).

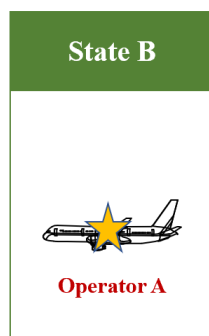
Scenario 2: Occurrence involved with Operator A takes place in State B, Operator A reports the occurrence to State B, not State A



Resulting Actions and Difficulties

- State B would like to share/request the information with/from State A, but not sure of the 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 would like to notify State A and request:
 - assistance from State A for the occurrence report from Operator A, and
 - investigation result and mitigation actions from State A/Operator A;but not sure of the appropriate channel (i.e. who and how).

2.2 To overcome this challenge, a proper communication network 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 to ensure that the safety information is forwarded by/to the appropriate State entities. In this regard, Thailand proposes to establish the Aviation Safety POC Network for this Region.

2.3 For consistency with the previously developed mechanism, the establishment of the Aviation Safety POC Network could follow the examples for the Aviation Security POC Network 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 the formal/validated Aviation Safety POC Network for sharing/exchanging the confidential safety information among the States concerned; and
- c) Adopt the mechanism of Aviation Security POC Network for the establishment of the Aviation Safety POC Network
- d) Discussion any relevant matters as appropriate.

— END —



International Civil Aviation Organization

ELECTRONIC BULLETIN

For information only

EB 2015/32

11 June 2015

AVIATION SECURITY POINT OF CONTACT (POC) NETWORK

1. Reference is made to EB 2013/61, dated 13 December 2013, in which improvements to the design and functionality of the ICAO Aviation Security Point of Contact (PoC) Network were introduced.
2. In accordance with the 38th Session of the ICAO Assembly, which called on States to participate in the PoC Network and ensure that contact coordinates are kept current, ICAO conducted regional testing of the Network over the course of 2014. Initiated by each of the seven ICAO Regional Offices, the tests resulted in an overall response rate of 90.97 per cent, with 74.06 per cent of States responding within 24 hours from the time the test message was sent.
3. Such encouraging response rates confirm that the PoC Network web-based platform is an effective and viable mechanism for exchanging critical information before, during, or after an event involving aviation security; or for sending and receiving information concerning imminent threats or requests for aviation security-related information.
4. ICAO recently made additional improvements to the design and functionality of the PoC Network; it now features a messaging system that enables the secure and rapid exchange of information while providing greater control over who can access such information. To assist users in utilizing these functions, a video tutorial is available on the home page of the platform, which is accessible through the ICAO secure portal (portal.icao.int/avsecnet). Login instructions are attached.
5. To participate in the ICAO Aviation Security PoC Network, or to update State PoC coordinates, please complete the PoC Sign-up Form available at www.icao.int/Security/SFP/Form/Forms/AllItems.aspx and e-mail it to PoCNetwork@icao.int.

Enclosure:

Instructions for obtaining access to the PoC Network Secure Site

Issued under the authority of the Secretary General

**INSTRUCTIONS FOR OBTAINING ACCESS TO
THE POINT OF CONTACT (POC) NETWORK SECURE SITE**

Important note: If you are unsure whether you have previously subscribed to the ICAO Secure Portal, select the “Cannot Login” option and follow the steps outlined to determine if you have an existing account.

Existing ICAO Portal users:

1. Login to the ICAO Secure Portal at <http://portal.icao.int/>.
2. Click on **Profile** and then **Group Subscribe/Unsubscribe** in order to subscribe to a new group.
3. In the *Subscribe To* field, enter the group name: **AVSECNET**.
4. In the *Justification* field, enter the reason for request.
5. Click on **submit changes**.
6. A confirmation e-mail will be sent once access has been granted.

New ICAO Portal users:

1. Access the ICAO Secure Portal at <http://portal.icao.int/>.
2. Click on **Request an account** and follow the instructions below:
 - a) click **OK** on the pop-up message to indicate that this is your first account;
 - b) in the pop-up window, enter **AVSECNET**, and click **OK**;
*Note: if the pop-up window does not appear, you may have a pop-up blocker. Hold the **Ctrl** button and click **OK** at the same time.*
 - c) enter the requested information in the new user account form; and
 - d) click on **I Agree to the Terms of Use Above**.
3. A confirmation e-mail, along with a username and password, will be sent once access has been granted.

— END —

AVIATION SECURITY POINT OF CONTACT (PoC) NETWORK SIGN-UP FORM

Please complete the form and ensure that the contact person whose details are provided below is not only knowledgeable but also available on a 24-hour basis.

1. CONTACT INFORMATION FOR (State) _____

Contact Person (s) (*up to 3 persons; can include Command Centres*):

Name: _____

Position/Department: _____

Address: _____

Tel. (Business): _____

Tel. (Mobile): _____

Fax: _____

E-mail: _____

2. DESCRIPTION OF POINT OF CONTACT (*Example: "XYZ Department is a command centre that is open 24 hours per day. Its personnel can immediately connect the caller to an appropriate expert."*)

3. LANGUAGE CAPABILITIES OF CONTACT (*Example: "The command centre personnel speak English only."*)

4. ADMINISTRATIVE CONTACT (*Please provide a name and an e-mail address of the person or department in charge of providing contact updates to ICAO*)

Signature:	Date:
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March 2016

POINT OF CONTACT (PoC) NETWORK STATE USER AUTHORIZATION FORM

To facilitate the exchange of information, the PoC Network features a built-in secure messaging system that allows authorized individuals to generate and send messages, restricted or not. Such individuals must have access to the AVSECNET group on the ICAO secure portal (<https://portal.icao.int>) and be:

a) a registered PoC Network contact for a State, or b) a person who has been authorized by the appropriate authority for aviation security to send a message using the built-in messaging system.

To authorize a person to send messages using the built-in messaging system, please complete the form and e-mail it to the ICAO Aviation Security Policy (ASP) Section at POCNetwork@icao.int.

PLEASE PRINT OR TYPE CLEARLY

Person authorized by the appropriate authority for aviation security to send messages using the built-in messaging system:

1. Name: _____
Mr. / Mrs. / Ms. First Name Last Name
2. Title/Position: _____
3. State/Organization/Company: _____
4. E-mail Address: _____

Date: _____ Signature: _____

AUTHORIZATION (by the appropriate authority for aviation security)

Name of authorizing person: Mr. / Mrs. / Ms.	_____
	First Name Last Name
Title/Position:	_____
Department:	_____
E-mail Address:	_____
Date: _____	Signature: _____