



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**FIRST MEETING OF THE AFRICA-INDIAN OCEAN
REGIONAL AVIATION SAFETY GROUP (RASG-AFI/1)
Kampala, Uganda (26 – 27 March 2012)**

Agenda Item 5: ICAO Regional Safety Initiatives

**Establishment of the Regional Aviation Safety Teams
(RASTs)**

(Presented by Secretariat)

SUMMARY
<p>This paper addresses the establishment of Regional Aviation Safety Teams (RASTs) as recommended by the ICAO Special AFI RAN Meeting of 2008 under its Recommendation 5/4, in order to enable States and industry safety experts to discuss safety issues, adopt safety enhancement initiatives that are relevant to their operations, and develop implementation plans based on the Global Aviation Safety Roadmap (GASR).</p> <p>Action by the meeting is at Paragraph 3.</p>
<p>REFERENCE(S):</p> <ul style="list-style-type: none">• ICAO Safety Oversight Manual (Doc 9734, Part B)• ICAO SP AFI RAN 2008 Report (Doc 9930)• APIRG/17 Report
<p>Related ICAO Strategic Objective(s): A.</p>

1. INTRODUCTION

1.1 In 1997, ICAO developed the first version of its global aviation safety plan (GASP) by formalizing a series of conclusions and recommendations jointly developed by ICAO and industry. In 2007, a second version of the plan was published, this time based on the Global Aviation Safety Roadmap (GASR) that was developed by an industry group known as the Industry Safety Strategy Group (ISSG) in close collaboration with ICAO. The GASR was built on data-driven regional initiatives, and includes best practices that enable the existing groups to identify safety issues and mitigate risks. The roadmap's best practices further invoke regions to develop their own safety risk metrics and rationale and for qualitative and quantitative risk assessment techniques to be adopted and shared worldwide.

1.2 In 2008, the ICAO Special AFI RAN Meeting recommended that States and industry safety experts work together within Regional Aviation Safety Teams to discuss safety issues and adopt safety enhancement initiatives that are relevant to their operations and develop implementation plans based on the Global Aviation Safety Roadmap (Recommendation 5/4).

1.3 This working papers calls for action toward the implementation of the required RASTs.

2. DISCUSSION

Regional initiatives

2.1 In several regions of the world, initiatives aimed at identifying aviation safety hazards at the national, regional and international levels have been ongoing for many years. These initiatives include the U.S. Government and industry led to the creation of the Commercial Aviation Safety Team (CAST) that aimed to reduce fatal aircraft accident levels in the U.S. by 80 per cent by 2007 and to achieve a continuous reduction in fatality risk both in the U.S. and with respect to international commercial aviation beyond 2007. CAST has led to the creation of similar initiatives in other parts of the world, to include the European Strategic Safety Initiative (ESSI) in Europe and the former Pan-American Aviation Safety Team (PAAST), replaced now by the Regional Aviation Safety Group — Pan America (RASG-PA). In the case of Europe, the European Aviation Safety Agency (EASA) produces a safety plan which provides, in a single document, a description of the hazards and risks that are considered to be worthy of action at the regional level. The risks are identified using information from member States as well as safety data available to EASA. The safety plan covers a period of four years, is updated annually and describes specific work streams designed to address specific issues. The work streams address not only operational issues but also systemic issues and list clear deliverables in the area of regulation, oversight or safety promotion.

ICAO COSCAPs

2.2 The process of establishing regional safety teams continued with a number of the COSCAPs¹ establishing Regional Aviation Safety Teams (RASTs) of their own for the same purpose, in accordance with the ICAO Safety Oversight Manual, Doc 9734, Part B providing that an RSOO² is expected to assist its member States in the implementation of their SSPs and more specifically, in the development of the requirements that govern how operators and other service providers identify hazards and manage safety risks. So there is currently a RAST associated with the COSCAP for South East Asia (the SEARAST), another associated with the South Asian COSCAP (SARAST) and a third associated with the COSCAP for North Asia (the NARAST). Similarly, in the AFI Region, prior to transitioning to the BAGASOO³, the BAGRAST⁴ had been established by the COSCAP-BAG. All these teams share a common goal, which is to identify, select and analyze safety issues and, in response, to develop and implement action plans.

2.3 COSCAPs that have already established RASTs benefit from having a mechanism in place that enables them to identify and manage safety risks common to the region. Those COSCAPs that have not already established a RAST should endeavour to do so. When a COSCAP transitions to an RSOO or when an RSOO is developed where no COSCAP existed before, a RAST should either be maintained or established. The RSOO may wish to establish the RAST either as one of its technical committees or as a stand-alone team. However, no matter how the RAST is established, it must be remembered that its effectiveness rests on the active participation of representatives from both the State entities and industry.

¹ ICAO Cooperation in Operational Safety and Continuing Airworthiness Programmes

² Regional Safety Oversight Organization

³ Banjul Accord Group Aviation Safety Oversight Organization

⁴ Banjul Accord Group Regional Aviation Safety Team

ICAO Special AFI RAN Meeting of 2008

1.4 The ICAO SP AFI RAN Meeting of 2008 recognized that by committing to the GASR and using its gap analysis process, AFI States and industry would inspire confidence among worldwide industry and donor organizations that their contributions would yield real safety benefits in the AFI Region. The use of the GASR process would ensure that contributions would be targeted correctly providing an opportunity to coordinate and guide safety policies and initiatives and prevent duplications in effort, uncoordinated strategies and wasted resources. SP AFI RAN 2008 noted that the ISSG had worked closely with ICAO, ACIP, and local Authorities and had organized successful GASR workshops aimed at familiarizing Civil Aviation Administration (CAA) and industry with the GASR tools. The ISSG planned to continue to support implementation of the GASR through joint industry-government regional aviation safety teams.

1.5 SP AFI RAN Meeting 2008 therefore recommended the establishment of RASTs in the AFI Region to allow States and industry safety experts to work together and develop safety enhancement initiatives that are relevant to their operations and develop implementation plans based on the Global Aviation Safety Roadmap (Recommendation 5/4). As a follow-up to Recommendation 5/4, the Seventh Meeting of the AFI Planning and Implementation Regional Group (APIRG/17, August 2010) agreed that the establishment of RASTs should be driven by the ICAO Regional Offices and that their terms of reference should be developed and disseminated to States in order to identify individuals who can give meaningful contributions to their activities (Conclusion 17/7 refers).

1.6 The meeting may wish to note that SP AFI RAN 2008 had also recommended the establishment of Regional Office Safety Teams (ROSTs) in the AFI Region to ensure the continuity of the AFI Comprehensive Implementation Plan (AFI Plan) and to follow-up and continuously monitor the effectiveness and sustainability of implementation projects (Recommendation 5/13 refers), and that these ROSTs have been established and are operational in Eastern and Southern African (ESAF) Office and Western and Central African (WACAF) Office. Likewise, SP AFI RAN 2008 recommended the establishment of complementary safety teams by States, COSCAPs and other Regional Aviation Safety Agencies in the AFI Region to complement and work closely with the ICAO Regional Office (Recommendation 5/14 refers).

3. ACTION BY THE MEETING

3.1 In light of the terms of reference of the AFI Regional Aviation Safety Group (RASG-AFI), the meeting is invited to:

- a) Take note of the requirements and regional developments related to the implementation of regional aviation safety teams (RASTs) as presented in this working paper;
- b) Request the RASG-AFI Secretariat to develop the terms of reference for the required RASTs;
- c) Discuss implementation options for RASTs to be considered in the AFI Region; and
- d) Request the ICAO Regional Offices to facilitate the establishment of RASTs within the AFI Region.

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