



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**REPORT OF THE FIRST MEETING OF THE
REGIONAL AVIATION SAFETY GROUP ASIA AND PACIFIC REGIONS
(RASG - APAC/1)**

Noumea, New Caledonia, 10 to 11 October 2011

The views expressed in this Report should be taken as those of the RASG-APAC and not of the Organization. This Report will be presented to the Air Navigation Commission and the Council, as needed, and any formal action taken will be published in due course as a supplement to the Report.

Approved by the Meeting
and published by the ICAO Asia and Pacific Office

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PART I — HISTORY OF THE MEETING

PART I - HISTORY OF THE MEETING

1.1 Introduction

1.1.1 The Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC) was established following the ICAO Council decision in May 2010 and supported by the 47th Conference of the Directors General of Civil Aviation, Asia and Pacific Regions in October 2010.

1.1.2 The First Meeting of the Regional Aviation Safety Group - Asia and Pacific Regions (RASG-APAC/1) was held at le Meridien Hotel in Noumea, New Caledonia from 10 to 11 October 2011.

1.2 Attendance

1.2.1 The Meeting was attended by 197 participants from 33 Member States/Administrations, 12 International Organizations/Industry Partners (Association of Asia Pacific Airlines (AAPA), Association of South Pacific Airlines (ASPA), Bureau d'Enquêtes et d'Analyses pour la sécurité de l'aviation civile (BEA) France, Civil Air Navigation Services Organization (CANSO), European Aviation Safety Agency (EASA), International Air Transport Association (IATA), International Federation of Air Line Pilots' Associations (IFALPA), Single European Sky ATM Research (SESAR JU), Pacific Aviation Safety Office (PASO), Secretariat of the Pacific Community (SPC), Airbus and Boeing.

1.2.2 A list of participants is at **Appendix A** to the Report on the History of the Meeting.

1.3 Opening of the Meeting

1.3.1 Mr. Mokhtar A. Awan, Regional Director, International Civil Aviation Organization (ICAO), Asia and Pacific, welcomed the Delegates from the Member States/Administrations, International Organizations and Industry Partners to the inaugural meeting of the Regional Aviation Safety Group - Asia and Pacific Regions and thanked Mr. Patrick Gandil, Director General of Civil Aviation (DGAC) France and Mr. Christian Assailly, Director of Civil Aviation, Department of Civil Aviation (DCA), New Caledonia for facilitating the holding of the First Meeting of RASG-APAC. He acknowledged the presence of Ms. Nancy Graham, Director, Air Navigation Bureau (D/ANB), ICAO Headquarters and Mr. Mitchell Fox, Chief, Flight Operations Section, ICAO Headquarters and for their support.

1.3.2 Mr. Awan recalled the 47th DGCA Conference Action Item 47/6 and noted that the three COSCAP Steering Committees and PASO reiterated their support for the RASG. He further acknowledged the presence of civil aviation administrations, international organizations and the industry sitting together, as partners, at the Asia Pacific regional level, to address flight safety issues. This joint commitment of all stakeholders was fundamental for success in improving aviation safety in the region.

1.3.3 Speaking on the accident rate in the Asia Pacific region he noted that while it is well below the global average we must not be complacent and urged all Partners to continue to work towards maintaining/fostering the public confidence in safe air travel. He stressed that flight safety must find its due place at the regional community level.

1.3.4 In closing, he once again thanked the Director General, DGAC France and the Director, DCA New Caledonia for facilitating the hosting of the First RASG-APAC Meeting.

1.3.5 Following the opening remarks of the Regional Director, Ms. Nancy Graham, Director, Air Navigation Bureau gave a key note address concerning the “State of Safety in the Region”.

1.3.6 The presentation included an assessment of safety in the global air transportation system, including a report on the GASP objectives to reduce the number of fatal accidents, the resulting fatalities as well as to reduce the global accident rate, particularly in light of the considerable traffic growth within the Asia Pacific region. She noted that runway safety related accidents account for almost 60% of the total followed by loss of control in flight, controlled flight into terrain and aircraft system failure. Speaking on runway safety she mentioned about the outcomes of the Global Runway Safety Seminar and the resulting runway safety seminars that will take place over the next three years in addition to the new runway safety toolkit available online.

1.3.7 She further noted that USOAP results have proven to be highly correlated to accident rates on a global basis and the USOAP data and other sources can be used to assess risk and further reduce the number of accidents and related fatalities as the volume of traffic in the global air transportation system continues to grow. Speaking on safety audit initiatives she said that audits being conducted by ICAO, States and International Organizations can be used to complement one another thus reducing the burden for States having to undergo multiple audits as well as to provide a holistic view of aviation safety. In this regard IATA has already agreed to share this data with ICAO and discussions have begun with CANSO and ACI to explore development of audit programmes.

1.3.8 Ms. Nancy Graham also presented the safety activities being undertaken within the ICAO safety framework that include policy and standardization, safety monitoring, safety analysis and implementation including the revision of the Global Aviation Safety Plan. To this end the revised Safety Management Manual will be out in early 2012 and the new draft Safety Annex will be presented to a Technical Panel of the Air Navigation Commission in November 2011. She concluded by saying that the ICAO Secretariat is continually enhancing the data collection and analysis process.

1.4 Secretariat at the Meeting

1.4.1 Mr. Mokhtar A. Awan, Regional Director, International Civil Aviation Organization (ICAO), Asia and Pacific, was the Secretary of the Meeting and was assisted by Capt. Fareed Ali Shah, Flight Safety Expert (FSE) and Mr. N. C. Sekhar, Regional Officer, Aerodrome and Ground Aids (RO/AGA). The Meeting was also assisted by Mr. Mitchell Fox, Chief, Flight Operations Section (C/Ops), ICAO Headquarters.

1.5 Working Arrangements, Language and Documentation

1.5.1 The working language of the Meeting was English inclusive of all documentation and this Report. Information Papers (IP) and Working Papers (WP) considered by the Meeting are listed at **Appendix B** to the Report on the History of the Meeting.

List of Decisions

- Decision 1/1** — That, the RASG-APAC adopt the organizational structure and terms-of-reference including the Asia Pacific Regional Aviation Safety Team and its ad hoc Working Groups, as outlined in Appendix A, B, C, D and E to the Report on Agenda Item 1. The structure would be subject to regular review and updating by the RASG-APAC.
- Decision 1/2** — That, the APRAST consider the use of the Regional Performance Framework contained in the Secretariat Working Paper, as well as the supporting software described by the Secretariat and report back to the RASG-APAC.
- Decision 1/3** — That, the paper on improving international validation programs and reliance on data driven requirements be referred to the first meeting of the APRAST for its consideration.
- Decision 1/4** — That, States in the region should provide information to the ICAO Asia Pacific (APAC) Office concerning oversight of operations conducted within foreign States. The APAC Office would then compile this information and the issue will be referred to the first meeting of the APRAST for analysis. The results of this analysis will then be reported to the next RASG-APAC meeting for further action, as required, including potential recommendations to ICAO for additional guidance in this area.
- Decision 1/5** — That, the information provided by the United States on airfield safety should be referred to the first meeting of the APRAST for its consideration.
- Decision 1/6** — That, the paper on proposed crewmember and dispatcher training regulations should be referred to the first meeting of the APRAST for its consideration.
- Decision 1/7** — That, the issue of Search and Rescue in New Caledonia and French Polynesia, as presented during the 48th Conference of Directors General of Civil Aviation in DP/3/22, should be referred to the APRAST for its consideration. The results of the APRAST deliberations on this subject should then be referred to the next meeting of the APANPIRG sub-group that deals with these matters (ATM/AIS/SAR Sub-group).

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(Revised 21 November 2011)

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		NAME	TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
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		NAME	TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
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		NAME	TITLE/ORGANIZATION	TEL/FAX NUMBER	E-MAIL
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	14.	Mr. Marc HAMY	Vice President Airbus Prosky 1 Boulevard Jean Moulin Elancourt 78996 France	Tel: +33 (0)6 30 99 49 39 Fax: +33 (0)1 61 38 59 00	marc.hamy@airbus.com
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LIST OF WORKING PAPERS AND INFORMATION PAPERS

Paper No.	Agenda Item	Title	Presented by
Working Papers			
WP/1	1	Provisional Agenda for the First Meeting of the Regional Aviation Safety Group Asia and Pacific Regions (RASG-APAC/1)	Secretariat – RO
WP/2	1	Election of Chairperson and Vice-Chairperson	Secretariat – RO
WP/3	1	Establishment of the RASG-APAC Structure and Review of the Draft Terms of Reference	Secretariat – RO
WP/4	2	Global Aviation Safety Plan	Secretariat – HQ
WP/5	3	Regional Aviation Safety Groups (RASGs) in the Other ICAO Regions	Secretariat – HQ
WP/6	2	Regional Performance Framework for Safety	Secretariat – HQ
WP/7	4	Facilitating the Implementation of SMS across Air Navigation Service Providers	CANSO
WP/8	4	Fatigue Risk Management System	Singapore
WP/9	4	Efforts in the Aviation Safety Field in Japan	Japan
WP/10	4	Safety Assessment of Foreign Aircraft in New Caledonia and French Polynesia	France
WP/11	4	Oversight of Operations Conducted within Foreign States	New Zealand
WP/12	4	Updating the ICAO Circular 285-NA/166 "Guidance on Assistance to Aircraft Accident Victims and their Families"	France and the United States
WP/13	4	New Safety Data Handling Technologies	France
WP/14	4	ULB Operating for a Minimum of 90 Days: Carriage Requirements for International Commercial Air Transport	France

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Paper No.	Agenda Item	Title	Presented by
WP/15	4	Implementation of Multi-Crew Pilot Licensing System in Singapore	Singapore
WP/16	4	Aviation Safety Activities in Nepal	Nepal
WP/17	4	Cooperation in Developing Electronic Tools for Safety Management	Republic of Korea
WP/18	3	Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAP) in the Asia and Pacific Regions - Regional Aviation Safety Teams	Secretariat
WP/19	4	Proposed Flight and Duty Regulations	United States of America
WP/20	4	Proposed Crewmember and Dispatcher Training Regulations	United States of America
WP/21	4	Airfield Safety in the United States	United States of America
WP/22	4	Improving International Validation Programs: Reliance on Data-Driven Requirements	United States of America
WP/23	3	Pacific Aviation Safety Office (PASO) Regional Approach to Aviation through Harmonised Regulatory Application in the South West Pacific	PASO
WP/24	4	ICAO Asia and Pacific Regional Accident Investigation Workshop and Air Accident Investigation Bureau of Singapore Flight Recorder Training	Singapore

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Paper No.	Agenda Item	Title	Presented by
Information Papers			
IP/1	4	Protection of Safety Information	Secretariat - HQ
IP/2	4	State Safety Programme (SSP) Implementation in France	France
IP/3	4	Current Safety Initiatives of DGCA India	India
IP/4	4	Accident Investigation – Locating a Small Object Underwater	Hong Kong, China
IP/5	4	New Professional Qualifications in Aviation and Risk Management	New Zealand
IP/6	4	Developing India's State Safety Programme	India
IP/7	4	Status of Implementation of State Safety Programme in Macao SAR, China	Macao, China
IP/8	4	Update on ICAO's Competency-Based Approach to Training and Assessment	Secretariat-HQ
IP/9	4	Wildlife Hazard Mitigation Techniques for Airports	United States of America
IP/10	4	Safety Management System Initiatives	United States of America
IP/11	4	Safety Indicators and Acceptable Level of Safety - Singapore's Experience	Singapore
IP/12	4	Pakistan State Safety Programme Implementation (PSSP) - Progress and Impediments	Pakistan

PART II — REPORT ON AGENDA ITEMS

**AGENDA ITEM 1: RASG-APAC TERMS-OF-REFERENCE
AND ORGANIZATIONAL STRUCTURE**

AGENDA ITEM 1: RASG-APAC TERMS-OF-REFERENCE AND ORGANIZATIONAL STRUCTURE

1.1 Election of Chairperson and Vice-Chairperson

1.1.1 The ICAO Regional Director (Secretary, RASG-APAC) invited the meeting to propose nominations for Chairperson.

1.1.2 The Director General of Civil Aviation, Civil Aviation Authority of Singapore, Mr. Yap Ong Heng proposed the name of Mr. John McCormick, Director of Aviation Safety, Civil Aviation Safety Authority of Australia for Chairperson. Mr. Yap Ong Heng highlighted the qualifications, experience, credentials and achievements of Mr. John McCormick. The proposal was supported by the meeting and the Group unanimously elected Mr. John McCormick as the Chairperson.

1.1.3 The Chairperson then presided over the meeting and the subsequent election of the Vice-Chairperson of the RASG-APAC. Mr. Hiroshi Narahira, Deputy Director-General, Civil Aviation Bureau, Ministry of Land, Infrastructure, Transport and Tourism, Japan, proposed the name of Mr. E. K. Bharat Bhushan, Director General of Civil Aviation, Directorate General of Civil Aviation, India for Vice-Chairperson. The proposal was seconded by H.E. Mr. Pham Quy Tieu, Deputy Minister of Transport, Director General of Civil Aviation Administration of Viet Nam. Mr. E. K. Bharat Bhushan was unanimously elected as Vice-Chairperson of the Group.

1.1.4 Mr. John McCormick thanked Macao, China for the nomination and the States for their support. He stated that he looked forward to close cooperation and guidance from the Group in carrying out the duties as Chairperson of RASG-APAC.

1.1.5 Mr. E. K. Bharat Bhushan also expressed his gratitude to the meeting for the trust bestowed on him.

1.2 Adoption of Agenda

1.2.1 The Meeting adopted the following Agenda:

- Agenda Item 1: RASG-APAC Terms-of-Reference and Organizational Structure
- 1.1 Election of Chairperson and Vice-Chairperson
 - 1.2 Adoption of Agenda
 - 1.3 Regional Aviation Safety Groups (RASGs) in the Other ICAO Regions
 - 1.4 Establishment of the RASG-APAC Structure and Review of the Draft Terms-of-Reference
- Agenda Item 2: Global Aviation Safety Plan (GASP) and Regional Performance Framework for Safety
- 2.1 Review of Regional Performance Framework for Safety
- Agenda Item 3: Sub-regional Mechanism for Addressing Regional Safety Issues
- 3.1 Safety Activities of Sub-regional Organizations (PASO, COSCAPs - Asia Regional Aviation Safety Team (ARAST))
 - 3.2 Harmonization of Activities between RASG-APAC, PASO and COSCAPs
- Agenda Item 4: Member State Presentations
- Agenda Item 5: Other Business

1.3 Regional Aviation Safety Groups (RASGs) in the Other ICAO Regions

1.3.1 The Secretariat provided a status report on the establishment of Regional Aviation Safety Groups in the different ICAO Regions.

1.3.2 Regional Aviation Safety Group – Pan America (RASG-PA): The RASG-PA was established by South American, Central America, North American and the Caribbean regions in 2008. It was formally recognized by the Council of ICAO as a Regional Aviation Safety Group in 2010. The next meeting of RASG-PA (RASG-PA/4) will take place in late October 2011. The RASG-PA is co-chaired by a member from a Contracting State and member from industry. The group normally holds one annual meeting and coordinates its activities through an Executive Steering Committee (ESC) that holds four annual meetings and monthly teleconferences. The RASG-PA has three Regional Aviation Safety Teams (Annual Safety Report Team – ASRT, Flight Safety Training Team – FSTT and the Regional Aviation Safety Team – RAST).

1.3.3 Regional Aviation Safety Group – Europe (RASG-EUR): The high level meeting of European Directors General of Civil Aviation held 15-17 February 2011 agreed to the establishment of the European Regional Aviation Safety Group (RASG-EUR) for the entire European Region. Subsequently a meeting for the establishment of the RASG-EUR was convened in Paris on 16 May 2011. The first meeting of the RASG-EUR is scheduled for the 23 to 24 January 2012.

1.3.4 Regional Aviation Safety Group – Middle East (RASG-MID): The first meeting of the Directors General of Civil Aviation Middle East (DGCA-MID/1) was held in March 2011 and agreed to the establishment of RASG-MID. Subsequently the first meeting of RASG-MID took place in September 2011. The RASG-MID agreed to a structure similar to the PIRGs that normally have one Vice-Chairperson to replace the Chairperson in the event he or she is unable to attend the meeting. However, the group opted to have two vice-chairpersons; one from a Member State for the same purpose as in the PIRG and one from the stakeholders so that the industry partners could fully participate in the actions necessary to improve safety. The RASG-MID also established a RASG Steering Committee (RSC) and agreed to establish an Annual Safety Reporting Team (ASRT) in order to form a baseline from which progress can be measured.

1.3.5 Regional Aviation Safety Group – Africa (RASG-AFI): The fourth meeting of Directors General of Civil Aviation of Eastern and Southern African (ESAF) and Western and Central African (WACAF) States (DGCA/4) approved the concept of RASG. The first meeting of RASG-AFI is scheduled to take place in March 2012.

1.3.6 The Secretariat invited the RASG-APAC/1 to consider the experience of other RASGs when developing the RASG-APAC terms-of-reference and organizational structure. The Secretariat highlighted that while the Council had approved the terms-of-reference for the RASGs, it also approved them as “suggested” terms-of-reference. The Council recognized that there would be necessary regional variations in the terms-of-reference and structure. The meeting noted the information provided concerning the status and organizational structures of the RASGs established in other ICAO Regions.

1.4 Establishment of RASG-APAC Structure and Review of the Draft Terms-of- Reference

1.4.1 The Secretariat provided a background to the events leading to the establishment of the RASG-APAC. The meeting noted that the 47th DGCA Conference, the three COSCAPs Steering Committees and PASO supported the formation of the Regional Aviation Safety Group for the Asia and Pacific Regions comprising all States/Administrations in the Asia and Pacific Regions, appropriate International Organizations and other Partners who could provide support to enhance safety in the Asia and Pacific Regions.

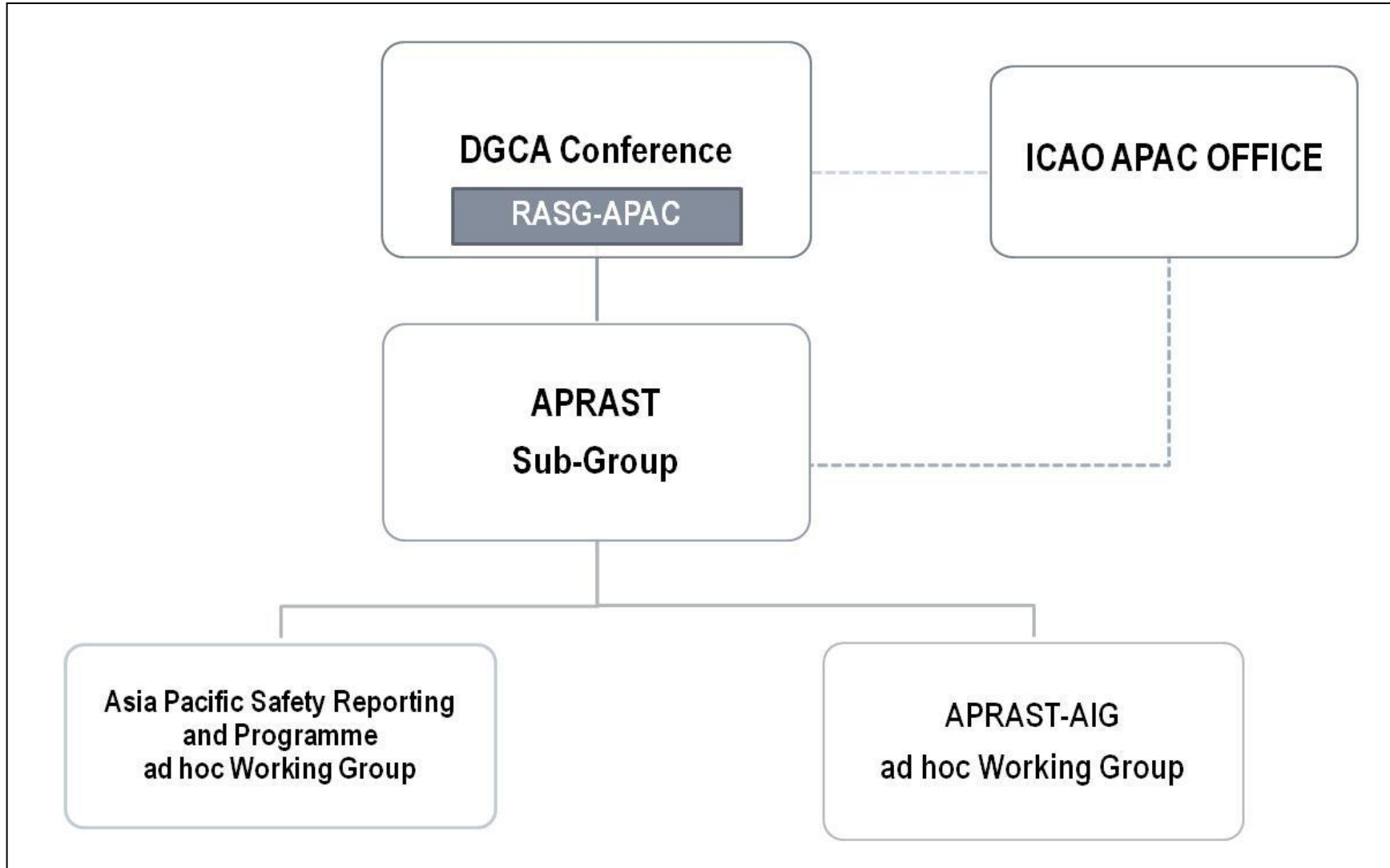
1.4.2 The RASG-APAC, similar to Planning and Implementation Regional Groups (PIRGs), would produce reports of RASGs to be reviewed by the Air Navigation Commission on a regular basis, and by Council as deemed necessary, thus providing interregional harmonization related to flight safety issues and a means to monitor implementation of Global Aviation Safety Plan / Global Aviation Safety Roadmap (GASP/GASR).

1.4.3 The meeting reviewed the proposed structure and suggested terms-of-reference of RASG-APAC. The RASG-APAC/1 supported the structure and RASG-APAC terms-of-reference, including the terms-of-reference for the RASG-APAC subsidiary bodies, which includes: Asia Pacific Regional Aviation Safety Team (APRAST); Asia Pacific Regional Aviation Safety Team – Accident Investigation ad hoc Working Group (APRAST-AIG AWG) and APRAST – Safety Reporting ad hoc Working Group (APRAST–SR AWG). In reviewing the terms-of-reference of the Asia Pacific Safety Reporting ad hoc Working Group, the meeting recognized that this Working Group would not only develop an annual safety report, but would also be assisting in planning the work programme by collecting and analyzing safety data and proposing new work based upon the results of this analysis. The meeting therefore agreed that the name of the safety reporting working group should be amended to reflect its function. The meeting agreed to refer to this Working Group as the “Asia Pacific Safety Reporting and Programme ad hoc Working Group”.

Decision 1/1

That, the RASG-APAC adopt the organizational structure and terms-of-reference including the Asia Pacific Regional Aviation Safety Team and its ad hoc Working Groups, as outlined in **Appendix A, B, C, D and E** to the Report on Agenda Item 1. The structure would be subject to regular review and updating by the RASG-APAC.

STRUCTURE FOR THE REGIONAL AVIATION SAFETY GROUP – ASIA PACIFIC (RASG-APAC)



**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 Group – Asia Pacific (RASG-APAC) was 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 Conference of Directors General of Civil Aviation, Asia and Pacific Regions.

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;*
- 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) *who 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. 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. States and industry will serve as partners in the 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.

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 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:

- 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 sub-regional level are properly coordinated to avoid duplication of efforts;
- d) avoiding 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;
- g) providing feedback to ICAO to continually improve and ensure an up-to-date global safety framework; and
- h) regularly reviewing its subordinate structure to align their functions with current developments within the Region.

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;
- 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; and
- 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 members 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, Organizations and industries 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.

7.3 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. Terms-of-reference for the Asia Pacific Regional Aviation Safety Team [(APRAST) Sub-Group] is at **Appendix C**.

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, international organizations and industries 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.

8.2 The ad hoc Working Groups report to the RASG-APAC through the APRAST. The terms-of-reference for the Asia Pacific Regional Aviation Safety Team – Accident Investigation ad hoc Working Group (APRAST-AIG AWG) are at **Appendix D**.

8.3 The RASG-APAC and its subsidiary bodies will use a data driven approach as the means to determine its work programme. Safety issues will be identified through a risk analysis process and reported to the RASG-APAC on an annual basis. In turn, the RASG-APAC will determine the priorities for its work programme based upon the identified safety risks. The terms-of-reference for an APRAST – Safety Reporting and Programme ad hoc Working Group (APRAST – SRP AWG) are at **Appendix E**.

9. ROLE OF DESIGNATED MEMBERS

9.1 Designated members of the RASG-APAC shall assume the duties and responsibilities of ensuring the normal conduct of business of the RASG-APAC. Members 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.

10. COORDINATION AND REPORTING LINES

10.1 The RASG-APAC reports to the ICAO Air Navigation Commission and, as needed, to the Council through its Secretary and the ICAO Secretariat.

10.2 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.

10.3 Relations with representatives of designated 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.

10.4 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.

10.5 Relations with the experts provided by members of RASG-APAC sub-groups shall be conducted by the Secretary of the sub-group concerned.

**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 of operations 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 Federal Aviation Administration's (FAA) Safer Skies agenda, established the Commercial Aviation Safety Team (CAST) in June 1998. Similarly, in 1998 the States represented by the Joint Aviation Authorities (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; and
- 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.

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, 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 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. Co-chairs will be elected from the nominated members. One Co-chair will be elected from a Contracting State and the other Co-chair will be elected from industry. 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; and
 - 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 Co-chairs 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 Co-chairs will maintain close contact with ICAO to benefit from its advice on the subject and to this effect they will provide regular feedback to ICAO on the activities of APRAST through the RASG-APAC and on the emerging intervention proposals. In addition, they will liaise as required with other regional safety teams to benefit from their efforts.
- 3.5 The APRAST Co-chairs/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 and regular teleconferences. The team will normally meet twice each year. Additional meetings may be organized when needed to address pressing safety issues.

**TERMS-OF-REFERENCE
ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM –
ACCIDENT INVESTIGATION AD HOC WORKING GROUP (APRAST-AIG AWG)
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. The Air Accident Investigation Board of Singapore will provide technical support. Membership of the APRAST-AIG AWG will come from participating 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' accident investigation organizations.
- 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.

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- 3.4 The APRAST-AIG AWG will normally meet 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 Asia and Pacific regions.

TERMS-OF-REFERENCE

**ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM – SAFETY REPORTING AND
PROGRAMME AD HOC WORKING GROUP
(APRAST–SRP AWG)**

A) Purpose of the APRAST – SRP AWG:

- Gather safety information from different available sources to determine the main aviation safety risks in the Asia and Pacific Regions;
- Develop and organize an Annual Safety Report in three main Sections, one for each safety information category:
 - a) Reactive Information;
 - b) Proactive Information; and
 - c) Predictive Information.
- Based on the risk areas identified in the annual report, make recommendations to the RASG-APAC, through the APRAST, for safety enhancement initiatives; and
- Prepare a draft progress report to the ANC based on the Annual Safety Report, the safety enhancement initiatives and detailed implementation plans.

B) Membership:

- RASG-APAC Partners.

C) Roles and Responsibilities:

- ICAO HQ – Support;
- ICAO APAC Regional Office – Support; and
- Workgroup Partners – Provide technical expertise and collaborate in the development of material as requested by APRAST.

- END -

**AGENDA ITEM 2: GLOBAL AVIATION SAFETY PLAN (GASP) AND
REGIONAL PERFORMANCE FRAMEWORK FOR
SAFETY**

AGENDA ITEM 2: Global Aviation Safety Plan (GASP) & Regional Performance Framework for Safety

2.1 Regional Performance Framework for Safety

2.1.1 The Secretariat presented a Regional Performance Framework for Safety highlighting that the ICAO planning objective is to implement a performance based safety framework through safety systems and procedures in a progressive, cost-effective and cooperative manner. This approach would provide guidance for the prioritization and allocation of aviation safety resources with measurable results and associated safety targets.

2.1.2 The aim of a performance-based approach is to reduce risk and achieve continuous improvement in safety performance through the establishment and monitoring of specific performance criteria based on a data driven process.

2.1.3 The advantage of a performance-based approach is that it is result oriented, transparent and promotes accountability. It shifts from prescribing solutions to specifying desired performance outcomes; employs quantitative and qualitative methods; avoids a technology driven approach; helps decision makers to set priorities, makes the most appropriate trade-offs, and allows optimum resource allocation.

2.1.4 The Secretariat pointed out that tracking the progress of all ICAO Regions in implementing safety enhancements would also be important to determine the effectiveness of the GASP on both a regional and global basis and to avoid duplications in effort. To support the regions in tracking their progress, the Secretariat developed a software tool to monitor the development and implementation of safety enhancements. The Group was supportive of the use of a performance framework as described by the Secretariat. The meeting agreed to refer consideration of the approach described by the Secretariat and associated software to the first meeting of the APRAST.

Decision 1/2

That, the APRAST consider the use of the Regional Performance Framework contained in the Secretariat Working Paper, as well as the supporting software described by the Secretariat and report back to the RASG-APAC.

**AGENDA ITEM 3: SUB-REGIONAL MECHANISM FOR
ADDRESSING REGIONAL SAFETY ISSUES**

AGENDA ITEM 3: SUB-REGIONAL MECHANISM FOR ADDRESSING REGIONAL SAFETY ISSUES

3.1 Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAP) in the Asia and Pacific Regions - Regional Aviation Safety Teams

3.1.1 The Secretariat presented an overview of the COSCAPs in Asia. COSCAP South Asia was established in February 1998, COSCAP South East Asia in 2001 and COSCAP North Asia in 2003.

3.1.2 The meeting was informed that the COSCAP programmes are dedicated forums for promoting continuing dialogue, coordination and cooperation to support and strengthen aviation safety among participating Civil Aviation Administrations. To accomplish this the COSCAPs closely coordinate their efforts to support member Administrations in four primary areas:

- 1) strengthening safety oversight programmes, often in preparation for the ICAO Universal Safety Oversight Audit Programme (USOAP) Audit and subsequently supporting the development and implementation of Corrective Action Plans;
- 2) developing regulations, standards and guidance material;
- 3) providing training courses, seminars, and workshops; and
- 4) establishing Regional Aviation Safety Teams (RASTs).

3.1.3 The objective of each RAST is to develop and recommend safety interventions to their respective COSCAP Steering Committee which are intended to reduce identified safety risks in the Asia Pacific region and to support the implementation of the Global Aviation Safety Plan (GASP). To accomplish the objectives, the teams review for application within their sub region:

- 1) existing safety interventions which have already been developed through the efforts of well-established, multinational safety undertakings such as the Commercial Aviation Safety Team (CAST) and the European Strategic Safety Initiative (ESSI);
- 2) global safety initiatives and best practices and metrics defined in the GASP and Global Aviation Safety Roadmap (GASR); and
- 3) regional accidents and significant incident trends and other areas of local concern to determine unique issues which may warrant locally-developed interventions.

3.1.4 The meeting was advised that to improve efficiency and effectiveness of the RASTs, in 2008 the COSCAP Steering Committees approved their combination into a single Asian Regional Aviation Safety Team (ARAST).

3.1.5 The meeting noted that the work of the ARAST could not be accomplished without the commitment, active participation, and financial and technical support of safety partners and donors, including the Federal Aviation Administration (FAA), Direction Générale de l'Aviation Civile (DGAC) France, Civil Aviation Safety Authority (CASA) of Australia, European Aviation Safety Agency (EASA), Airbus, Boeing, Bombardier, the Bureau d'Enquêtes et d'Analyses pour la sécurité de l'aviation civile (BEA) France, International Air Transport Association (IATA), International Federation of Airline Pilots' Associations (IFALPA) and the Association of Asia Pacific Airlines (AAPA).

3.1.6 In transitioning from the ARAST to the APRAST the meeting reiterated that it is important to avoid duplication, maintain the role of the Safety Partners, recognize the role of the Directors General, and ensure that the role and mandate of the COSCAPs remains unaffected.

3.1.7 The meeting noted that the COSCAP safety team (ARAST) experience and the work on safety enhancements could be utilized as the foundation for the establishment of sub-groups and ad hoc working groups under the direction of the RASG-APAC. The meeting also noted that it would be important to avoid any potential overlaps between the RASG-APAC and that of the COSCAPs. As experience is gained this process may need to be examined at an ICAO wide level.

3.2 Regional Approach to Aviation through Harmonized Regulatory Application in the South West Pacific

3.2.1 The paper describes the regional approach taken by a number of Pacific Island States and the activities undertaken through the Pacific Aviation Safety Office (PASO) to achieve the desired requirements of its member States. The meeting was informed that the approach was progressing however there was a need for better funding mechanisms to achieve greater regional oversight. The focus of the organization has been to work with member States, Partner agencies and Donors to continue to build capacity and develop and deliver a wider scope of oversight services within the region and assist with implementation of appropriate State funding mechanisms to ensure future sustainability.

3.2.2 The meeting noted that the primary activities undertaken by PASO included routine inspection, audit and certification activity of industry participants within member States which extended to large scale projects such as the technical management and certification processes associated with the introduction of new jet or turbine aircraft. The PASO work programme was based on member State aviation activities and regulatory resources and included a wide range of training and educational activities. The meeting was informed that while the uptake of services within member States has continued to increase, the level of oversight activity conducted within the States remained at a minimum level primarily due to issues over financial resources resulting in some States not completing the annual pre-planned activities and recommended oversight activities.

3.2.3 While it is recognized that the issues faced by PASO member States are common within regional oversight organizations, PASO has undergone a number of reviews to ensure its internal policies and procedures are consistent with the members' wishes and in line with best international practice.

3.2.4 The meeting was advised that the way forward for PASO could be viewed in relation to the following key steps: the continued engagement and cooperation with States, regional stakeholders and donor agencies to enable PASO and its member States meet the increasing level and scope of regulatory oversight activity required; and working closely with States to ensure that individual legal and financial policies, and associated mechanisms continue to be developed and implemented to enable appropriate funding mechanisms.

3.2.5 The meeting noted that the regional approach used by PASO for regulatory oversight and the efforts by PASO to harmonize its member States' regulatory systems. The meeting also noted the activities undertaken at the regional level through PASO, member States and development partners' work towards increasing the level and scope of sustainable regional oversight activity.

AGENDA ITEM 4: MEMBER STATE PRESENTATIONS

AGENDA ITEM 4: MEMBER STATE PRESENTATIONS

4.1 Efforts in the Aviation Safety Field in Japan

4.1.1 The meeting was advised that in June 2010, Japan underwent an ICAO Universal Safety Oversight Audit. The findings and recommendations from ICAO included the issue of the organizational structure of the safety oversight of Japan Civil Aviation Bureau (JCAB). After the audit, Japan implemented the corrective action plans that had been submitted to ICAO, including the review of the aforementioned structure.

4.1.2 ICAO has required States to establish and implement the SSP under the provision of Annexes to the Convention. JCAB plans to establish and implement an SSP by a phased introduction in about three years after a thorough review of the elements of the SSP, and has established a working group consisting of staff from each area of JCAB.

4.1.3 Additionally, Japan provides other countries in the region with technical and economic assistance in the aviation safety field and believes that this cooperation results in the enhancement of regional aviation safety.

4.1.4 ICAO has established a Safety Information Protection Task Force (SIP TF) to discuss the measures of safety information protection through a multi-disciplinary approach and Japan believes that the output from the task force should be the critical element for the introduction of the SSP. Japan also believes that it is important to share the information among States concerning the reviews and activities of safety information protection in its reporting system and on the introduction of the SSP. The meeting noted the information contained in the paper presented by Japan. The meeting also agreed to urge States and Regional Organizations to share information concerning their efforts to enhance civil aviation safety.

4.2 Aviation Safety Activities in Nepal

4.2.1 The meeting was advised that aviation safety has been of paramount importance to Nepal. Nepal has taken various steps towards the enhancement of aviation safety despite several constraints. Nepal expressed its firm commitment to put forth all available resources to enhance aviation safety.

4.2.2 The meeting noted that Nepal developed its State Safety Programme and established Safety Management System Requirements in 2010 for the institutionalization of safety culture among the aviation community. Necessary training and awareness programs were launched, targeting stakeholders in SSP and SMS, which have enabled the airport operator and airline operators to implement SMS in an initial phase. Determination of Acceptable Level of Safety is being progressed by taking into account all pertinent data and other associated elements.

4.2.3 In order to address the deficiencies found during the ICAO audit conducted in May 2009, Nepal prepared a corrective action plan. Nepal is also in the process of developing pertinent regulations, handbook and guidance. Nepal believes that the forthcoming ICAO Coordinated Validation Mission (ICVM) will find that most of the deficiencies have been closed. Nepal welcomes the idea of Continuous Monitoring Approach of ICAO for the assessment of States' safety oversight capability. Nepal has joined hands with various agencies like the Cooperative Development of Operational Safety and Continuing Airworthiness Programme – South Asia (COSCAP-SA), European Union – South Asian Association for Regional Cooperation (EU-SAARC) and South Asia Regional

Initiative (SARI) so that issues of training the personnel and development of regulations could be accomplished.

4.2.4 Nepal stated that it has taken up every measure to fulfill its obligation towards the implementation of SARPs by minimizing its differences with the ICAO Standards. Most of the required equipment and systems have been installed in Nepalese aircraft, as required by the regulations. In some cases, owing to the unique nature of operation, Nepal had imposed some operations restrictions like mandatory engine condition trend monitoring (ECTM) for all single engine aircraft, VFR operation only for single engine aircraft, mandatory high altitude training for helicopter pilots, periodic read out of flight recorders etc.

4.2.5 The meeting recalled that Nepal has been an active participant in regional safety forums like ARAST, SARAST etc. so that the common safety issues in the region could be shared with the member States. Nepal had constituted a National Aviation Safety Team - Nepal (NAST-Nepal) comprising experts from the regulator and industry to address safety issues.

4.2.6 In order to fulfill its commitments towards the continuous improvement of aviation safety, Nepal has been increasing its efforts. Owing to constraints, Nepal urged the international community for the possible cooperation in terms of technical assistance and training of its personnel. The meeting noted progress made to date by Nepal and its continuing need for international cooperation in the areas of aerodromes, air navigation services, flight operations, accident investigation and airworthiness.

4.3 Implementation of SMS across Air Navigation Service Providers

4.3.1 The meeting noted the work done by CANSO in facilitating the implementation of SMS across ANSPs. CANSO described the work of its Safety Standing Committee in developing the CANSO Standard of Excellence on SMS and the CANSO SMS Implementation Guide. This CANSO led initiative at the global level aimed to provide members with practical information on how to implement SMS. It has formed the basis for a series of ATM safety seminars and workshops that CANSO has been conducting in the Asia Pacific region over the last three years, with the next one scheduled in the Maldives in April 2012. ANSPs faced similar challenges in the implementation and performance of their SMS and all have to ensure that their current safety management practices are able to evolve to deal with the challenges that increased traffic and technology will bring.

4.3.2 The Secretariat advised that they had been working with CANSO on their SMS initiative. The meeting recognized the need for input from international organizations to address sector-specific issues related to SMS implementation. The meeting also agreed that efforts to develop sector-specific guidance related to SMS should be closely coordinated with ICAO to ensure consistency with the ICAO Standards.

4.4 New Safety Data Handling Technologies and Underwater Locator Beacon Carriage Requirements for International Air Transport

4.4.1 France presented a working paper addressing new safety data handling technologies and another paper related to the transmission capabilities of flight recorder underwater locator beacons (ULBs). The meeting recalled that the investigation into the accident of flight AF 447 (Rio-Paris accident on 1 June 2009) confirmed the importance of data from the flight recorders in order to establish the circumstances and causes of an accident and to propose safety measures that are substantiated by the facts. The meeting also recalled that difficulties encountered have raised

questions about the adequacy of existing flight data recovery technology, when considering accidents over oceanic or remote areas.

4.4.2 The meeting was advised that the French Accident Investigation Board (BEA) issued safety recommendations and created international working groups to look into new technologies to safeguard flight data and/or to facilitate the localization and recovery of on-board recorders. The meeting was also advised that in March 2010 the BEA created the Triggered Transmission of Flight Data Working Group. The working group completed its work in March 2011 and concluded that it is technically feasible to significantly reduce the search area for wreckage by:

- triggering transmission of appropriate data via SatCom prior to impact, and/or
- automatically activating next generation ELTs prior to impact, and/or
- increasing the frequency of position reports.

4.4.3 Subsequently, the Flight Recorder Panel of ICAO met in July 2011 in Reykjavik, Iceland, to propose amendments to the flight recorder chapter of Annex 6. The amendment proposals herewith include the follow up of the AF447 Interim Reports 2 and 3 recommendations:

- All aeroplanes on long range over-water flights and on flights over designated land areas of a MCTO mass of over 27,000 kg for which the application for type certification is submitted to a Contracting State on or after 1 January 2018 or for which the individual certificate of airworthiness is first issued on or after 1 January 2020 shall have a means to establish the position of an accident over water within 6 NM.

4.4.4 The meeting noted that the proposal by the Flight Recorder Panel was a “performance based Standard” and the following possible means of compliance were cited:

- deployable recorders;
- ELT automatically activated in flight;
- regular transmission of position; and
- triggered transmission of flight data.

4.4.5 The meeting was also advised that in March 2011, the French DGAC recommended that French Airlines, operating in oceanic areas, should be equipped with flight recorder fitted with an ULB able to operate for a minimum of 90 days as opposed to the present 30 days. Most airlines had responded favorably to this recommendation. Some airlines had already begun to retrofit their flight recorders so that all their fleet would be equipped with ULB, operating for a minimum of 90 days, by end of 2011, or beginning of 2012. Other airlines had already started to work with aircraft manufacturers and equipment suppliers to equip their fleet within the next couple of years and finally a few air carriers have informed DGAC that they will retrofit their equipment as soon as it is required.

4.4.6 The meeting was further advised that French airlines operating in the Pacific region had responded favorably to France’s request by starting to retrofit their fleet. This point further supported the French DGAC position that requiring ULBs operating for a minimum of 90 days, as soon as possible, with a transition period not exceeding 3 years, was feasible. The ICAO proposal calls for the replacement of ULBs operating for a minimum of 30 days by 2018, in line with the normal frequency of maintenance of six years.

4.4.7 Finally, the French DGAC highlighted that other technologies can also contribute to the improvement of aircraft position reporting. Thus, one French air carrier’s long range fleet is already fitted with systems reporting the aircraft position every minute (instead of 10 minutes) as soon as the aircraft leaves a standard flight profile.

4.4.8 The meeting acknowledged the work undertaken by France in this area. The Secretariat informed the meeting that the proposals related to new safety data handling technologies and ULBs would be presented to the Air Navigation Commission during its present session. The meeting noted the information in the working papers presented by France and agreed to await the outcome of the ANC's deliberations.

4.5 Cooperation in Developing Electronics Tools for Safety Management

4.5.1 The Republic of Korea (ROK) presented a paper concerning Cooperation in Developing Electronic Tools for Safety Management. The meeting recalled that under the new safety management strategy based upon a continuous and data-driven approach and ICAO's USOAP-CMA implementation, the electronic tools would play an instrumental role.

4.5.2 As the aviation industry and related activities are growing, the ROK developed diverse electronic safety tools to support the work of each business more effectively, which included SARPs management, aircraft registration, airworthiness/maintenance, air navigation facilities, safety reporting and human resource management, etc.

4.5.3 The meeting was informed that these tools were beneficial to the ROK in terms of increasing the capability and accountability of safety oversight activities through improving the two-way communication between the regulator and service-providers, in addition to saving time and cost by providing an effective and efficient means of managing safety data. Such benefits were presented and recognized during the ICAO audit in the ROK conducted in May 2008. Considering the ICAO's initiatives on the development of diverse database systems under the CMA environment, States needed to develop their own continuous monitoring programmes which may be based upon systematic methods and tools.

4.5.4 The ROK further believed that an exchange of information on the best practice, benefits of electronic safety tools and safety data management by States would be of great help to all the parties concerned to avoid overlapping efforts and to develop such tools in a more harmonized manner.

4.5.5 The meeting noted the information presented by the ROK. The meeting agreed that States should consider any possible areas of cooperation and exchange information, through APRAST, on the best practices regarding the utilization of electronic safety tools and safety management.

4.5.6 The Director, Air Navigation Bureau, ICAO took this opportunity to thank the Republic of Korea for upgrading the Air Navigation Commission chambers to allow the Commission to work in an up-to-date electronic fashion and to the Civil Aviation Authority of China for developing an on-line registry of Air Operator Certificates. Both contributions were made at no cost to ICAO and will help the Organization provide better services to all Member States.

4.6 Improving International Validation Programs - Reliance on Data Driven Requirements

4.6.1 The meeting agreed that multiple sets of similar yet differing certification requirements among Civil Aviation Authorities can lead to a significant burden when importing and exporting aeronautical products and parts. The United States supported harmonization of requirements throughout the international aviation community, assuming that those requirements are

data-driven and feasible for implementation. In specific regard to validations of foreign certificated products and parts, the United States encouraged increased international cooperation in ensuring that these validation activities incorporate safety management principles to ensure their utmost efficiency and definitive safety focus. The meeting was advised that a common understanding of the intention of validation activities is an integral part of international safety management, and would allow Civil Aviation Authorities to ensure resources are allocated in areas most critical to safety. The meeting was urged to commit to a common purpose for validation activities; to agree upon the necessary information for validation; and ensure the adoption of requirements based on universally accepted data that are feasible for worldwide implementation. Given the technical nature of this proposal the meeting agreed:

Decision 1/3

That, the paper on improving international validation programs and reliance on data driven requirements be referred to the first meeting of the APRAST for its consideration.

4.7 Safety Assessment of Foreign Aircraft in New Caledonia and French Polynesia

4.7.1 The meeting recalled that the European Union's Safety Assessment of Foreign Aircraft (SAFA) Programme is a common set of procedures for ramp inspections that is based on ICAO requirements for the surveillance of operations by a foreign operator. The SAFA Programme aims at increasing the overall safety level of airlines operating in European countries.

4.7.2 Based on a bottom-up approach, it provided complementary information to CAA's audits in the frame of the ICAO USOAP, as well as to airline's audits. It was a very practical and effective way to implement the ICAO-required surveillance of operations by foreign operators, and a very good tool to enforce actions when safety is at stake.

4.7.3 The meeting was informed that the SAFA Programme had been implemented in French Polynesia and New Caledonia for nearly ten years, and since then, has provided information to the French DGAC and the European Union (EASA and European Commission) about the assessed level of safety of foreign operators in the Asia-Pacific area.

4.7.4 Some of the findings arising during SAFA ramp inspections underlined the lack of effective implementation of ICAO SARPs in the Safety Oversight System of some ICAO contracting States. This emphasized the need for harmonization of national regulations in the field of airline operations and personnel licensing, to ensure compliance with the standards set forth by ICAO.

4.7.5 France recommended that States achieve the highest compliance with ICAO Standards, in order to harmonize their regulations in the field of aircraft operations, including for non-scheduled operations. France proposed that a regional group develop a common safety assessment of foreign aircraft programme in the area. The Secretariat informed the meeting that the COSCAPs had developed foreign air operator surveillance procedures, and related guidance material, based upon the ICAO Document 8335 and had also developed and implemented a course to support the use of the materials. The Secretariat also apprised the meeting that the Asia Pacific Office has developed a Foreign Air Operator Surveillance Database (FAOSD) that will be operational from 1st January 2012. The intent of the database was to share information among Asia Pacific States concerning the surveillance of foreign air operators. The meeting agreed that this information would be an effective means to improve safety and also reduce the burden to CAAs and operators by reducing the duplication of assessments of foreign air operators through the sharing of this information. The meeting encouraged all States within the Asia and Pacific Regions to avail themselves of the guidance

and courses related to the surveillance of foreign air operators. The meeting also encouraged the use of the FAOSD by all States in the regions once it is operational.

4.8 Oversight of Operations Conducted within Foreign States

4.8.1 The Working Paper on Oversight of Operations Conducted within Foreign States was presented by New Zealand. The paper states that a significant number of commercial General Aviation (non-airline) operations were being conducted by the aircraft of one State within the territory of another. There were potentially significant operational risks with some of these operations and also regulatory risks for both the "Home State" and the "Host State". Different States have different expectations, requirements and approaches with respect to the conduct of these operations and how they exercise regulatory control. New Zealand stated that the responsibilities for oversight between States may not always be clear. The ICAO safety legal framework was not designed with these kinds of operations in mind and while Article 83bis was designed to assist States in transferring certain of their responsibilities to another State, it would not be applicable in this scenario. New Zealand sought to promote discussion on the issue among member States. It also wanted to have the issue referred to the ICAO Council for their consideration in developing guidance to States in order to promote a consistent approach to the exercise of State safety oversight of these kinds of operations.

4.8.2 The meeting noted that there was an increasing amount of aviation operations that were being conducted away from their States of Registry and States of the Operator and that this raised issues as to the responsibility for safety oversight. Given the increasing amount of operations of this nature and the importance of regulatory oversight of such operations the meeting agreed:

Decision 1/4

That, States in the region should provide information to the ICAO Asia Pacific (APAC) Office concerning oversight of operations conducted within foreign States. The APAC Office would then compile this information and the issue will be referred to the first meeting of the APRAST for analysis. The results of this analysis will then be reported to the next RASG-APAC meeting for further action, as required, including potential recommendations to ICAO for additional guidance in this area.

4.9 Fatigue Risk Management System

4.9.1 Singapore presented a paper on Fatigue Risk Management. The paper stated that crew fatigue had traditionally been managed by a set of prescriptive rules concerning flight time limitations (FTL) and duty time limitations (DTL). As this prescriptive approach would not take into account all the complexity and interactions of factors linked to hours of work, a scientific based fatigue risk management system (FRMS) was developed.

4.9.2 The meeting noted that amendment 35 to ICAO Annex 6 Part I, that will become applicable on 15 December 2011, introduces requirements for the development and implementation of an FRMS. Although the provision for prescriptive FTL and DTL regulations remains a requirement for States, it now has to be based upon scientific principles and knowledge. In addition, the provision of FRMS regulations is optional unless the State wishes to authorize an operator to use FRMS to manage crew fatigue.

4.9.3 This paper also shared Singapore's efforts and experience in the development and implementation of FRMS, which may serve as an example of how the approval and oversight on FRMS could be conducted.

4.9.4 Singapore proposed that a regional conference be organized to discuss FRMS implementation and review of prescriptive rules. The paper also encouraged States to look into the possibility of sharing data and carrying out analysis together to incorporate the science into FRMS and prescriptive regulations.

4.9.5 The Secretariat drew the attention of the meeting to ICAO Document 9966 - Fatigue Risk Management System, Manual for Regulations. The purpose of the FRMS manual is to provide States with information on how an FRMS should function, its regulations and its oversight. The Secretariat also drew the attention of the meeting to availability of the FRMS Implementation Guide for Operators that had been co-developed and co-branded by ICAO, IATA and IFALPA. Both the regulators' and operators' manual were available free of charge on the ICAO website.

4.9.6 The meeting recalled that an FRMS Symposium was held in August 2011 in Montreal. As a follow-up to the Symposium, two-day FRMS Seminars are being delivered jointly by ICAO, IATA and IFALPA. The aim is to bring together regulators and operators to consider the implications of the new FRMS Standards and Recommended Practices; to examine issues related to FRMS approval, oversight and implementation; and to review the ICAO/IATA/IFALPA FRMS Implementation Guide for Operators and ICAO's FRMS Manual for Regulators. Two FRMS Seminars are tentatively scheduled to be delivered in Bangkok and Beijing in the second half of March 2012. Regulators and the industry were encouraged to participate in these seminars. The meeting agreed that sharing information in this area would be very important for States and their operators to effectively implement an FRMS and continuously improve safety using this approach. The Secretariat mentioned that both the Regulators' and Operators' guidance materials were meant to be living documents and would be updated based upon the aviation community's experience in implementing FRMS.

4.10 Proposed Flight and Duty Regulations

4.10.1 The meeting was informed by the United States that in response to the Colgan Air accident of February 2009, the Federal Aviation Administration (FAA) convened an aviation rulemaking committee to make recommendations on updating existing flight and duty regulations for pilots. Based on the recommendations of the committee, the FAA issued the Flight Crew Member Duty and Rest Requirements Notice of Proposed Rulemaking (NPRM) on September 14, 2010. The proposed rule used current fatigue science to mitigate the effects of fatigue, and recognized that its effects are universal, regardless of the type of operations. It also sought to consider fatigue science and information on aviation fatigue, current approaches to address fatigue mitigation strategies in international standards, and the incorporation of fatigue risk management systems (FRMS).

4.10.2 The proposed rule used current fatigue science to mitigate the effects of fatigue, and recognized that its effects are universal, regardless of the type of operations. The proposed rule considered issues such as circadian rhythms, workload demands, number of take offs and landings per shift, crossing of time zones, and ultra long-range operations. The proposed rule aimed to find a single approach to addressing fatigue that consolidates and replaces existing regulatory requirements for Federal Aviation Regulations (FARs) Parts 121 (commercial). It also sought to consider fatigue science and information on aviation fatigue, current approaches to address fatigue mitigation strategies in international standards, and the incorporation of fatigue risk management systems (FRMS). Specifically, the proposed rule:

- applied to all United States Part 121 operations (domestic, flag and supplemental);
- included limitations on flight time, flight duty periods and duty periods;

- increased rest requirements for domestic and international operations;
- addressed reserve duty;
- established joint responsibility between the airman and certificate holder pertaining to fitness for duty;
- permitted the use of a fatigue risk management system (FRMS);
- required training for operations personnel on the effects of fatigue and how to recognize fatigue; and
- allowed for extensions for operations into unsafe areas.

4.10.3 The meeting noted that the final United States rule on this issue will likely be published by the end of 2011.

4.11 Implementation of Multi-Crew Pilot Licensing System in Singapore

4.11.1 Singapore presented the paper on Implementation of Multi-Crew Pilot Licensing System in Singapore. The paper provides an overview on the implementation status of the Multi-crew Pilot License (MPL) in Singapore. The meeting recalled that in 2006, ICAO introduced the MPL as an additional avenue for the training and qualification of pilots, specifically for co-pilot duties for commercial air transport. The MPL training is competency-based and emphasizes training in the flight simulators.

4.11.2 The meeting was informed that the MPL beta-trial that was conducted in Singapore spanned 21 months. An MPL Working Group was formed, which was chaired by the Civil Aviation Authority of Singapore, and consisted of the key stakeholders involved in the MPL beta-trial. The MPL Working Group convened regularly to evaluate the training syllabus and assess the trainees' progress. The conduct of the MPL beta-trial adhered to the Annex 1 SARPs and ICAO guidance material. Singapore described the primary features of the MPL beta-trial conducted in Singapore, such as the use of only single-engine aeroplanes to impart basic flying skills, the extensive use of simulators in subsequent phases, and the reduction in the minimum number of take-offs and landings to be performed by each trainee in the final phase. Issues such as instructor qualifications were also covered.

4.11.3 The meeting noted the successful completion of Singapore's first MPL beta-trial and the significant features of the trial. The meeting agreed that States that have implemented the MPL should share their experiences. Singapore also presented some of the challenges faced during the implementation of MPL and their perspective on some of the complexities that would need to be addressed in the future. The challenges included training considerations when the MPL holder is assigned to another aircraft type or wishes to convert to another professional pilot license. Additional guidance was also needed concerning instructor qualifications.

4.11.4 The Secretariat informed the meeting that ICAO will provide additional guidance concerning instructor competencies in the near future. This guidance will be included with an upcoming proposal to amend PANS-Training. The Air Navigation Commission will consider this proposal in May 2012. The Secretariat also mentioned that transition or bridge training requirements to other licenses are presently specified in Annex 1. However, the Secretariat recognized that additional guidance in this area was needed. Updates to the ICAO manuals concerning Approved Training Organizations and Procedures for the Establishment and Management of a State's Personnel Licensing System (Docs 9841 and 9379 respectively) will provide additional guidance in this area and will be published as soon as possible. The Secretariat also advised the meeting that ICAO transmitted a State Letter last year requesting States' experience in implementing the MPL. ICAO will use this information in preparation for a global conference planned for 2013 on the "MPL Proof of Concept".

This conference will provide an opportunity for a global exchange of experience in implementing the MPL.

4.12 Airfield Safety in the United States

4.12.1 The meeting noted that one of the biggest safety challenges to aviation is not only in the air, but also on the ground. The United States Federal Aviation Administration (FAA) places a high priority on improving airfield safety and, in partnership with industry, airport operators, and air traffic controllers, has implemented new technology and procedures to reduce the risk of runway incursions and excursions.

4.12.2 Although the number of runway incursions in the United States, especially serious incursions, have declined in recent years - in fiscal year 2010 there were 50 percent fewer than the previous fiscal year, but there are still many opportunities for improvement of runway safety. The United States is in the process of testing or installing various ground surveillance systems to identify potential conflicts on the runway; some of these systems are targeted for smaller airports. Lighting systems to warn pilots that runways are unsafe to land on, take off from, enter, or cross are also being developed and tested. Moving map displays in the cockpit are being evaluated. Improvements are being made to the airport surface to enhance safety: enhanced taxiway centerline markings advise pilots that they are approaching a runway; improved Runway Safety Areas, including Engineered Materials Arresting Systems (EMAS), provide greater survivability if an aircraft leaves the runway; and use of Foreign Object Damage (FOD) radar systems can prevent aircraft damage and injuries. The United States had also changed some air traffic control procedures for issuing takeoff clearances and taxi instructions. A voluntary reporting system and root cause analysis of serious incursions had given the United States additional insight into the causes of runway incursions and other airfield safety issues, allowing them to address them and pre-empt additional incidents.

4.12.3 The meeting recalled that a Global Runway Safety Symposium was held at Montreal in May 2011 and brought together experts from diverse professional domains to determine a multidisciplinary approach to improving runway safety outcomes worldwide. The need for runway safety action teams was one of the major conclusions of the symposium. The United States informed the meeting that one of the most important actions taken has been the establishment of runway safety action teams. The United States also advised that they would be hosting the first Runway Safety Regional Seminar in Miami. Additional regional runway safety seminars have been scheduled in all ICAO Regions.

4.12.4 The Secretariat informed the meeting that two runway safety seminars are planned for the Asia Pacific. The Delhi Regional Runway Safety Seminar (RRSS), which was tentatively planned for 13-14 December 2011, is being rescheduled for 2012. At the Global Runway Safety Symposium, the Association of Asia Pacific Airlines (AAPA) and the Flight Safety Foundation (FSF) agreed to host an RRSS in Bali in early 2012 and one in the Philippines at a later date. At this point, AAPA and the FSF are still working to identify a venue and confirming dates. Once these are finalized, ICAO will issue a State Letter of invitation for the event. The meeting noted the information provided by the United States and, given the technical nature of the paper, referred the paper to the first meeting of the APRAST for its consideration. Given the technical nature of this proposal the meeting agreed:

Decision 1/5

That, the information provided by the United States on airfield safety should be referred to the first meeting of the APRAST for its consideration.

4.13 Proposed Crewmember and Dispatcher Training Regulations

4.13.1 The United States informed the meeting about its proposed rules concerning new crewmember and dispatcher training requirements. The Federal Aviation Administration (FAA) issued a Notice of Proposed Rulemaking (NPRM) to revise existing crewmember and aircraft dispatcher training regulations in January 2009. Based on the comments and findings from the investigation into the Colgan Air accident of February 2009, the FAA subsequently decided to develop and publish a Supplemental Notice of Proposed Rulemaking (SNPRM) for public comment and a final rule was published in September 2011. The SNPRM amends training and evaluation requirements for pilots, flight engineers, flight attendants, and aircraft dispatchers in areas that are critical to safety.

4.13.2 The rule requires training and evaluation in a complete flight crew environment, while enhancing practice in the use of crew resource management skills. It mandates that flight attendants perform “hands-on” performance drills using emergency equipment and procedures every 12 months. The rule aims to standardize training and experience requirements for check dispatchers and dispatcher instructors. It also requires a continuous analysis process to evaluate the effectiveness of the training program.

4.13.3 The meeting noted the contents of the paper presented by the United States and, given the technical nature of the working paper, referred the paper to the first meeting of the APRAST for its consideration. Given the technical nature of this proposal the meeting agreed:

Decision 1/6

That, the paper on proposed crewmember and dispatcher training regulations should be referred to the first meeting of the APRAST for its consideration.

4.14 ICAO Asia and Pacific Regional Accident Investigation Workshop and Air Accident Investigation Bureau of Singapore Flight Recorder Training

4.14.1 Singapore informed the meeting concerning the ICAO Asia and Pacific Regional Accident Investigation Workshop which was hosted by the Air Accident Investigation Bureau of Singapore (AAIB Singapore) on 27-28 September 2011 and on the Flight Recorder Training organized by the AAIB Singapore on 29-30 September 2011.

4.14.2 The meeting noted that the discussions during the ICAO Regional Workshop suggested that ICAO and States should assess the need for increased oversight of aviation fuel providers; that States should prepare and plan for a sea search operation so as to be able to organize and mobilize quickly to respond to a sea crash occurrence; and that States should set up and properly staff an accident investigation unit in order to develop and maintain their investigation expertise. The meeting also noted the need to be proactive in providing assistance to victims and family members of air disasters.

4.14.3 Besides providing basic technical knowledge on the design and certification of flight recorders, the Flight Recorder Training also provided an update on ICAO’s proposed new requirements for underwater locator beacon to enhance detection of recorders. The participants’ attention was also drawn to operational requirements in Annex 6 pertaining to flight recorders. The meeting recalled that States will need to ensure that their Administrations have implemented such operational requirements.

4.14.4 The meeting noted the information provided by Singapore. The Secretariat informed the meeting that ICAO was working with IATA to develop oversight guidance for fuel providers. The Secretariat, working with IATA on this issue, will also be proposing an amendment to Annex 14 to address State oversight requirements for aviation fuel providers. The meeting was also advised that Macao, China will host the next accident investigation workshop.

4.15 Updating the ICAO Circular 285-NA/166 "Guidance on Assistance to Aircraft Accident Victims and their Families"

4.15.1 The meeting recalled that France, Japan and Singapore presented a discussion paper on "Information to Families Related to a Safety Investigation" during the 46th Conference of Directors General of Civil Aviation, Asia and Pacific Regions (Osaka, 2009). The 46th Conference urged States to:

- check that their Administrations have an established policy to inform families on safety investigations;
- endorse the organization of a regional workshop to exchange feedback and experience in this field; and
- provide ICAO with substantial material to help update circular 285-AN/166 "Guidance on Assistance to Aircraft Accident Victims and their Families" in the light of major recent air disasters.

4.15.2 France informed the meeting that in the past decade, the aviation industry and many States have seen the importance of family assistance programs. As more States and operators begin to develop individual programs, the updated ICAO Circular 285 can serve as an important guide to set unified international standards. To this end, a voluntary Task Force is presently reviewing Circular 285 and the work is envisaged to be completed in the second half of 2011.

4.15.3 The meeting noted that to be effective, a family assistance plan must detail the responsibilities of the accident investigation agency, the air carrier, the State and third parties. These responsibilities must address the key needs of family members and survivors: the need for information about the accident and the need for specific services to be provided. Families impacted by aviation accidents seek information about the cause of the accident. The safety investigation authority must be prepared to provide factual information in a timely and transparent manner as the investigation proceeds.

4.15.4 The meeting recalled that the European Union and the United States legislation are specific in this requirement. The provisions of financial, logistical, and emotional support (such as disaster mental health counselling, identification of victims, transporting family members to the accident city, and processing and return of personal effects) are typically managed by the air carrier and/or the State as appropriate.

4.15.5 The meeting noted the progress made in the review of ICAO Circular 285, and agreed to encourage their Governments to ratify and/or implement the "Convention for the Unification of Certain Rules for the International Carriage by Air" done at Montreal on 28 May 1999.

4.15.6 The meeting expressed its appreciation to France, the United States and the Air Crash Victims Families Group for their voluntary work in helping ICAO update Circular 285. The meeting was also informed that the Secretariat will be presenting a working paper to the Air Navigation Commission in November 2011 proposing a new Standard that would require States to implement regulations on family assistance matters.

4.16 Information Papers

4.16.1 The following papers were provided to the RASG-APAC/1 as Information Papers under this Agenda Item.

- IP/1 Protection of Safety Information (Secretariat)
 - IP/4 Accident Investigation - Locating a Small Object Underwater (Hong Kong, China)
 - IP/5 New Professional Qualifications in Aviation and Risk Management (New Zealand)
 - IP/2 State Safety Programme (SSP) Implementation in France (France)
 - IP/3 Current Safety Initiatives of DGCA India (India)
 - IP/6 Developing India's State Safety Programme (India)
 - IP/7 Status of Implementation of State Safety Programme in Macao SAR China (Macao, China)
 - IP/8 Update on ICAO's Competency-Based Approach to Training and Assessment (Secretariat)
 - IP/9 Wildlife Hazard Mitigation Techniques for Airports (United States of America)
 - IP/10 Safety Management System Initiatives (United States of America)
 - IP/11 Safety Indicators and Acceptable Level of Safety - Singapore's Experience (Singapore)
 - IP/12 Pakistan State Safety Programme Implementation (PSSP) - Progress and Impediments (Pakistan)
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AGENDA ITEM 5: ANY OTHER BUSINESS

AGENDA ITEM 5: OTHER BUSINESS

5.1 BOEING

5.1.1 Boeing Commercial Airplanes made a presentation on Aviation Safety Risk Mitigation – The Value of a Collaborative Response. Boeing emphasized the importance of working together as all stakeholders are interconnected. It highlighted the need to promote worldwide safety culture and articulated the necessity of being more pro-active and data-driven. The meeting noted that when the government and industry worked together it resulted in improved outcomes as a result of better use and coordination of resources. Boeing encouraged the RASG-APAC to look at the RASG-PA model and emphasized the need to have frequent meetings. The meeting further noted that a collaborative approach could and would promote a rapid and positive implementation of risk mitigation strategies in an efficient manner.

5.2 CANSO

5.2.1 Civil Air Navigation Services Organization (CANSO) informed the meeting that as the global association of Air Navigation Service Providers (ANSPs) CANSO fully appreciated the paramount importance of air safety in the provision of air navigation services. The meeting noted that CANSO's safety work programme is driven by its Safety Standing Committee (SSC) which comprises the Safety Directors of its member ANSPs world-wide. CANSO advised the meeting of the current work programme of the SSC which includes: Runway Safety; Safety Culture including Just Culture; and Safety Management Systems related to ANSPs.

5.2.2 The meeting was advised that although the work programme elements were currently undertaken by CANSO members, CANSO's annual safety seminars/workshops in the Asia Pacific region are open to both members and non-members. It emphasized that the aim is to promote the sharing of safety knowledge and the implementation of best practices amongst ANSPs in the region.

5.2.3 CANSO acknowledged that the establishment of the RASG-APAC is a significant milestone for air safety in the region and as the global association of ANSPs, CANSO looked forward to contributing to the work of the RASG APAC.

5.3 IATA

5.3.1 The International Air Transport Association (IATA) congratulated the Directors General on their level of engagement and dialogue. It reinforced the importance of safety issues in the face of growing demands in the APAC region. The meeting was advised that society would only accept a reduction in the absolute number of accidents and not simply a reducing rate as the activity increased. IATA acknowledged ICAO's perception of Industry cooperation in sharing safety information. The meeting was informed that IATA has a large database and in 2012 will develop processes to enable hazard identification and risk mitigation activity. IATA indicated its keenness to be involved in APRAST and offered to share information, within the protocols of current agreements, to assist States and the Region to identify key risk areas and to develop mitigations.

5.4 Safety Indicators and Acceptable Level of Safety – Singapore’s Experience

5.4.1 Singapore informed the meeting that it has established its Acceptable Level of Safety (ALoS), consisting of safety indicators, its monitoring criteria and safety targets. Sharing some of its experiences in doing so, Singapore also highlighted its usage of statistical analysis. The meeting noted the challenges associated with having small amounts of safety data at the State Level, which could be addressed if aggregated safety indicators are tracked at the regional level.

5.4.2 Singapore suggested the establishment of a mechanism for the identification, standardization, collation, aggregation and analysis of safety performance indicators appropriate to the region and opined that the aggregated safety indicators representative of the Asia-Pacific region could also provide areas of focus for the region to drive safety improvements.

5.5 Status of Implementation of State Safety Programme in Macao SAR, China

5.5.1 Macao, China informed the meeting that it had begun the establishment and implementation of the State Safety Programme (SSP) in 2010 and highlighted the challenges and difficulties encountered during the on-going process. A gap analysis was undertaken to identify which components and elements of the ICAO SSP framework were already in place and which were required to be established and further developed. Macao, China adopted a three phase approach which included small, incremental and measureable steps to ensure effective and realistic implementation.

5.5.2 The meeting noted that the focus in Phase 1 was the development of documentation, procedures, initial safety data system and the provision of necessary training to related staff. The focus in Phase 2, which is underway and expected to finish in December 2012, is the initial collection and evaluation of safety data which enables a progressive transformation into a performance-based environment. The meeting was advised that Macao, China encountered various challenges and difficulties.

5.5.3 Macao, China informed the meeting that in view of the size of its aviation industry, the initial establishment of its safety database was very challenging since the amount of data available was minimal. In order to solve this problem, the feasibility of including a number of possible safety data sources into the safety database was studied. The process of developing a categorization system and the enhancement of the categorization mechanism was time consuming and human resource intensive. The first set of safety performance targets and indicators submitted by its service providers showed that Macao, China and some of its service providers did not have a common understanding of the concept of safety performance targets and indicators. Some of the submitted targets and indicators did not reflect the critical safety concerns of the corresponding service providers, while some service providers did not have a means to measure the actual performance of their proposed targets and indicators. As a result, further counseling and discussions with its service providers was required.

5.5.4 The meeting noted the likely difficulties expressed in both the papers presented by Singapore and Macao, China. The need for collecting data and sharing of information between the regulator and operator was acknowledged. To ensure a smooth flow of information it was imperative to develop/undertake/realize an agreement between the two parties. In view of the difficulties faced by States with limited aviation activity, IATA agreed to share its data/information under a mutual agreement. The meeting also noted that the different cultures within the diverse Asia Pacific region could also be an impediment in the collection of safety data. In view of the importance of the linkage between the Continuous Monitoring Approach (CMA), the State Safety Programme and the Safety Management System and the likely difficulty in interpreting the ICAO strategy, the meeting requested the Secretariat to take cognizance of the complexities while developing guidance material.

5.6 AAPA

5.6.1 The Association of Asia Pacific Airlines (AAPA) welcomed the opportunity as an industry safety stakeholder to speak at the RASG-APAC meeting. It concurred and emphasized the points and views of its industry colleagues from Boeing, CANSO and IATA. Recognizing the forthright approach of ICAO concerning safety, AAPA agreed that this forthright approach was an absolute necessity in view of the safety challenges ahead as the region grows in the future.

5.6.2 AAPA informed the meeting that it recognized the importance of regulators and industry working together as equal partners to address safety. AAPA stated that this why it fully supported the Commercial Aviation Safety Team (CAST) in the USA and more importantly the COSCAPs within the region.

5.6.3 The meeting noted that AAPA, as part of its outreach programme, has for some time adopted an open door policy enabling all carriers within the Asia Pacific region to actively participate in its safety forums. These forums focused on sharing experience, best practices and addressing issues of common concern such as FRMS and Just Culture etc. On the issue of just culture, AAPA was currently in the process of publishing a best practice document addressing the implementation of Just Culture and it planned to present the document at the next COSCAP SEA Steering Committee meeting. AAPA re-emphasized the fact that the success of CAST was due to the equal partnership and efforts between the FAA and the industry.

5.6.4 AAPA pledged its support to the regional aviation safety teams and looked forward to see the resulting outcomes which can only raise the safety bar within the region and reassure the travelling public.

5.7 New Professional Qualifications in Aviation and Risk Management

5.7.1 New Zealand informed the meeting that three new national aviation diploma courses were launched at the new Civil Aviation Authority headquarters in Wellington in June, 2011. The diplomas are: a National Diploma in Aviation, Regulatory Oversight and Governance; a National Diploma in Aviation, Risk Management; and a National Diploma in Aviation, Safety Management Systems. The courses are a world first in providing diploma level, vocationally based, industry accredited qualifications covering aviation regulatory oversight and governance, safety management systems and risk management. The courses have been developed as a direct response to a New Zealand recognized need within the aviation industry to train the next generation of industry leaders in safety and risk management practice and to ensure that the regulators were also trained alongside industry in these areas. New Zealand encouraged the meeting to note the development of national aviation diploma courses and advocated its use.

5.8 Chairperson's Closing Remarks

5.8.1 In his closing remarks the Chairperson asserted there should be minimal bureaucracy in the running of RASG-APAC. It should be an action oriented mechanism with minimum paper work. The Chairperson reminded the participants that the first meeting of the Asia Pacific Regional Aviation Safety Team (APRAST) is scheduled for 20 – 24 February 2012 at the ICAO Asia Pacific Office (APAC), Bangkok. He urged the delegates/representatives attending the meeting to refer all pertinent flight safety issues that may need to be addressed and inform the ICAO APAC Office accordingly. This would enable the APAC Office (which would function as the Secretariat) to develop and provide appropriate guidance to APRAST. Recalling the presentation made by the Director, Air

Navigation Bureau on the status of safety in the region, he was of the opinion that the APRAST could be tasked to address the following areas from the regional perspective: runway incursion; runway excursion; controlled flight into terrain; and loss of control in flight. In addition, he reminded that the meeting had agreed to task the APRAST to review:

- WP/6 — Regional Performance Framework for Safety (Secretariat)
- WP/11 — Oversight of Operations Conducted within Foreign States (New Zealand);
- WP/20 — Proposed Crewmember and Dispatched Training Regulation (United States of America);
- WP/21 — Airfield Safety in the United States (United States of America); and
- WP/22 — Improving International Validation Programs –Reliance on Data Driven Requirements (United States of America).

5.9 Regional Director’s Closing Remarks

5.9.1 In his closing remarks the Regional Director congratulated all participants at the successful conclusion of the First RASG-APAC meeting. He stated that the formal approval/agreement by the meeting of the RASG-APAC structure and the Terms-of-Reference of the Group including its contributory bodies was a major step forward towards addressing the flight safety issues of the Asia Pacific region as a whole.

5.9.2 The Regional Director commended the Chairperson for his handling of the Meeting proceedings in an admirable manner and acknowledged his professional acumen. He asserted that the Chairperson would need the support of all stakeholders to achieve the objectives set out.

5.9.3 Highlighting a few issues that needed the continued attention of the States and all Stakeholders, the Regional Director recalled the comments made by the Director, Air Navigation Bureau while presenting the status of safety in the Asia Pacific region. He drew the attention of the meeting to the clear disparity in the lack of effective implementation of the critical elements of the safety oversight system amongst States in the region. This startling gap he stressed must be bridged and it would require the support of all the stakeholders to chart out a course that should not only be viable but should also be sustainable over the years. To achieve the safety/strategic objectives would require the strong political will of the respective governments in supporting their civil aviation administration by providing the necessary wherewithal. The Regional Director assumed that most States in the region would be aware of their USOAP audit results and under the transparency clause all States would likewise know the results of the other Contracting States. He drew the attention of the meeting to the fact that some member States in the APAC region were placed under a Significant Safety Concern. To enable these States to maintain a reasonable level of oversight, the President of the Council personally undertook visits to the concerned States and met with the high officials in the government to stress upon them the need to meet their obligations under the Chicago Convention. The Regional Director pointed out that as a follow up to the Presidents’ visits the Regional Office wrote to each of these States inviting their attention to the seriousness of the problems and sought their input to enable ICAO to develop individual State Assistance Plan. He stated that despite reminders most of the States have yet to respond to the Regional Office letter. The Regional Director further urged upon the concerned States to furnish the requested input/information at the earliest.

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CORRIGENDUM TO THE REPORT ON AGENDA ITEM 5

During the review of the Draft Report of the RASG-APAC/1 by the meeting, the Chairperson recommended that DGCA48 - DP/3/22, presented by France, concerning Search and Rescue in New Caledonia and French Polynesia, should be referred to APRAST for its consideration. The meeting agreed:

Decision 1/7

That, the issue of Search and Rescue in New Caledonia and French Polynesia, as presented during the 48th Conference of Directors General of Civil Aviation in DP/3/22, should be referred to the APRAST for its consideration. The results of the APRAST deliberations on this subject should then be referred to the next meeting of the APANPIRG sub-group that deals with these matters (ATM/AIS/SAR Sub-group).

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