



ICAO

TENTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP - ASIA AND PACIFIC REGIONS (RASG-APAC/10)

(Bangkok, Thailand, 17-18 December 2020 on Virtual Platform)

RASG-APAC/10-WP/5

Agenda Item 3

**Agenda Item 3: RASG-APAC Consideration and Approval**

**PROGRESS OF DEVELOPMENT OF ANNUAL SAFETY REPORT**

*(Presented by Co-chair of APRAST SRP WG)*

**SUMMARY**

**A. APRAST 15/8 — Annual Safety Report 2020**

1. APRAST 15 (Decision 15/7) endorsed changes to the approval processes involving the commencement of the design (published version) of the ASR prior to RASG approval. This has been adopted for the 2020 ASR.
2. The development of the 2020 ASR was impacted by revisions to data provided by the Safety Reporting Program Working Group's Information Analysis Team (IAT) and by ICAO's Occurrence Validation Study Group (OVSG).
3. As a result of data revisions, the finalised ASR was sent to ICAO APAC four days later than the specified deadline of October 2<sup>nd</sup>, but this was more than a month sooner than the 2019 report, that was delivered on November 4.
4. Further improvements to the delivery timeline are not recommended, given the potential for data revisions occurring as late as September and the subsequent effort to revise, check and re-format the document.
5. A review of the processes involved in developing the APAC Annual Safety Report will occur prior to the 2021 report being developed.
6. The proposed delivery date for the 2021 report is October 1<sup>st</sup>, 2021.

**1. INTRODUCTION**

1.1 The SRP WG gathers safety information from various sources to determine the main aviation safety risks in the Asia Pacific region. Usually included in the Annual Safety Report are:

- a) Reactive information; and
- b) Proactive information.

1.2 The Information Analysis Team (IAT) formed within the SRP WG analyses the available safety information to identify risk areas. Recommendations for safety enhancement initiatives are made by the SRP WG to the RASG-APAC, through the APRAST, based on the identified risk areas.

## 2. DISCUSSION

2.1 APRAST 15 (Decision) endorsed changes to the approval processes requested by the SRP WG, involving the commencement of the design of the published version of the ASR prior to RASG approval. The purpose of this change was to provide additional time to design the published version of the document and also provide contingency for unforeseen matters, while still providing the opportunity to make whatever changes are required by RASG, if and when these are required.

Given the data and number of visualisations, the ASR requires considerable design effort, with early commencement of this work supporting delivery of the final document on or before the required deadline.

2.2 When conducting a review of the draft document an error was identified by the SRP WG Information Analysis Team (IAT) in relation to the classification of two APAC accidents. Data and associated commentary in the report and data tables produced for the design team had to be amended accordingly. A similar amendment was required later in the ASR development process (September 11) when ICAO headquarters advised of an accident that had been misclassified as scheduled when in fact the accident related to a non-scheduled service.

A complete review of the processes involved in developing the ASR will be conducted prior to the 2021 report being produced. This will include improvements to all source documents to simplify updates when source data is changed and the implementation of additional checking processes to optimise data quality.

2.3 A draft 2020 ASR was provided to the APRAST Secretariat on August 11, following the receipt of feedback from the core members of Safety Reporting Working Group. Contingency time mentioned above was utilised when developing the 2020 ASR, following two revisions to the draft report in 2020.

2.4 The 2020 ASR report was delivered to the APRAST secretariat on October 8<sup>th</sup> or four working days behind schedule. It should be noted that significant progress has been made in recent years with ASR completion dates now two months earlier than in 2018.

- October 8 (2020),
- November 14 (2019) and
- December 7 (2018) of December.

Further reductions are not recommended on the basis that source data changes, albeit small, can be made as late as September. This makes delivering a final report by early October difficult, given the requisite revisions and checking that will subsequently be required. Please note the proposed timetable for delivery of the 2021 ASR (below).

**TIMETABLE FOR DELIVERY OF THE 2021 APAC ANNUAL SAFETY REPORT**

<b>TIMELINE</b>	<b>TASK</b>
26 March 2021	Data received from data providers (ICAO, IATA, CAST and OAG)
28 May 2021	Draft report produced
4 June 2021	Draft report circulated to SRP WG to comment
18 June 2021	Final comments from the SRP WG Co-chairs
2 July 2021	Revised report to be produced based on SRP WG feedback
9 July 2021	Circulate to APRAST Co-Chairs
23 July 2021	Final comments from APRAST Co-Chairs
30 July 2021	Provide Final Draft to ICAO APAC Regional Office
6 August 2021	Final report to be submitted to RASG-APAC Co-Chairs for approval
13 August 2021	Approved by RASG-APAC Co-Chairs
29 September 2021	Formatting and publication of Final Report
1 October 2021	Publish Final Report

**3. ACTION BY THE MEETING**

3.1 The Meeting is invited to:

- a) Take note of the progress of the 2020 ASR; and
- b) Approve the proposed schedule for the 2021 ASR.

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