



*International Civil Aviation Organization*

**The Fourth Meeting of the Regional Airspace Safety Monitoring Advisory Group  
(RASMAG/4)**

Bangkok, Thailand, 25 – 28 October 2005

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**Agenda Item 5: Review of regional safety assessment activities/requirements**

**OUTCOMES OF SOUTH EAST ASIA – ATS SAFETY MANAGEMENT SIP**

(Presented by the Secretariat)

**SUMMARY**

The paper provides a summary report of the outcomes of the ATS Safety Management Special Implementation Project conducted in Cambodia, Indonesia, Philippines and Viet Nam during August 2005.

**1. INTRODUCTION**

1.1 Special implementation projects (SIPs) are approved by the Council of ICAO in order to assist States in overcoming problems of implementation which had significant adverse affect on the safety, regularity or efficiency of international civil aviation. In this context, the Regional Office gained approval from the Council for a SIP during 2005 to undertake an evaluation of States in the Asia Region in relation to the status of their ATS safety management programmes necessary for implementation and operation of RVSM, reduced horizontal separation minima (RNP) and data link applications in the FIRs concerned.

1.2 The objective of the SIP was to ensure that all concerned States had implemented proper mechanisms to ensure the safe implementation and operation of RVSM and reduced horizontal separation under Annex 11 provisions, and to assist States as necessary to draw up an action plan with a view to meeting their obligations thereto. A similar SIP conducted by the Regional office in 2004 covered a number of States in the Bay of Bengal area and included consideration of operational safety matters. This 2005 SIP focused on Cambodia, Indonesia, Philippines and Viet Nam.

**2 DISCUSSION**

2.1 The SIP mission, in its discussions with the States concerned, noted that ICAO compliant safety management systems had not been fully implemented by any of the four States visited and that States were at various stages of developing their strategy and implementing changes to their existing safety management practices.

2.2 The SIP mission identified several important issues regarding the capability of some of the States to implement and operate ICAO compliant safety management programmes. Accordingly, full and comprehensive Country reports have been provided by the Regional Office to the States involved in the SIP, including appropriate prioritized recommendations and actions for improvement. In general terms, the SIP mission considered that:

- None of the States visited had in place ICAO compliant safety management programmes, however all States were at various stages of evaluation of the ICAO requirements and some were involved in planning partial implementation;
- All of the States understood the necessity to implement the ICAO requirements and generally were eager to improve their overall safety management arrangements, but all required various levels of assistance. In particular, assistance from ATS safety management experts would be necessary to further develop safety management arrangements, including the performance of safety assessments, establishment of acceptable levels of safety and the training of in-house experts;
- A number of States appeared to be experiencing serious institutional problems, including non provision by government of appropriate organizational arrangements, inadequate follow up and remediation of aircraft incidents and ATS safety related occurrences, and administrations seriously under resourced and lacking safety management expertise;
- The RASMAG plan to take safety management workshops to States was an excellent proposal deserving full support. Unfortunately resource issues mean that the safety management workshops would not be held and therefore means to obtain funding for these activities should be actively pursued; and
- The ICAO Regional Office should continue to give the highest priority to States implementing the ICAO safety management programmes as safety problems were evident in most of the States visited. It would also be advisable to develop a regional priority list of States that required assistance.

2.3 One of the tasks of the SIP mission was to consider a regional strategy for implementation of safety management programmes. Regrettably, there was insufficient time to pursue this matter in detail. The States visited were at various levels of capability and there was no one solution that fitted all cases. The SIP mission considered that the development of a strategy perhaps should be placed on the RASMAG work programme as the mission considered this fell within the RASMAG objectives and terms of reference.

2.4 The mission noted that in all cases the administrations requested further ICAO guidance and seminars/workshops to increase knowledge and understanding of how to implement and operate ICAO safety management programmes, especially in the area of determining acceptable levels of safety. The late publication of ICAO ATS safety management guidance material had made it very difficult for States to understand how to implement the ICAO SARPs. The mission recognized that a few States in the region such as Australia, Hong Kong, China and Singapore had expertise and effective safety management programmes and could perhaps be a source of assistance to ICAO and the States concerned.

### **3 ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the outcomes of the ATS SMS SIP conducted by the Regional Office during August 2005;
- b) consider and discuss the points raised by the SIP mission in relation to the involvement of RASMAG; and
- c) formulate RASMAG action items as appropriate.

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