



International Civil Aviation Organization
Asia and Pacific Office

Fourteenth Meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/14)

(Bangkok, Thailand, 28-29 November 2024)

Agenda Item 2: Updates from ICAO, APRAST and APAC-AIG outputs for RASG-APAC consideration and approval

ESTABLISHMENT OF A RASG-APAC SAFETY ADVISORY

(Presented by the APRAST's SEI WG)

SUMMARY

The Asia Pacific Regional Aviation Safety Team (APRAST) requests that the members of RASG-APAC adopt a new communication mechanism to complement existing safety enhancement initiative (SEI) safety tools, allow for timely dissemination of critical safety information and/or highlight specific mitigations found in existing SEI guidance. The APRAST is recommending several changes to the RASG-APAC and SEI Working Group Terms of Reference to institutionalize the new communication mechanism.

In addition, the approval of an official brand that represents the RASG-APAC and a social media presence would serve the region as a trusted and recognizable mechanism to receive important safety information.

1. INTRODUCTION

1.1 Over the last decade, the 10-step SEI development process documented in Chapter 2 of the RASG-APAC Procedural Handbook has played an integral part in helping to reduce aviation risk. The Asia Pacific Regional Aviation Safety Team's (APRAST) has followed this deliberative process resulting in over 17 safety outputs, or tools, targeting the highest risk categories for States/Administrations and Industry to implement.

1.2 At APRAST/20, the Co-Chairs brainstormed having new communication mediums to share safety information for safety matters not requiring the full 10-step SEI development process. The goal is to allow for timely dissemination of critical safety information and/or to highlight specific mitigations found in existing guidance such as elements found in existing SEI safety outputs.

2. DISCUSSION

2.1 At APRAST/21, the U.S. Commercial Aviation Safety Team (CAST) international representative to Pan America, provided a presentation on the Pan American Regional Aviation Safety Team (PA-RAST) best practices and challenges. One of the topics highlighted was the recent developments of the RASG-Pan America (RASG-PA) safety alerts and advisories. The PA-RAST published their first RASG-PA Safety Issue Alert (RSIA) in May 2024 highlighting the increased risk of Increased Risk of Controlled Flight into Terrain due to Incorrect Altimeter Settings on RNAV Approach at Non-ILS airports which is attached for reference.

2.2 Following APRAST/21, the SEI WG agreed on the concept of a safety advisory similar to RASG-PA's RSIA. A poll was conducted on the name of the safety advisory and "RASG-APAC Safety Advisory (RSA)" was chosen.

2.3 At APRAST/22, the SEI WG presented WP/13 to the APRAST to officially approve the RSA concept. It was agreed to adapt the template of the RSIA for the purposes of an RSA and discuss any Terms of Reference (ToR) to be amended in the RASG-APAC Procedural Handbook with the ICAO Regional Office for RASG-APAC/14 approval (ref. Decision APRAST 22/4).

2.4 The APRAST proposes the following changes to the RASG-APAC Procedural Handbook:

2.4.1 Add the following language within section 6, *Meeting Documentation*, of the RASG-APAC ToR:

6.2. *COMMUNICATION MECHANISMS*

6.2.1. *RASG-APAC SAFETY ADVISORY (RSA)*

6.2.1.1. *An RSA contains important safety information RASG-APAC and/or its contributing bodies deemed important to share with the Asia Pacific region and may provide recommendations. The purpose of the RSA is to inform air carriers, air navigation service providers (ANSPs), airline and pilot associations and civil aviation authorities about a potential hazard to safety in the region in a timely manner. RSAs are designed to be concise while RASG-APAC analyzes the safety issue further to develop comprehensive mitigations.*

2.4.2 Add "safety advisory" and "survey reports" to section 3.4.2(b), *Resources*, of the RASG-APAC ToR:

3.4.2. *Using the GASP, GASR, High Level Safety Conferences and AP-RASP the RASG-APAC will build on the work done by States implementing their National Aviation Safety Plan (NASP) monitored by the sub regional organizations such as the Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs) and/or Regional Safety Oversight Organizations (RSOOs) and support the establishment and operation of a performance-based safety system for the region by:*

(b) facilitating the sharing of safety information (e.g. safety advisory, survey reports) and experiences among all stakeholders;

2.4.3 Add the following language within section 4, *RASG-APAC Working Arrangements*, of the RASG-APAC ToR:

4.1.4. *Any safety advisory will be deidentified and will only be for information purposes.*

4.1.5. *Survey reports will be deidentified and the information shared with the ICAO office will not be used against the State for any audit purposes, or any other purpose for that matter, except for enhancing safety.*

2.4.4 Add the following language within section 3, *SEI WG Modalities*, of the SEI WG ToR:

3.6. *The SEI WG may develop an RSA to disseminate safety information relevant to the region to:*

3.6.1 *Highlight a hazard for situational awareness.*

3.6.2 Highlight specific existing guidance such as, but not limited to, that found in SEI Safety Outputs.

3.6.3 Share emerging risks with the aviation community in situations where the full SEI 10-step development process is still necessary.

3.7. The SEI WG, when necessary, will maintain / update the instructions for the workflow below.



2.5 By formalising the RSA concept within the RASG-APAC ToR, all RASG-APAC contributing bodies would benefit by having this communication option for the region. For example, a member of the APAC-AIG has expressed an interest in using the RSA template.

2.6 Exemplary topics for the first use case of an RSA by the APRAST include weather/turbulence, alpha numeric call signs, and Upset Prevention and Recovery Techniques. Also, Industry Organizations have expressed a desire and the need to highlight the specific guidance on the appropriate use of Enhanced Ground Proximity Warning Systems found in Appendix 7 of LOC-1/CFIT-2 SEI, *Model Advisory Circular for Air Operators: Standard Operation Procedures for Flight Deck Crew Members*. Even the current safety information found in the published RSIA could be repurposed into an RSA, thus expanding our coordination efforts with other regional safety teams.

2.7 The APRAST also discussed the use and importance of branding. Branding is the process of creating a unique identity for an organization, product or service. It lays a foundation in shaping how stakeholders perceive and interact with an organization. Branding creates professional recognition, builds trust, attracts stakeholders, delivers key messaging while instilling value and loyalty. One key component of branding is establishing a professional logo. Once a RASG-APAC logo is established, the contributing bodies can formulate and disseminate key safety information using a resource such as a branded RSA template.

2.8 It would also be beneficial to establish a social media presence (a component of branding) as a mechanism to share the RSAs with the global aviation community. According to the PA-RAST representative, the RASG-PA LinkedIn channel has over 1,000 subscribers and free engagement metrics are available from the website.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) Approve the concept of a RASG-APAC Safety Advisory to help meet the need to disseminate safety information in a timely manner and/or highlight existing guidance;

- b) Approve the changes to the RASG-APAC ToR and the SEI WG ToR as recommended in section 2.4 of this WP;
- c) Agree to brand safety products established within the auspices of the RASG-APAC and its contributing bodies; and
- d) Agree to establish a social media presence as a mechanism to share safety products with the global aviation community.

— END —