**Aviation Safety Implementation Assistance Partnership (ASIAP)**

**Terms of Reference of the Working Group on Technical Assistance/Cooperation Outcome Indicators**

## 1. Background

The Aviation Safety Implementation Assistance Partnership (ASIAP) initiative resulted from a meeting at ICAO Headquarters in Montreal, Canada, on 4 February 2015, during the Second ICAO High-level Safety Conference.

The main objective of the initiative is to provide a framework for ICAO and its partners to coordinate the implementation of safety assistance in priority states. One of the expected outcomes of the coordination is the development of indicators and metrics.

Following this, the ASIAP partners met at ICAO Headquarters in Montreal, Canada during a side meeting of the International World Aviation Forum (IWAF) on 25 November 2015. Between other topics it was discussed the development of project assistance indicators.

A second meeting of the ASIAP initiative was held at a side meeting of the 39th Session of the ICAO Assembly on 5 October 2016. During this meeting it was discussed, the development of a future action plan, including the establishment of a working group to develop indicators for assistance activities.

In addition to these formal meetings, the ASIAP partners have held seven teleconferences since the initiative was launched. During the 7th teleconference of 20 January 2017, it was agreed to launch a Working Group on Technical Assistance/Cooperation Outcome Indicators, as stipulated in the paragraph 3.1 of Terms of Reference of the ASIAP, with the initial participation of EASA, DGAC France, ICAO and the UK CAA.

This paper contains the proposed Terms of Reference (ToRs) of this Working Group on Outcome Indicators for Technical Assistance/Cooperation Projects.

## 2. Objective

The objective of the ASIAP Working Group (WG) on Technical Assistance/Cooperation Outcome Indicators is to establish a set of indicators to guide and determine the level of success of the assistance provided by ASIAP partners.

## 3. Results sought

The specific purpose of the ASIAP WG on technical assistance/cooperation outcome indicators is to agree between the partners the:
- Objectives that should be behind the choice of outcome indicators;
- Outcome indicators to be used in evaluating technical assistance/cooperation provided by ASIAP partners;
- Sources of verification to be used.

## 4. Membership and Reporting Structure

The WG on ASIAP technical assistance/cooperation outcome indicators is initially composed of DGAC France, EASA, ICAO and the UK CAA, who have agreed to participate in this WG. The WG is open to the participation of other ASIAP members.

The Working Group on Technical Assistance/Cooperation Outcome Indicators will report outcomes and results to the ASIAP plenary group for their review and approval.

**5.  Organisation**

The WG on ASIAP outcome indicators selected EASA as rapporteur who will coordinate the work. The work will be conducted via teleconferences and exchange of e-mails.

**6.  Duration of Working Group**

The WG shall remain active until the main ASIAP plenary considers its role is no longer required.

## Annex 1: ASIAP WG on Technical Assistance/Cooperation Outcome Indicators – Initial Indicators proposed

The indicators chosen should be SMART:

- **S**pecific to the objective it is supposed to measure
- **M**easurable (either quantitatively or qualitatively)
- **A**vailable at an acceptable cost
- **R**elevant to the information needs of managers
- **T**ime-bound

| Category | Indicator | Source / means of verification |
|---|---|---|
| Safety implementation (current level) | Existence of SSCs | iSTARs |
| | Setting up of a system to report safety events | PQ 6.501 (Mandatory incident reporting system) SSP.SDA.02 (applicable in 2020) |
| | Systematic release of data related to reports on accidents and serious incidents | SSP.GEN.13 (applicable in 2020) |
| | SSP Foundation | iSTARS |
| Safety improvement (continuous improvement & effort) | Level of Progress Achieved | Project Progress and Final Reports |
| | Level of EI | iSTARs |
| | Safety Margins | iSTARs |
| | Accident and incident rates | iSTARs |
| | SSP Gap Analysis (if applicable) | iSTARs |
| Sustainability | Resources available | PQ 2.051 (Sufficient financial resources) PQ 2.053 (Sufficient human resources) PQ 2.103 (Staff retention) PQ 2.105 (Staff training and qualification) |
| | Autonomy achieved | PQ 1.013 (Legal base for a CAA) PQ 1.015 (Delegation of authority) PQ 1.051 (Provisions for Enforcement) PQ 2.021 (Separation of responsibilities) |
| | UN SDG 9.1.2 (Passenger and freight volumes by air) | UN SDG |

# Annex 2: ASIAP WG on Technical Assistance/Cooperation Outcome Indicators – Suggested Guidance

1. **Who will use the Technical Assistance/Cooperation Outcome Indicators?**

   The ASIAP Partners will use the Technical Assistance/Cooperation Outcome Indicators on a voluntary basis.

2. **How will they be used?**

   They will be used to evaluate the outcome of technical assistance/cooperation projects and may be cascaded to subcontractors carrying out technical assistance on the ASIAP partners' behalf.

3. **Will the results be shared with the Partners?**

   The results will be shared on a purely voluntary basis. The indicators use widely available information.

4. **When and how often will they be used?**

   They should be used at the beginning and at the end of a technical assistance/cooperation project, and at any time in-between when considered appropriate, such as at project milestones.

5. **How do we monitor the results?**

   The results can be found by checking the CMA-OLF, iSTARs and UN SDG. The results should then be compared to the baseline result established at the beginning of the project.