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2ND ICAO - EASA FORUM ON CIVIL AVIATION IN SOUTH EAST ASIA

(Ha Long, Viet Nam – Tuesday 19 November 2019)

ACHIEVING THE BEIJING MINISTERIAL DECLARATION COMMITMENTS FOR AVIATION SAFETY

SUMMARY

Aviation Safety Planning – Enhancing Strategies and Objectives

- The Global Aviation Safety Plan (GASP) provides a framework for the development and implementation of regional, sub-regional and national plans, promoting harmonization and coordination of efforts aimed to improve international civil aviation safety.
- The European Plan for Aviation Safety (EPAS) is the instrument in Europe to define action priorities to maintain and further improve aviation safety and environmental protection. The EPAS benefits from sub-regional framework bridging the RASP with the State Safety Programmes (SSP) to maximise its effectiveness and help States to comply with the global objectives of the GASP.
- The recently approved Asia-Pacific Regional Aviation Safety Plan (AP-RASP) sets out the region's strategy, mechanism and commitment to managing and improving safety in the region and serves as a coordinated approach to identify areas and avenues for collaboration.
- All the above Plans facilitate States in the Region in establishing their respective SSP and National Aviation Safety Plans (NASPs) supporting the implementation of the commitments of the Declaration of Asia Pacific Ministerial Conference on Civil Aviation on the implementation of SSP.
- Following the implementation of the AP-RASP and development of NASPs, States to consider whether a possible future South East Asia sub-regional Aviation Safety Plan would be beneficial to support aviation safety development and improvement.

Aviation Safety Oversight – Increasing Effective Implementation

With a view to comply with the commitment included in the Beijing Declaration, States are encouraged to request aerodrome certification implementation support from other States, ICAO (RO/COSCAP/TCB/GAT), ACI, EASA, etc., if needed.

States to:

- establish an appropriately organized, funded and empowered civil aviation system, structured to implement effective State Safety Programmes (SSP), including safety oversight systems;
- have specific action plans and perform continuous self-monitoring, using USOAP tools and supported by ICAO APAC Regional Office and COSCAP-SEA;
- use regional and sub-regional collaboration mechanisms and bilateral partnerships for sharing resources and the assistance required with implementation, and enhance the States' collaboration, share lessons learned and successes.



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ICAO to conduct more regular validations under USOAP and continue Combined Action Team (CAT) missions focusing on assisting States with SSP Implementation and Inspectors OJT

States to consider and plan for implementing Risk Based Surveillance, learning from experiences of Philippines, Singapore, and Thailand, and supported by safety data driven decision making.

The GASOS may be applied to assess and enhance COSCAP-SEA capabilities to support States with safety oversight.

Aviation Safety Management – Reducing Operational Risks

- In order to ensure effectiveness in the Safety Intelligence programmes it is essential to establish collaborative partnerships with all stakeholders, from the data collection to the output as mitigations and the later implementations, to facilitate sharing of data within the South East Asia region.
- COSCAP-SEA States' Safety Data Collection and Processing Systems (SDCPS), as defined by Annex 19, should be compatible with the ICAO Safety Information Management System (SIMS) developed to ensure the digital infrastructure for GASP implementation at Regional and Global level.
- Accident and incident investigations is one of the essential sources of information to improve safety and one of the pillars for safety management. The investigation process should focus on the wider understanding of deficiencies in the system that create the necessary conditions for an accident.
- Sharing of safety intelligence of supranational nature shall support regional/sub-regional safety action plans, as a key enabler to achieve the commitment in the Beijing Declaration to use of data driven methodologies to identify high risks.
- All the safety initiatives (International, regional, sub-regional, national and organisational) should be developed on the same basis, ensuring an adequate fit at the different levels. This shall be an essential pillar to improve safety further in face of the present and upcoming challenges

Way Forward

- Forum
 - noted the volume of safety data produced in aviation sector and encouraged stakeholders to process and share data to enhance aviation safety through a data driven approach
 - endorsed the benefits of closer cooperation and collaboration between States, ICAO and with RSOOs like EASA and other related agencies to continue to improve aviation safety for travelling public
 - recognised the ICAO-EASA Forum as key platform to facilitate the dialogue between national aviation authorities and stakeholders.
 - promoted a 3rd ICAO-EASA Forum to be considered with an agenda focused on discussing the main safety topics in more detail.