



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TWENTY-SECOND MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/22)**
Bangkok, Thailand, 5-9 September 2011
Agenda Item 2: Flight Safety and RASG APAC Activities
**UPDATE ON ESTABLISHMENT OF REGIONAL AVIATION
SAFETY GROUP APAC**

(Presented by secretariat)

SUMMARY

This paper provides an update on the establishment of Regional Aviation Safety Group Asia Pacific Regions (RASG APAC).

1. INTRODUCTION

1.1 The ICAO Council approved the establishment of RASGs at its 4th meeting of its 190th Session held on 25th May 2010. The 47th DGCA Conference (Macau China, 25-29 October 2010) supported the initiative on the establishment of RASG APAC and adopted Action Item 47/6, the text of which is reproduced below:

States supported the establishment of the Regional Aviation Safety Group – Asia Pacific (RASG-APAC) subject to reconciliation of the TORs of the COSCAPS and the RASG-APAC to avoid duplication. The Conference requests the ICAO APAC Office to circulate the DGCA-47/DP/4/3 (Establishment of Regional Aviation Safety Group in Asia Pacific) to the three COSCAP Steering Committees, PASO and other members of APAC for review. The Conference further requests the Regional Director of ICAO Asia Pacific Office to present the paper to the COSCAPs Steering Committee Meetings and to take leadership role in formulating necessary future actions based on the views of all States/Administrations in the region. The final document is to be circulated to all APAC States/Administrations.

1.2 The three COSCAPs Steering Committee (South Asia, South East Asia & North Asia) and Pacific Aviation Safety Organization PASO have confirmed their support for the RASG concept. The text of the decision forwarded by the three Steering Committees and PASO are reproduced for reference:

COSCAP –SA- The Steering Committee unequivocally expressed its support for the RASG concept.

COSCAP-SEA- The meeting confirmed its support for the RASG concept, with emphasis on the need for the smooth transition from the ARAST to RASG/APRAST.

COSCAP-NA- *No comments were received and I am pleased to confirm our support for this transition from the ARAST to the RASG. I look forward now to the formal establishment of the Terms of Reference for the RASG-APAC at the 48 DGCA meeting in New Caledonia.*

PASO- *PASO fully supports this initiative and we will be happy to work with the COSCAPs on this and the regional office. PASO is happy to support this concept.*

1.3 The 47th DGCA Conference (Macao China) agreed to convene the RASG-APAC meeting (one/two day meeting) concurrent with the Conference of the Director Generals of Asia and Pacific Regions. The First meeting of the RASG APAC will be held in Noumea New Caledonia from 10 to 11 October 2011. The Draft Provisional Agenda and Explanatory notes are placed at Attachment A to this paper.

1.4 Participation in the RASG-APAC is open to all Members and Observers as stipulated in the proposed Terms of Reference for RASG-APAC in addition to Airworthiness and flight Safety experts. DGCA-47/DP/4/3 is placed at Attachment B to this paper. The Observers will include:

- Airports Council International (ACI)
- Airbus
- Boeing
- Bombardier
- Civil Air Navigation Services Organization (CANSO)
- United States Commercial Aviation Safety Team (CAST)
- Flight Safety Foundation (FSF)
- International Air Transport Association (IATA)
- International Federation of Air Line Pilots' Associations (IFALPA)
- Air Accident Investigation Bureau (AAIB) Singapore
- Australian Safety Bureau
- Bureau d'Enquêtes et d'Analyses pour la sécurité de l'aviation civile (BEA) France
- National Transportation Safety Board (NTSB) USA
- European Aviation Safety Agency (EASA)
- Transport Canada

1.5 The ICAO Council called upon PIRGs to coordinate with the respective RASGs on a continuous basis so as to ensure that all safety issues are addressed in a cohesive manner. APANPIRG 21 in Conclusion 21/58 adopted the revision to its TOR to include – *coordinate with RASG- APAC on safety issues*

2. ACTION BY THE MEETING

2.1 The meeting is invited to note the information provided in this paper.

— END —

Attachment A

DRAFT PROVISIONAL AGENDA

- Agenda Item 1: RASG-APAC Terms of Reference and Organizational Structure
- Adoption of Agenda
 - Election of Chairperson and Vice-Chairperson
 - Establishment of RASG-APAC Structure
 - Review the Draft Terms of Reference
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- Agenda Item 2: Global Aviation Safety Plan (GASP) & Regional Performance Framework for Safety
- State of Safety in the Region (ICAO USOAP/CMA global and regional analysis)
 - GASP and proposed revision
 - Review of Regional Performance Framework for safety and proposal for Performance Framework Forms.
 - Relationship between GASP and GASR
- Agenda Item 3: Sub regional mechanism for addressing regional safety issues
- Safety activities of sub regional organizations (PASO, COSCAP- Asian Region Aviation Safety Team (ARAST)
 - Harmonization of activities between RASG-APAC, PASO and COSCAPs
 - Development of a Regional Safety work Plan.
- Agenda Item 4: Member State Presentations
- Agenda Item 5: Other Business

Explanatory notes on the Agenda items

Agenda Item 1: RASG-APAC Terms of Reference and Organizational Structure

The Group will review the proposed Agenda, Draft RASG-AP detailed Terms of Reference and organization structure. The Group will elect a Chairperson and Vice Chairperson for the administration of RASG meetings.

Agenda Item 2: Global Aviation Safety Plan (GASP) & Regional Performance Framework for Safety

The Group will review the flight safety issues, safety performance in the Region (ICAO USOAP Audit Results), GASP/ GASR and ICAO SSP framework, their relationship as well as proposed revisions to GASP.

The Group will develop the Regional and National Performance Framework Forms for achieving the performance objectives taking into consideration the user expectations.

Agenda Item 3: Sub regional mechanism for addressing regional safety issues

The Group will examine existing sub-regional safety activities undertaken by PASO and the three Asian COSCAPs and consider harmonization of their activities. Develop and adopt a Regional safety work plan.

Agenda item 4: Member Presentations

Members will present their safety initiatives and experiences for the consideration of the RASG-APAC. The objective will be to share information that may either be directly of use by Members or incorporated into future work of the APRAST technical group.

Agenda item 5: Other Business

The Group will discuss future work programme and any other matters raised by States, International Organizations and Secretariat that could not be addressed under the preceding agenda items

**47th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Macao, China
25 – 29 October 2010*

AGENDA ITEM 4: AVIATION SAFETY

**ESTABLISHMENT OF REGIONAL AVIATION SAFETY
GROUP (RASG-APAC) IN ASIA AND PACIFIC**

(Presented by the International Civil Aviation Organization)

SUMMARY

This paper provides information on the establishment of a Regional Aviation Safety Group - Asia Pacific (RASG-APAC) and invites comments from Directors Generals on the establishment of such a mechanism.

ESTABLISHMENT OF REGIONAL AVIATION SAFETY GROUP (RASG-APAC) IN ASIA AND PACIFIC

1. INTRODUCTION

1.1 On 6 October 2009, the ICAO Air Navigation Commission reviewed a proposal for the establishment of Regional Aviation Safety Groups (RASGs) and decided that the concept of RASGs be transmitted to States and appropriate international organizations for comments before a recommendation was made to the Council. It was highlighted during the discussions that the proposal for RASGs would not fundamentally change the efforts that are presently underway in several ICAO regions.

1.2 A State letter dated 16 December 2009 sought comments from States and selected international organizations on the need for uniform establishment of RASGs in all regions, and provided suggested terms of reference and work programme of the RASGs. By 31 March 2010, fifty-two replies had been received from fifty-one States and one international organization. The comments by States are very supportive of the establishment of RASGs. Comments from States in the Asia Pacific did highlight the work being undertaken by the Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs) and the need to avoid a duplication of effort.

1.3 At the 4th Meeting of its 190th Session, held on 25 May 2010, the ICAO Council approved the establishment of RASGs. This decision established the mandate for the ICAO Secretariat to establish RASGs, nurture their development and guide their activities, recognizing that the planning must consider the related resources such as COSCAPs.

1.4 This paper seeks the views of the Directors General Civil Aviation on how to best establish the RASG in an effective and efficient manner, recognizing that the COSCAP programmes have a similar mechanism in place in the Asia Pacific Region.

2. DISCUSSION

2.1 It is envisioned that the Regional Aviation Safety Group – Asia Pacific (RASG-APAC) would be established as follows:

2.1.1 **Terms of reference and membership.** The RASG-APAC, similar to Planning and Implementation Regional Groups (PIRGs), would allow the reports of RASGs to be reviewed by the Commission on a regular basis, and by Council as deemed necessary, thus providing interregional harmonization related to flight safety issues and a means to monitor implementation of Global Aviation Safety Plan / Global Aviation Safety Roadmap (GASP/GASR). The Terms of Reference detailing membership of the RASG-APAC and their work programme are proposed in **Appendix A**. RASG-APAC members would include all Administrations in the Asia Pacific Region and other stakeholders as determined by APAC administrations. It is suggested that other States and organizations who could provide support to enhance safety in the Asia-Pacific region should also participate as partners.

2.1.2 **Resources.** The Flight Safety Officer of the ICAO Asia Pacific Office would support the RASG. In addition, subject to the approval of the various COSCAP Steering Committees, COSCAPs would also provide support. Further support for the RASG meetings would be provided by ICAO Headquarters staff.

2.1.3 **Coordination between APANPIRG and RASG-APAC.** It is noted that while the APANPIRG does touch on some safety issues, its mandate is to deal with air navigation plans at a regional and global level with ICAO playing a key leadership role. It is expected that States will provide input on how to determine the safety issues to be covered by the RASG-APAC and those that should remain with the APANPIRG. The mechanism for coordination between APANPIRG and

RASG-APAC is reflected in the suggested terms of reference for RASG-APAC. In addition, the ICAO Secretariat will ensure that the safety issues raised by the APANPIRG and RASG-APAC are fully coordinated.

2.2 In order to avoid creating a separate forum for the RASG-APAC, and cut on overall costs and efforts, it is suggested that the RASG-APAC Meeting (one/two day meeting) be convened concurrent with the Conference of the Directors General of Asia and Pacific Regions.

2.3 COSCAPs have been established in three sub-regions of Asia Pacific (South Asia, North Asia and South East Asia) comprising 24 Administrations. The goal is a cooperative arrangement to enhance the safety and efficiency of air transport operations in the region.

2.4 All COSCAP programmes in Asia Pacific have established Regional Aviation Safety Teams (RASTs) which have been in place for 7 to 9 years. Each RAST was established in accordance with the ICAO GASP which encouraged States to foster regional and sub-regional safety groups for the purpose of furthering the global safety effort. The RASTs report to their respective COSCAP Steering Committees.

2.5 In 2008 the three COSCAP RASTs (SARAST; SEARAST and NARAST) combined to form the Asia RAST (ARAST). Subsequently, in 2009 it was decided by the respective COSCAP Steering Committees that the Terms of Reference for each RAST be adapted to utilize it as the mechanism to evaluate and facilitate implementation of the Best Practices defined in the Global Aviation Safety Plan/Roadmap.

2.6 While it is envisioned that the RASG-APAC would substitute for the combined COSCAP ARAST mechanism and encompass the entire Asia and Pacific regions, it is expected that the COSCAP programmes would provide support to the RASG-APAC, in order that all Administrations in the Asia Pacific Region collectively participate in developing safety interventions to reduce safety risk at the regional level.

2.7 Recognizing that the RASG-APAC meetings will be high-level, attended by the Directors General, there will still exist a need to have working level arrangements such as the ARAST composed of technical specialist who would review safety issues and develop safety interventions/enhancements. To achieve this, the COSCAP ARAST would be replaced by an Asia and Pacific Regional Aviation Safety Team (APRAST). The APRAST would be supported by the ICAO Regional Flight Safety Officer and/or, in his absence, the Regional Director could appoint one of the COSCAP CTAs to support the meeting and lead the discussions on behalf of the Regional Office (if agreed to by the concerned COSCAP Steering Committee). The outputs from the Asia and Pacific Regional Aviation Safety Team would be presented to the RASG-APAC meeting, during the DGCA Conference, for its approval. The RASG-APAC would determine / approve the Terms of Reference for the Asia and Pacific Regional Aviation Safety Team and provide direction to it.

2.8 The implementation of recommendations emanating from the RASG-APAC will be the responsibility of the respective State administration. The RASG-APAC will monitor the level of implementation to ensure that the targets of the GASP / GASR are effectively met.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) note the information in this paper;
- b) support the need for establishment of Regional Aviation Safety Group – Asia Pacific (RASG-APAC); and
- c) consider the appropriate mechanism to enable establishment of the RASG-APAC.

**SUGGESTED TERMS OF REFERENCE FOR
REGIONAL AVIATION SAFETY GROUPS – ASIA PACIFIC
(RASG - APAC)**

1. ESTABLISHMENT

1.1 Consistent with the Planning and Implementation Regional Group (PIRG) mechanism, the Regional Aviation Safety Groups – Asia Pacific (RASG - APAC) may/will be established in the Asia/Pacific region by the Council of ICAO. The meeting(s) of the RASG - APAC will be convened as required/ concurrent with the Asia Pacific DGCA Conference.

2. MEMBERSHIP

2.1 Contracting States entitled to participate as members in a RASG – APAC meeting are:

- a) *those whose territories or dependencies are located partially or wholly within the geographical area of the Asia and Pacific regions(List of States is at Attachment A);*
- b) *those located outside the area:*
 - 1) *which have notified ICAO that aircraft on their register or aircraft operated by an operator whose principal place of business or permanent residence is located in such States, operate or expect to operate into the area; or*
 - 2) *which provide facilities and services affecting the area.*

2.2 Contracting States not meeting the above criteria and non-Contracting States are entitled to participate in RASG – APAC meetings as observers. The aircraft operators, international organizations, maintenance and repair organizations, regional organizations, training organizations, aircraft manufactures, airport and air navigation service providers and any other allied organizations/representatives will be invited to attend RASG – APAC meetings in the capacity of observers. The members and observers will serve as partners of RASG – APAC and their joint commitment is fundamental for success in improving aviation safety worldwide. The Regional Director, ICAO Asia Pacific Office will serve as the Secretary of the RASG – APAC.

3. RESOURCES

3.1 An officer from ICAO Headquarters, Air Navigation Bureau (ANB) will participate and provide support to the RASG – APAC meetings. The ANB officer will serve as the interface between the RASG – APAC and the Air Navigation Commission and present the reports of RASG-APAC meetings to the Commission/Council for review and harmonization.

3.2 The Regional Officer, Flight Safety, ICAO APAC Office will be the designated officer (Focal Point) to conduct and coordinate the day to day affairs of the RASG – APAC.

Appendix A**4. WORK PROGRAMME**

4.1 The RASG – APAC will develop and implement a work programme that supports a regional performance framework for the management of safety on the basis of the Global Aviation Safety Plan (GASP) and the Global Aviation Safety Roadmap (GASR). The reports of RASG – APAC meetings will be reviewed by the Commission on a regular basis and by the Council as deemed necessary.

4.2 Using the GASP and GASR, the RASG - APAC will build on the work already done by States, existing subregional 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:

- a) analyzing safety information and hazards to civil aviation at the regional level and reviewing the action plans developed within the region to address identified hazards;
- b) facilitating the sharing of safety information and experiences among all stakeholders;
- c) ensuring that all safety activities at the regional and subregional level are properly coordinated to avoid duplication of efforts;
- d) reducing duplication of efforts by encouraging collaboration, cooperation and resource sharing;
- e) conducting follow-up to GASP/GASR activities as required;
- f) coordinating with APANPIRG on safety issues; and
- g) providing feedback to ICAO to continually improve and ensure an up-to-date global safety framework.

5. ADMINISTRATION OF THE RASG – APAC

5.1 The RASG – APAC shall be administered as follows:

- a) by a Chairperson elected from the Representatives designated by Member States of the RASG-APAC. A Vice-Chairperson shall be elected from the said Representatives; and
- b) the Regional Director, ICAO Asia and Pacific Office will officiate as the Secretary to the RASG – APAC. In the execution of his duties the Secretary will be supported by the Asia and Pacific Office.
- c) The term of office for the Chairperson/Vice Chairperson will be for three years

5.2 The Chairperson, in close cooperation with the Secretary, shall arrange for the most efficient working of the RASG-APAC. The RASG-APAC shall always work with a minimum of formality and paperwork.

5.3 Between meetings of the RASG-APAC or its contributory bodies, some subjects may be dealt with by correspondence among appointed Representatives of its Member States through the

Secretary of the RASG – APAC or of the sub-group concerned. However, if States are to be consulted this should be done through the ICAO Regional Director, Asia and Pacific Office.

6. MEETINGS OF THE GROUP

6.1 Based on the advice of the Members of the RASG-APAC and of the Secretary, the Chairperson shall decide the date and duration of meetings of the RASG-APAC.

6.2 All efforts should be made to hold at least one annual meeting of the RASG-APAC concurrent with the Conference of the Directors General of Asia and Pacific regions.

6.3 If a State offers to host a meeting it shall be responsible for providing a venue, services and all costs of travel and subsistence allowance for secretariat attendees. The ICAO Regional Office in Bangkok shall normally provide the requisite secretariat services to the Group.

6.4 Members may be accompanied by advisers. Total attendance should be kept to a minimum consistent with the topics to be discussed to maintain the desired informality of proceedings.

7. ESTABLISHMENT OF SUB-GROUPS

7.1 To assist it in its work, the RASG-APAC may create sub-groups, charged with preparatory work on specific problems requiring expert advice for their resolution.

7.2 The establishment and the work of sub-groups shall be governed by the procedures outlined below:

- a) participation in sub-groups should be by specialists in the subjects under consideration. Such specialists should be provided by States (whether or not they are designated as Members of the RASG-APAC itself), international organizations and/or Asia/Pacific bodies and Organizations having relevant experience in the field concerned; and
- b) secretaries of sub-groups established by the RASG-APAC will be appointed by the Secretary of RASG-APAC.

8. AD-HOC WORKING GROUPS

8.1 The RASG-APAC or its sub-groups may appoint Ad-hoc Working Groups composed of experts either from within and/or outside the RASG-APAC or the sub-group to perform studies or prepare supporting documentation on defined subjects for consideration by the RASG-APAC or sub-groups as a whole. Other States and international organizations may be invited to provide experts to participate in these Ad-hoc Working Groups, as required. An Ad-hoc Working Group shall be dissolved when it has either completed its assigned task or it has become apparent that work on the subject in question cannot be usefully continued.

9. ROLE OF DESIGNATED MEMBERS

9.1 Representative of States designated as Members of the RASG-APAC shall assume the duties and responsibilities of ensuring the normal conduct of business of the RASG-APAC. Members

Appendix A

should attend regularly all the meetings of the RASG-APAC and maintain the continuity of the RASG-APAC's work in the interval between meetings. This may take the form of assignment of specific tasks to selected individual members and / or participation in Ad-hoc Working Groups as referred to in paragraph 8.1.

10. COORDINATION AND REPORTING LINES

10.1 The RASG-APAC reports to the ICAO Council through its Secretary and the ICAO Secretariat.

10.2 Sub-groups report to the RASG-APAC. Coordination among sub-groups will primarily be ensured by the RASG-APAC when establishing their terms of reference and work programme or taking action on their reports. In addition, the work of the contributory bodies should be coordinated through their respective Chairperson and Secretaries, assisted, as required, by the ICAO Secretariat, in the Asia and Pacific Office. Suggested Terms of Reference for the Asia Pacific Regional Aviation Safety Team [(APRAST) Sub-Group] is at **Attachment B**.

10.3 The Ad-hoc Working Group reports to the RASG-APAC through the respective sub-group. Suggested Terms of Reference for the Asia Pacific Regional Aviation Safety Team (APRAST) – Accident Investigation (AIG) Ad-hoc Working Group is at **Attachment C**.

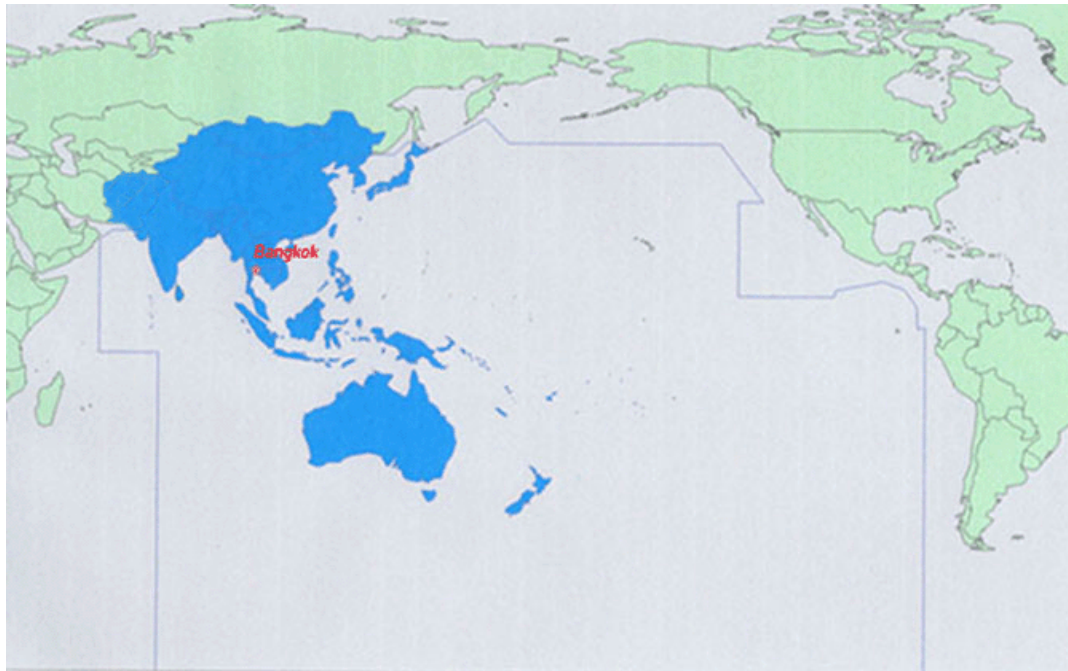
10.4 Routine relations between the RASG-APAC or its contributory bodies and other ICAO groups and meetings concerning the Asia and Pacific Regions shall be conducted through the respective Secretaries and / or the ICAO Regional Director of the Asia and Pacific Office.

10.5 Relations with representatives of States designated as Members of the RASG-APAC and representatives of International Organizations regularly attending the meetings of the RASG-APAC shall be conducted through the Secretary of the RASG-APAC. Other ICAO Regional Offices shall be kept informed of correspondence whenever it may have an impact on their work.

10.6 Relations with States and International Organizations whether represented in the RASG-APAC, and relations with Asia or Pacific bodies and Organizations will normally be conducted through the ICAO Regional Director, Asia and Pacific Office.

10.7 Relations with the experts provided by States as Members of RASG-APAC sub-groups shall be conducted by the Secretary of the sub-group concerned.

ASIA AND PACIFIC OFFICE – AREA OF RESPONSIBILITIES



1. Countries

- Afghanistan
- Australia
- Bangladesh
- Bhutan
- Brunei Darussalam
- Cambodia
- China
 - Hong Kong, China
 - Macao, China
- Cook Islands
- Democratic People's Republic of Korea
- Fiji
- India
- Indonesia
- Japan
- Kiribati
- Lao People's Democratic Republic
- Malaysia
- Maldives
- Marshall Islands
- Micronesia (Federated States of)
- Mongolia
- Myanmar
- Nauru
- Nepal
- New Zealand
- Pakistan
- Palau
- Papua New Guinea
- Philippines
- Republic of Korea
- Samoa
- Singapore
- Solomon Islands
- Sri Lanka
- Thailand
- Timor Leste
- Tonga
- Vanuatu
- Viet Nam

2. Liaison carried out with the following:

A. Non-Contracting State:

- Tuvalu

B. Other Territories:

- Chile: Easter Island
- France: French Polynesia (Marquesas, de la Société, etc.), New Caledonia, Wallis and Futuna Islands
- New Zealand: Niue
- United Kingdom: Pitcairn Island
- United States: American Samoa, Guam, Johnston Island, Kingman Reef, Midway, Northern Mariana Islands, Palmyra, Wake Island

C. International Organizations:

- Asian Development Bank, Manila
 - ESCAP
 - IATA Singapore
 - IFALPA Regions: NOP, Asia/East, Asia/West and SOP
 - UNDP Regional Office, Bangkok
 - UNDP Field Offices
 - WMO RA II (Asia)
 - WMO RA V (South West Pacific)
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**SUGGESTED TERMS OF REFERENCE FOR
ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM
[APRAST (Sub-Group)]**

1.0 Background

1.1 These Terms of Reference outline the concept and modalities for the Asia Pacific Regional Aviation Safety Team [APRAST (Sub-Group)] under the Regional Aviation Safety Group – Asia Pacific (RASG-APAC).

1.2 The ICAO Global Aviation Safety Plan (GASP), which was endorsed by the 33rd Session of the ICAO Assembly in 2001, stressed the need for a reduction in the rate of fatal accidents in air transport operations. The GASP endorses the concept of concentrating the safety-related activities of ICAO on those safety initiatives - planned or currently underway - which offer the best safety dividends in terms of reducing the accident rate. Additionally, the GASP encourages States to foster regional and sub-regional safety groups for the purpose of furthering the global safety effort.

1.3 Two major safety initiatives have been established which are in keeping with the broad objectives of the GASP. The United States, as part of the FAA's Safer Skies agenda, established the Commercial Aviation Safety Team (CAST) in June 1998. Similarly, in 1998 the States represented by the JAA formed the Joint Strategic Safety Initiative (JSSI). Both initiatives draw upon a broad base of experts from government agencies, airlines, manufacturers, aviation associations, labour unions, and other safety-related organizations. The focus of their efforts resulted from a rigorous analysis of accidents, which occurred over the most recent ten-year period for which significant data was available. Major causes of accidents were identified and categorized, and priorities were assigned to, for the purpose of pursuing remedial actions. Top accident categories being examined by these groups are:

- Controlled flight into terrain
- Approach and landing accidents
- Loss of Control
- Uncontained engine failures
- Runway incursions
- Weather

The JSSI and the CAST work in close co-operation to analyze significant worldwide accidents/incidents, develop recommendations for improvement actions, and monitor implementation completion. In addition, some members from each group actively participate in the other group on a regular basis. Subsequently the European Aviation Safety Agency (EASA) replaced the JAA and it has established the ESSI to continue the work commenced by the JAA/JSSI.

1.4 The ICAO Global Aviation Safety Plan (GASP) was extensively revised in 2007 and subsequently endorsed by States at the 36th Session of the Assembly (Resolution 36-7). It provides a common frame of reference for all stakeholders in order to allow a more proactive approach to aviation safety and to help coordinate and guide safety policies and initiatives worldwide to reduce the accident risk for civil aviation. The GASP is to be used in conjunction with the Global Aviation Safety Roadmap (GASR) developed by aviation industry for ICAO and at its request.

Attachment B

- 1.5 The objective of the Global Aviation Safety Plan provides a common frame of reference for all stakeholders that support a proactive and systematic approach to aviation safety, and helps coordinate and guide the establishment of safety policies and initiatives worldwide. It will help prioritizing and planning safety initiatives and measuring their impact.
- 1.6 The GASP is based on the following four principles:
- **Participation of all stakeholders:** to ensure consistency of objectives and to avoid duplication of effort;
 - **Defining (twelve) Global Safety Initiatives:** setting best practices, metrics and maturity levels which are defined in the Global Aviation Safety Roadmap to ensure that implementation makes full use of the collective experience of the aviation community and that progress is measured in a transparent and consistent way;
 - **Planning process:** for collaborative development of action plans that define the specific activities that should take place in order to improve safety;
 - **Consistency with the ICAO Global Planning Process:** GASP follows an approach and philosophy which is consistent with the *Global Air Navigation Plan for CNS/ATM Systems* (Doc 9750). Both were developed with close coordination and participation of industry, and both provide a common framework to ensure that regional, sub-regional, national and individual initiatives are coordinated to deliver a harmonized, safe and efficient international civil aviation system.

2.0 Objective

2.1 The objective of the APRAST is to recommend interventions to the RASG-APAC which will reduce aviation risks. The recommendations, once approved by the RASG-APAC, may be implemented through the harmonized efforts of the regulatory authorities, in coordination with service providers, airlines and aircraft manufacturers. When such actions are endorsed by the RASG-APAC, the Team Members will serve as focal points for introducing the interventions within their respective States and for coordinating their government's efforts with industry.

2.2 To accomplish the objectives, the APRAST will:

2.2.1 Review, for application within the Asia and Pacific regions, existing safety interventions which have already been developed through the efforts of well-established, multinational safety initiatives;

2.2.2 Review, for application within the Asia and Pacific regions, the best practices and metrics defined in the GASP/GASR, and

2.2.3 Review regional accidents and significant incident trends and other areas of local concern to determine unique issues which may warrant locally-developed interventions. The focus and priority for APRAST will be to introduce, support, and develop actions, which have the potential to effectively and economically reduce the regional aviation risk.

3.0 APRAST Modalities

3.1 The Regional Officer, Flight Safety, ICAO Asia Pacific Office will serve as the Secretary. Membership of the APRAST for each participating Administration includes the regulatory authority (flight operations, airworthiness and ATM representatives), air operators, service providers, manufactures and industry organizations. Others may be invited to participate as appropriate to the subjects under consideration. A Chairperson and Vice Chairperson will be elected from the nominated members. The term of office will be for two years.

- 3.2 The APRAST will accomplish the following:
- Review safety interventions which have already been developed by existing safety groups such as ICAO, CAST and ESSI and advise the RASG-APAC which of these are appropriate for implementation within the Asia and Pacific regions;
 - Review the global safety initiatives as defined in the GASP; and the focus areas, best practices, metrics and maturity levels defined in the GASR; and advise the RASG-APAC which of these are appropriate for implementation in the Asia and Pacific regions;
 - Identify areas of concern to flight safety that may be unique to the region or require emphasis within the region, and develop data and interventions to address those concerns;
 - Support implementation of data driven action plans developed using risk analysis by performance-based safety systems;
 - Work closely with service providers, airlines, manufacturers, industry and labor associations, and other appropriate organizations to ensure that interventions are implemented through a coordinated effort.
- 3.3 The APRAST Chairperson will facilitate the sharing of safety information and experiences among all stakeholders in the region and will develop methods that minimize duplication of safety activities at the regional and sub-regional level.
- 3.4 The APRAST Chairperson will maintain close contact with ICAO to benefit from its advice on the subject and to this effect he will provide regular feedback to ICAO on the activities of APRAST through the RASG-APAC and on the emerging intervention proposals. In addition, he will liaise as required with other regional safety teams to benefit from their efforts.
- 3.5 The APRAST Chairperson / Secretary will conduct follow-up activities as required.
- 3.6 APRAST will make recommendations to the RASG-APAC for their review and approval.
- 3.7 The RASG-APAC will monitor activities of APRAST and promote the implementation of those interventions that are deemed appropriate for the Asia and Pacific regions.
- 3.8 The APRAST will include representatives of appropriate regulatory agencies, industry organizations and other organizations. The on-going work/coordination may be accomplished through electronic communications. The team will meet as necessary to a maximum of twice each year.

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SUGGESTED TERMS OF REFERENCE
ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM (APRAST) –
ACCIDENT INVESTIGATION (AIG) AD-HOC WORKING GROUP
UNDER
REGIONAL AVIATION SAFETY GROUP - ASIA PACIFIC (RASG-APAC)

1.0 Background

- 1.1 These Terms of Reference outline the concept and modalities for the Asia Pacific Regional Aviation Safety Team - Accident Investigation Ad-hoc Working Group (APRAST-AIG AWG) working under direction of the RASG-APAC /APRAST.
- 1.2 The ICAO Global Aviation Safety Plan (GASP), which was endorsed by the 33rd Session of the ICAO Assembly in 2001, stressed the need for a reduction in the rate of fatal accidents in air transport operations. The GASP endorses the concept of concentrating the safety-related activities of ICAO on those safety initiatives - planned or currently underway - which offer the best safety dividends in terms of reducing the accident rate. Additionally, the GASP encourages States to foster regional and sub-regional safety groups for the purpose of furthering the global safety effort.
- 1.3 The ICAO GASP was extensively revised in 2007 and subsequently endorsed by States at the 36th Session of the Assembly (Resolution 36-7). It provides a common frame of reference for all stakeholders in order to allow a more proactive approach to aviation safety and to help coordinate and guide safety policies and initiatives worldwide to reduce the accident risk for civil aviation. The GASP is to be used in conjunction with the Global Aviation Safety Roadmap (GASR) developed by aviation industry for ICAO and at its request
- 1.4 The objective of the Global Aviation Safety Plan provides a common frame of reference for all stakeholders that support a proactive and systematic approach to aviation safety, and helps coordinate and guide the establishment of safety policies and initiatives worldwide. It will help prioritizing and planning safety initiatives and measuring their impact.
- 1.5 The GASP is based on the following four principles:
- **Participation of all stakeholders:** to ensure consistency of objectives and to avoid duplication of effort;
 - **Defining (twelve) Global Safety Initiatives:** setting best practices, metrics and maturity levels which are defined in the Global Aviation Safety Roadmap to ensure that implementation makes full use of the collective experience of the aviation community and that progress is measured in a transparent and consistent way;
 - **Planning process:** for collaborative development of action plans that define the specific activities that should take place in order to improve safety;
 - **Consistency with the ICAO Global Planning Process:** GASP follows an approach and philosophy which is consistent with the *Global Air Navigation Plan for CNS/ATM Systems* (Doc 9750). Both were developed with close coordination and participation of industry, and both provide a common framework to ensure that regional, sub-regional, national and individual initiatives are coordinated to deliver a harmonized, safe and efficient international civil aviation system.

2.0 Objective

- 2.1 An APRAST-AIG Ad-hoc Working Group will be established under the RASG-APAC / APRAST to review the Global Aviation Safety Plan/Roadmap (GASP/R) Global Safety Initiative 3 /Focus Area 3 – Impediments to Reporting of Errors and Incidents and GSI 4 /Focus Area 4 – Ineffective Incident and Accident Investigation. The appraisal will include a review of the best practices and metrics and the APRAST-AIG AWG will propose recommendations to complete implementation as prescribed by the metrics.

2.2 To accomplish the objectives, the APRAST-AIG AWG will:

2.2.1 review, for application within Asia and Pacific regions, existing policies and procedures related to the reporting of errors and incidents; and accident investigation, which have already been developed;

2.2.2 review, for application within Asia and Pacific regions, the best practices and metrics defined in Global Safety Initiative/ Focus Area 3 and 4 of the GASP/GASR; and

2.2.3 review, regional accidents and significant incident trends and other areas of local concern to determine unique issues that may warrant locally developed policies and procedures to effectively capture information for study and for the development of recommendations. The focus and priority for APRAST-AIG AWG will be to introduce, support, and develop actions, which have the potential to effectively and economically reduce the regional aviation accident risk.

3.0 APRAST-AIG AWG Modalities

3.1 The Regional Officer, Flight Safety, ICAO APAC Office will be the Secretary to the APRAST-AIG AWG. Air Accident Investigation Board of Singapore will provide technical support. Membership of the APRAST-AIG WG will come from participating air accident investigating organizations in the Region. Others may be invited to participate as appropriate. A Chairperson and Vice Chairperson will be elected from the nominated members from the participating States.

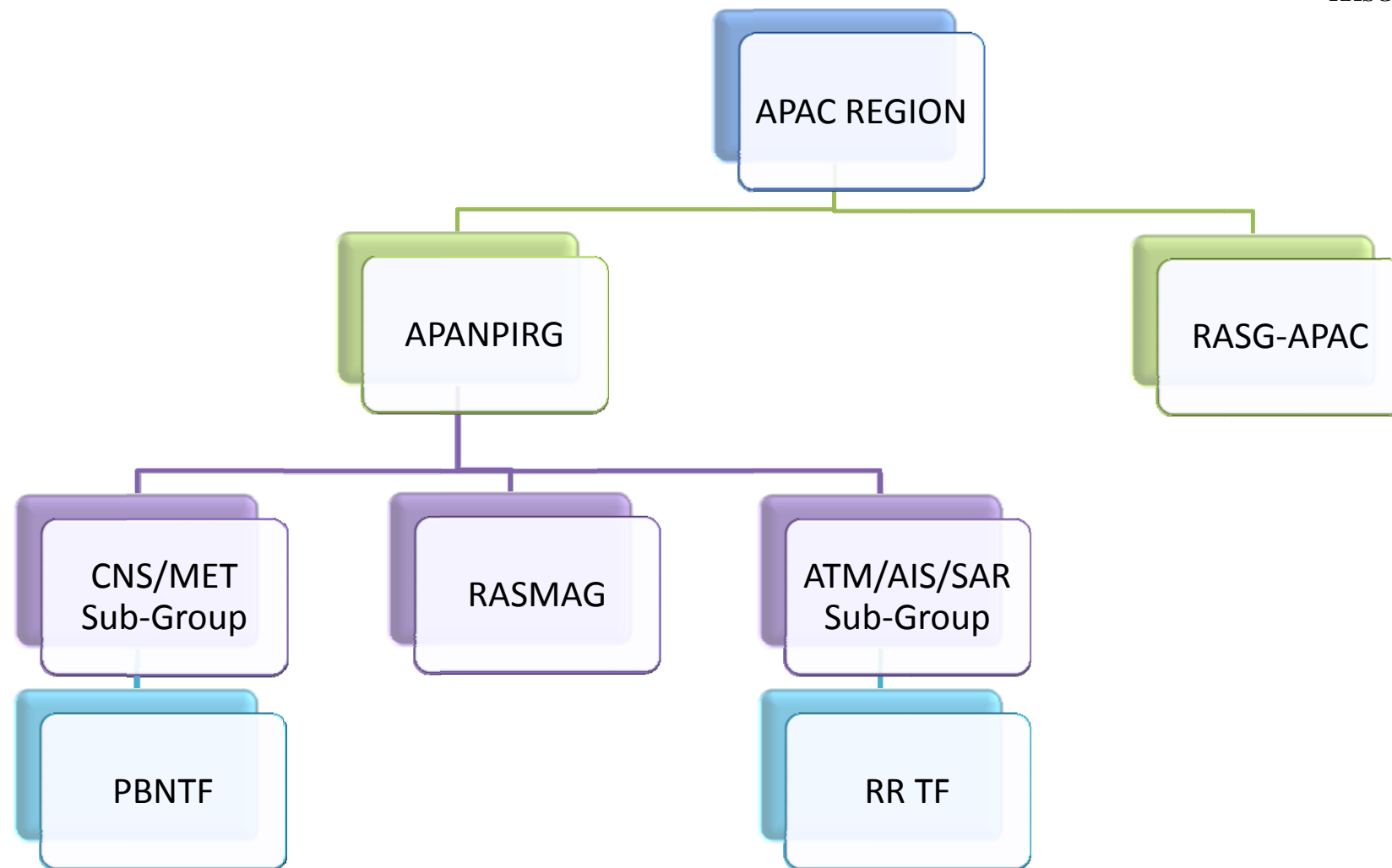
3.2 The APRAST-AIG AWG will accomplish the following:

- Review and/or prepare policies and procedures that can be used in the region to establish an voluntary incident reporting system as envisioned by Global Safety Initiative 3;
- Review and/or prepare policies and procedures that can be used in the region to establish an accident investigation capability as envisioned by Global Safety Initiative 4;
- Identify areas of concern that may be unique to the region or require emphasis within the region, and develop and/or review policies and procedures to address those concerns;
- Work closely with the APRAST, service providers, airlines, manufacturers, industry and labor associations, and other appropriate organizations to ensure that the policies and procedures are developed through a coordinated effort.

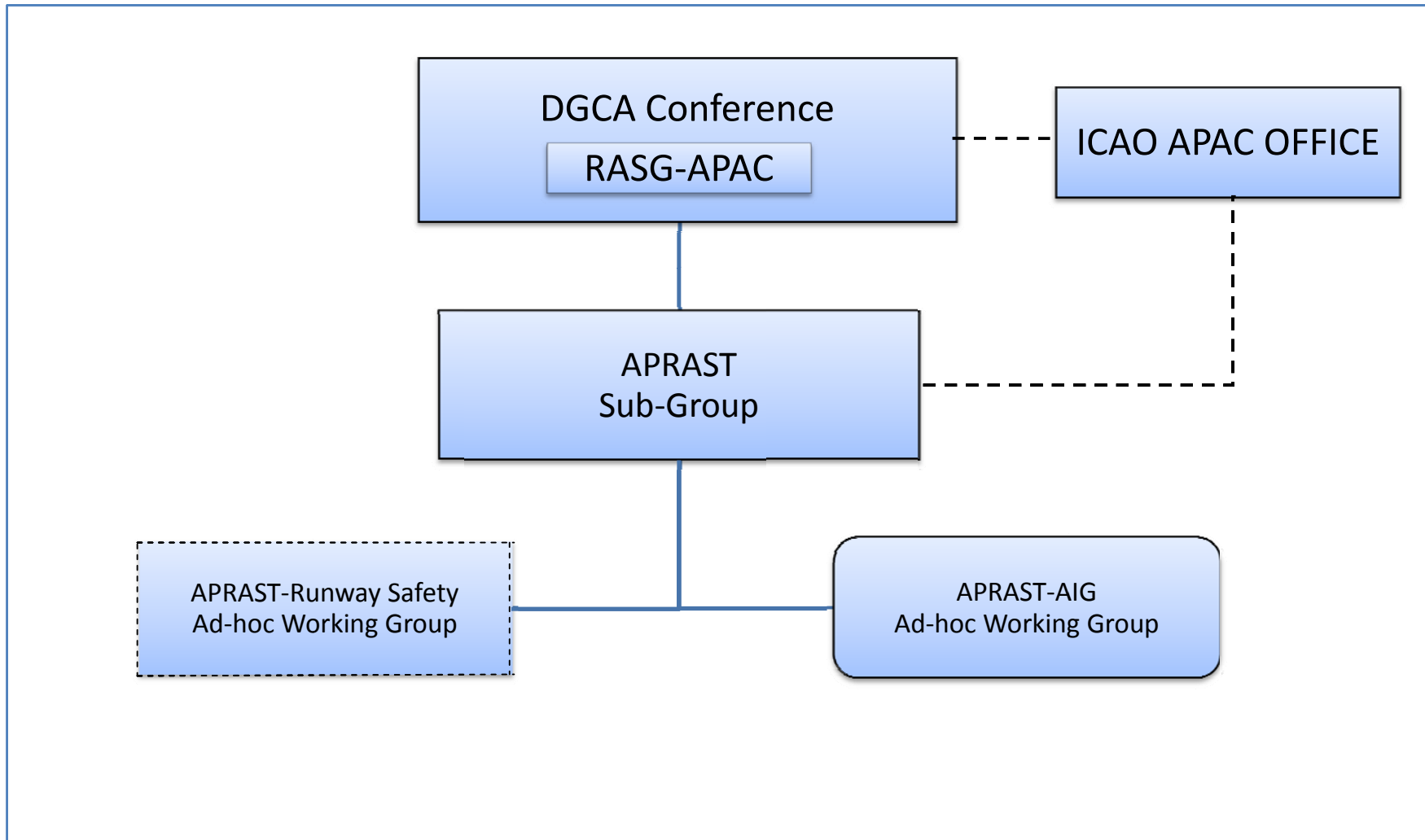
3.3 The Chairperson/Secretary will maintain close contact with ICAO to benefit from its advice on the subject and to this effect they/he will provide regular feedback to ICAO on the activities of APRAST-AIG AWG through APRAST /RASG-APAC. In addition, they/he will liaise as required with other regional safety teams to benefit from their efforts.

3.4 The APRAST-AIG AWG will meet as necessary to a maximum of twice each year. The on-going work/coordination may be accomplished through electronic communications.

3.5 The RASG-APAC /APRAST will monitor activities of APRAST-AIG AWG and promote the implementation of those policies and procedures that are deemed appropriate for Asian and Pacific regions.



PROPOSED STRUCTURE



REPORTING

