RASMAG Conclusion Implementation Guidance Material

Conclusion Details

RASMAG/23 agreed to the following Conclusion:

<table>
<tr><td colspan="3">Conclusion RASMAG/23-5: RASMAG Safety Bulletins</td></tr>
<tr><td colspan="2">What: That, recognizing the value of safety promotion activities by RASMAG, Safety Bulletins developed by relevant International Organizations and concerned States as endorsed by RASMAG would be posted on the ICAO Asia/Pacific website and circulated by State Letter, in addition to informal circulation by Regional Monitoring Agencies (RMAs).</td><td>Expected impact:
☐ Political / Global
☐ Inter-regional
☐ Economic
☐ Environmental
☒ Ops/Technical</td></tr>
<tr><td>Why: To provide stakeholders with an improved understanding of safety issues and initiatives identified by RASMAG</td><td colspan="2">Follow-up: ☒Required from States</td></tr>
<tr><td>When: 5-Jul-18</td><td colspan="2">Status: Adopted by Subgroup</td></tr>
<tr><td colspan="3">Who: ☒Sub groups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other:</td></tr>
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Why is the Conclusion necessary (including benefits if known)?

The development of Safety Bulletins had been considered by RASMAG as an important safety promotion activity, as this built on the work of RASMAG to take initiatives intended to fix safety issues and created a greater awareness of RASMAG's work. RASMAG/23 agreed that States could also help to promote the Bulletins, in cooperation with their own safety promotion programmes under Annex 19.

IFALPA agreed to distribute any pilot-orientated bulletins. ICAO agreed that the promotion of future Bulletins could include promulgation on the ICAO Asia/Pacific website and distribution via State Letter.

Who is affected by the Conclusion?

Those Asia/Pacific States and administrations, service providers and even the public, whom the Safety Bulletin was written for. The Safety Bulletins were only limited by RASMAG's scope – matters affecting airspace safety such as the safety performance of Air Traffic Control (ATC) separations in the en-route phase, and ATC datalink operations. Therefore, the Safety Bulletins would normally be directed at Air Navigation Service Providers (ANSPs), State Air Traffic Service Authorities (regulators) and aircraft operators, including military agencies that had operations in civil en-route airspace.

What needs to be done?

The Conclusion is just an enabler, to embed a process for the formal distribution of RASMAG Safety Bulletins, and thus only affects the ICAO Asia/Pacific Regional Office. Others need only take note that Safety Bulletins will be issued periodically by RASMAG, and where these Safety Bulletins will be located (the eDocuments page on the ICAO website).

Who do you contact if you have more questions, or if you would like to offer assistance to other States on this matter?

Contact (in order of precedence):

1. Mr. Len Wicks, Regional Officer ATM (lwicks@icao.int); or
2. Mr. Shane Sumner, Regional Officer ATM/AIM (ssumner@icao.int); or
3. ICAO Asia/Pacific Regional Office, attention ATM Section (apac@icao.int).

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