



ICAO

International Civil Aviation Organization
Asia and Pacific Office

**Thirteenth Meeting of the Regional Aviation Safety Group –
Asia and Pacific Regions (RASG-APAC/13)**

Hong Kong, China, 18-19 December 2023

**Agenda Item 3: Update from ICAO HQ, APRAST and AIG outputs for RASG-APAC
consideration and approval**

GLOBAL AVIATION SAFETY DEVELOPMENTS

(Presented by the Secretariat)

SUMMARY

This paper presents an overview of initiatives undertaken by the ICAO Secretariat, in collaboration with the relevant expert groups, during 2023, to revise existing ICAO provisions and support States' implementation and capacity building efforts. These include amendments to safety management provisions and guidance materials, as well as those related to accident and incident investigations.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 During 2023, the ICAO Secretariat, in collaboration with the relevant expert groups, has undertaken several initiatives to revise existing ICAO provisions and support States' implementation and capacity building efforts. These include amendments to safety management provisions and guidance materials, as well as those related to accident and incident investigations.

2. DISCUSSION

Safety Management

2.1 The Air Navigation Commission (ANC), at the third meeting of its 222nd Session held on 9 February 2023, considered proposals developed by the fifth meeting of the Safety Management Panel (SMP/5), the ninth meeting of the Remotely Piloted Aircraft Systems Panel (RPASP/9) and the fifth meeting of the Aerodrome Design and Operations Panel Working Group (ADOP/WG/5) to amend Annex 19 — *Safety Management*. These proposals included the enhancement of State safety programmes (SSPs) and safety management system (SMS) provisions, extension of an SMS to certified remotely piloted aircraft systems (RPAS) operators authorized to conduct international operations and approved maintenance organizations providing services to them as well as certified heliports, and provisions related to the development of safety intelligence to support aviation decision-making. Consequential amendments from the Secretariat were also considered relating to Annex 1 — *Personnel Licensing*, Annex 6 — *Operation of Aircraft*, Part I — *International Commercial Air Transport — Aeroplanes* and Part III — *International Operations — Helicopters* and Annex 13 — *Aircraft Accident and Incident Investigation*. The ANC authorized the transmission of the proposals to Contracting States and appropriate international organizations for comments. Consequently, ICAO published a State Letter

(SL AN8/3-23/18), in April 2023, explaining proposed amendments to Annex 19 and consequential amendments to Annexes 1; 6 Parts I and III; and 13. The State Letter also contained rationale box immediately following each proposal, to explain the intent.

2.2 The deadline for the receipt of comments, on the proposals for the amendments, was 5 October 2023. In total, 82 States and nine international organizations responded to the State Letter. A final review of comments received, by the ANC, is planned for 22 February 2024. Proposed amendments to Annex 19 and consequential amendments to Annex 1, Annex 6, Parts I and III and Annex 13 are envisaged for applicability on 26 November 2026.

2.3 In addition to the proposed amendments, the Secretariat is developing the 5th edition of the *Safety Management Manual* (Doc 9859). The advance version of the manual is expected to be published at the end of 2024, in line with the effective date of the Amendment 2 to Annex 19. A new guidance document, the *Safety Intelligence Manual* (Doc 10159), is also being developed to support the implementation of Annex 19 provisions. The advance version of this manual is expected to be published in the second quarter of 2024.

2.4 In addition to the above, ICAO has recently undertaken other Safety Management-related initiatives. Two sessions related to “modern approaches to safety” were presented during AN World held in August 2023, in Montreal. The first on “complex socio-technical systems” and the second on “learning from what goes well”. The recorded sessions can be found on ICAO TV [here](#). The Secretariat is in the process of establishing an Integrated Risk Management Study Group. A State Letter, informing States of the creation of the group, is expected to be published before the end of this year. The first meeting of the study group is scheduled before the end of the first quarter of 2024, virtually. An SSP iPACK is nearing completion and planned for deployment in early 2024. It includes an updated SSP course – restructured into two parts: one for Civil Aviation Authority (CAA) managers and the other for technical personnel.

Cooperations for the Occurrence Validation Study Group (OVSG) membership

2.5 A working paper on the introduction of ICAO OVSG was presented at the Eleventh Meeting of the Asia Pacific Accident Investigation Group (APAC-AIG/11), held in Singapore from 16 to 18 August 2023. The objective of the working paper is to expand the membership of the OVSG to include at least two members from each ICAO Region and facilitate the validation and verification of the Accident/Incident Data Reporting (ADREP) data. The working paper was also presented at the fifth meeting of the Regional Expert Safety Group Regional Aviation Safety Plan Working Group (RESG RASP WG/05), held in Paris from 19 to 21 September 2023. Since then, a new member nominated by the United Kingdom has joined the OVSG. The working paper is planned to be presented at the other regional meetings, when deemed appropriate.

Aircraft Accident and Incident Investigation

2.6 Amendments to Annex 13, regarding remotely piloted aircraft (RPA), will become applicable next year and in 2026. These include the following:

- a) investigations involving unmanned aircraft – to clarify which types of RPA occurrences are mandated to be investigated;
- b) release of investigative information – to include investigations of accidents and incidents that draw heightened public attention;

- c) Global Aeronautical Distress and Safety System (GADSS) data and information – to ensure that recordings that originate from fixed recorders to be made available without delay to accident investigation authorities (AIA);
- d) consultation period of Final Reports - thirty days is proposed with a possibility to be extended to sixty days; and
- e) publication of Final Reports - for electronic copies of Final Reports to be submitted to ICAO for e-Library of Final Reports.

2.7 The Flight Recorder Specific Working Group (FLIRECSWG) held its fourteenth meeting (FLIRECSWG/14) in September this year. It has been assigned the urgent task of aligning Annex 6 flight recorder provisions with the recently updated EUROCAE specifications in ED-112B (flight recorder) and ED-155A (lightweight flight recording system). The group's next meeting will be held in Montreal, in May 2025.

2.8 Other on-going projects related to accident and incident investigation, with regards to implementation assistance and analysis include:

- a) management, analysis and follow-up of the ICAO library of final reports;
- b) on-going analysis of safety recommendations addressed to ICAO, as well as those of global concern; and
- c) ADREP migration to ECCAIRS 2, which is planned for the first quarter of 2024.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) note the information presented in this working paper; and
- b) consider the global aviation safety developments and take appropriate action.

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