PIRG/RASG GCM-2013/PPT-3 RASG APAC
Agenda item 2

Briefing on RASG-APAC Priorities and Targets

Chair /Secretary RASG APAC

RASG: Successes

RASG APAC initiatives

- Establishment of RASG subordinate groups (APRAST, AIG and SRP) in 2012

Major accomplishments in establishment and operation of a performance-based safety system for the region

- First Asia Pacific Safety Report - May 2013

- 6 priority SEI DIPs on LOC, CFIT and Runway Safety - March 2013

Programmes that contributed to integration of States/industry in implementing regional safety initiatives

- Accident/incident investigation (APAC-ACC) Group composed of experts from investigation authorities, industries and professional bodies

- APRAST SRP AWG - States/industry work hand-in-hand to develop the Asia Pacific Safety Report.

- Development of DIPs for SEIs by States and Industry partners

RASG APAC: Priorities

RASG APAC Priorities and Targets in enhancing performance-based safety system for the region

- Develop DIPs for a minimum of 6 out of the 11 priority SEIs approved by RASG APAC/2 by June 2013

  Implementation of a minimum of 06 SEIs by APAC States- June 2014.

- Publish Asia and Pacific Safety Report.- June 2013

  RASG APAC considers the APAC Safety Report in developing its Yearly Work Programme for 2013/2014

- Develop an independent investigation authority in all States. (using internal or external resources) – August 2014

  All APAC States to have some form of an independent aircraft investigation authority in place by August 2014.

RASG APAC : **Roadblocks**

The major roadblocks that are impeding the implementation of regional safety Programmes

- Some commonality between RASG and PIRG when it comes development of safety enhancement in air navigation subject.

- Lack of resources and expertise in some States to implement DIPs for SEIs and other RASG recommendations

RASG: Expectations

Expectations from this coordination meeting

- Identify inter-regional coordination subjects in flight safety field and consider holding regular meetings

Take Away

- Commitment from ICAO HQ to provide assistance to implement RASG approved work program;

- To sensitize States and Industry in the Region on the importance of SSP/SMS implementation;

- Involve the industry in a more proactive manner, by offering to play a leading role in the implementation of DIPs

RASG APAC Proposal for action

- A coordination meeting between all RASG Chairpersons and Secretariat one every two years to share ideas and resources and avoid duplication of efforts .

PIRG/RASG Global Coord Meeting

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Are RASG priorities fitting the Region's needs?

- APRAST priorities are to develop Safety Enhancement Initiatives (SEI) to address:
    - CFIT, LOC-I and Runway Safety.
- Priorities align with ICAO (GASP 2013).
- Alignment with regional priorities to be confirmed through APRAST- Safety Reporting and Programme (SRP) ad hoc Working Group regional report.

Are APRAST programs achievable within identified timeframes?

- RASG approved a work program CFIT, LOC and Runway Safety SEIs
  - Based on Detailed Implementation Plans for each SEI
  - Timeframes realistic – mid 2015.
- APRAST-SRP work program
  - Deliver first safety report by June 2013
  - May influence and guide RASG priorities

Are APRAST programs achievable within identified timeframes?

- APRAST-AIG work program
  - Three meetings held
  - RASG approved work program completed
  - RASG endorsed formation of new APRAST accident group of experts
    - Meet annually
  - Independent accident investigation authority not possible in all States
  - European ECCAIRS preferred occurrence database
    - ICAO Accident/Incident Data Report ADREP taxonomy will become the norm for the Asia Pacific region

Action plan of the APRAST-AIG AWG

S/N	Item	Date	Remarks
1	To propose a draft Code of Conduct on Cooperation Relating to Civil Aviation Accident/ Incident Investigation to RASGAPAC	Completed, the ICAO APAC Office has sent out State Letter ref. T 6/13.9- AP 012/13 (FS) dated 25 January 2013. To invite States/Administrations to pledge their support to the Code of Conduct by completing an accession form. Nine states have done so and more will follow now minor amendments have been completed.	Accepted by RASG Deli 8 October 2012 APRAST 2/9 AIG-AWG 1/10AIG-AWG 2/1 that, AIG AWG to develop a draft Code of Conduct aimed at promoting mutual cooperation in accident/incident investigation and APRAST to forward same to RASG-APAC for consideration.

S/N	Item	Date	Remarks
2	To propose draft terms of reference for the APAC Group of Experts on Accident/ Incident Investigation to RASG-APAC	Completed 8/10/2012, the terms of reference of the APAC-ACC are: • To assist States / Administrations in keeping abreast of developments in the area of accident/incident investigation • To enhance the capabilities and professionalism of the accident/incident investigation Bodies • To promote the sharing of expertise, experience and information among accident/incident investigation bodies • To develop and strengthen cooperation among the accident/incident investigation bodies	Accepted by RASG Deli 8 October 2012 APRAST 2/10 AIG-AWG 1/11 that, AIG AWG to suggest terms of reference for the activities of the Group of Experts on Accident/Incident Investigation (APAC-ACC)for consideration by RASG-APAC.

S/N	Item	Date	Remarks
3	To organise expert teams to provide the following: (a) Advice on setting up an independent investigation agency/ system (b) Audits to assess compliance with Annex 13 (c) Reviews of investigation policies and procedures (d) Attachments to other investigation agencies	As and when needed: The APAC-ACC will be established under the RASG-APAC/APRAST to serve as an institutionalised network and formal platform for APAC States/Administrations to discuss matters related to aircraft accident/incident and for the exchange of views, practices and experiences.	Accepted by RASG Deli 8 October 2012 APRAST 2/10 AIG-AWG 1/11 that, RASG-APAC to form a Group of Experts on Accident/Incident Investigation (APAC-ACC) with representation from the investigation authorities, industry partners and professional bodies to institutionalise a network for the exchange of views, practices and experiences. (Note: The APAC-ACC may be formed by a restructuring of the AIG AWG.).

S/N	Item	Date	Remarks
4	To organise or source for the following training: (a) ICAO Annex 13 Requirements (b) Accident Investigation Fundamentals (c) Accident Site Safety (d) Human Factors (e) Flight Recorder Basics (f) Crisis Management / Handling the Media (g) ECCAIRS User Training (h) Workshops and Exercises	As and when needed. State Letter (SL),Survey on Assistance and Training Needs in the Setting Up of an Independent Accident Investigation System [Ref: T 10/8.3 –AP031/13(FS) dated 4 March 2013]. Eleven States/Administrations would like to receive some form of training. They are also keen to participate in exercises and attachments to other States/Administrations' investigations.	Accepted by RASG Deli 8 October 2012 APRAST 2/5 AIG-AWG 1/4 Minimum requirements for addressing some key elements of Annex 13 provisions.

S/N	Item	Date	Remarks
5	Confidential Aviation Incident Reporting (CAIR) system	Completed the ICAO APAC Office conducted a survey with States/Administrations on Matters related to accident/incident investigation. Eight States/Administrations have an immediate plan to establish a CAIR system.	Accepted by RASG Deli 8 October 2012 APRAST 2/12 AIG-AWG 1/12 that, APRAST to recommend RASG-APAC to encourage States/ Administrations to implement a Confidential Aviation Incident Reporting (CAIR) system

S/N	Item	Date	Remarks
6	Assistance for establishing a Confidential Aviation Incident Reporting (CAIR) system	Completed, the ICAO APAC Office conducted a survey and thirteen States/Administrations would like to see the development of a regional CAIR system.	Accepted by RASG Deli 8 October 2012 APRAST 2/13 AIG-AWG 1/14 that, APRAST to recommend RASG-APAC to encourage States / Administrations interested in setting up a CAIR programme to contact the International Confidential Aviation Safety Systems Group (ICASS) for assistance in designing and implementing new systems

S/N	Item	Date	Remarks
7	Implementation of European Coordination Centre for Aviation Incident Reporting System (ECCAIRS)	Completed, the ICAO APAC Office conducted a survey about the Accident and Incident Database requirements. Eleven States/Administrations will adopt and require training on the European Coordination Centre for Aviation Incident Reporting System (ECCAIRS) database software.	Accepted by RASG Deli 8 October 2012 APRAST 2/14 AIG-AWG 1/15 that, APRAST to recommend RASG-APAC to encourage States/ Administrations to use the European Coordination Centre for Aviation Incident Reporting System (ECCAIRS) database software for their accident and incident database

S/N	Item	Date	Remarks
8	Accident/Incident Data Report (ADREP) compatible systems	Completed, once ECCAIRS is in use as ADREP is embedded in the ECCAIRS database.	Accepted by RASG Deli 8 October 2012 APRAST 2/15 AIG-AWG 1/17 that, APRAST to recommend RASG-APAC to encourage States/ Administrations to consider the use of Accident/Incident Data Report (ADREP) compatible systems

S/N	Item	Date	Remarks
9	Establishment of an independent investigation system.	Completed the ICAO APAC Office conducted a survey and ten States/Administrations have an independent investigation system/agency. Four States/Administrations have plans to set up an independent system/agency.	Accepted by RASG Deli 8 October 2012 APRAST 2/6 AIG-AWG 1/6 that, RASG-APAC to encourage those States/Administrations which do not yet have an independent investigation system to establish some form of independent investigation system and consider the possible options described by AIG AWG.(Note: Possible options for an independent investigation system are described in the working paper APRAST-AIGAWG/1-WP/5 of the APRAST-AIG AWG/1.)

S/N	Item	Date	Remarks
10	Recommendation for having a core of trained investigators.	Completed, ICAO APAC Office State Letter (SL),survey on Assistance and Training Needs in the Setting Up of an Independent Accident Investigation System [Ref: T 10/8.3 –AP031/13(FS) dated 4 March 2013]	Accepted by RASG Deli 8 October 2012 APRAST 2/8 AIG-AWG 1/7that,RASG-APAC to encourage States/ Administrations to have a dedicated core of one or more trained accident investigators, lest the effort in training go to waste through frequent changes of investigation personnel.

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PIRG-RASG Global Coordination Meeting,
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