



**Cooperative Development of Operational Safety and
Continuing Airworthiness Programme
COSCAP-SOUTH ASIA
International Civil Aviation Organization**



**20th STEERING COMMITTEE MEETING
05-08 APRIL 2011, COLOMBO, SRI LANKA**

Executive Summary

Attachment -5 to Discussion Paper (DP-20SCM-03) presents the discussions held at the last Director General Civil Aviation Conference Asia and Pacific Region and development thereafter on transition to Regional Aviation Safety Group in the Asia and Pacific Region (RSAG-APAC).

Transition to Regional Safety Aviation Group (RSAG)

1. Introduction

- 1.1 This paper is to review the recent creation by ICAO of the Regional Aviation Safety Group (RASG) and discuss transition to the RASG in the Asia and Pacific Region from the COSCAP perspective

2 Background

- 2.1 As presented at DGCA 47th in paper DP 4/3 *Establishment of Regional Aviation Safety Group (RASG-APAC) in Asia and Pacific* (Attachment I), at the 4th Meeting of its 190th Session, held on 25 May 2010, the ICAO Council approved the establishment of RASGs. This decision established the mandate for the ICAO Secretariat to establish RASGs, nurture their development and guide their activities, recognizing that the planning must consider the related resources such as COSCAPs.
- 2.4 While DGCA 47 generally supported the initiative of DP 4/3, concern was expressed regarding the need to avoid duplication in the Terms of Reference of the COSCAPS and the RASG. The ICAO APAC Office was requested to forward DP 4/3 to the three COSCAP Steering Committees for review.

3 Discussion

- 3.1 The Asian COSCAPs have for a number of years benefited from active safety teams, each established independently under its respective COSCAP Programme Document and safety team terms of reference. Subsequently, to improve efficiency and effectiveness, in 2008 the three COSCAP Regional Aviation Safety Teams (RASTs) joined to form the Asian Regional Aviation Safety Team (ARAST). Effective in 2009, all Asia-Pacific States were invited by the Regional Office to participate in and benefit from the ARAST.
- 3.2 Each RAST, both independently, and as a component of the ARAST, made recommendations for safety actions to its Steering Committee. Once approved by the Steering Committee, the safety actions are implemented through the efforts of the State civil aviation authorities and the aviation industry.
- 3.3 The ICAO Council fully recognized the need to both avoid duplication of effort and to benefit from established practices. Accordingly, the establishment of the RASG in the Asia-Pacific Region has been approached as a transition from the ARAST to the RASG.

- 3.4 As noted in paragraph 2.7 of DP 4/3, it was recognized that the establishment of the RASG-APAC, comprised of the Directors General, would still require a working level technical group comprised of technical specialists who would review safety issues and develop safety interventions and enhancements. Accordingly, in recognition of the effectiveness of the established ARAST mechanism, it was anticipated that the ARAST would transition to become the Asia Pacific Regional Aviation Safety Team (APRAST). The APRAST would make recommendations to the Directors General sitting as the RASG-APAC.
- 3.5 Key points regarding the transition from the ARAST under the COSCAPs to the APRAST under RASG-APAC.

Avoidance of duplication

The ARAST technical group would transition to become the APRAST. There would be no duplication as the technical specialists, external experts and donors would continue to review safety concerns and identify recommended safety actions for the decision of the Directors General.

Role of Directors General

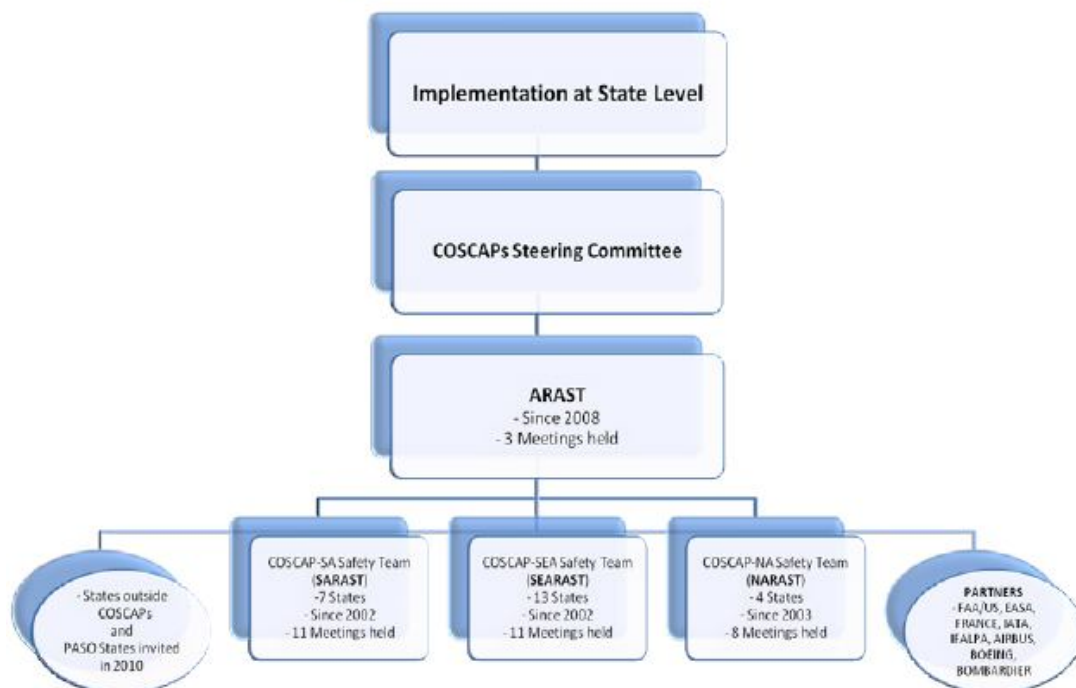
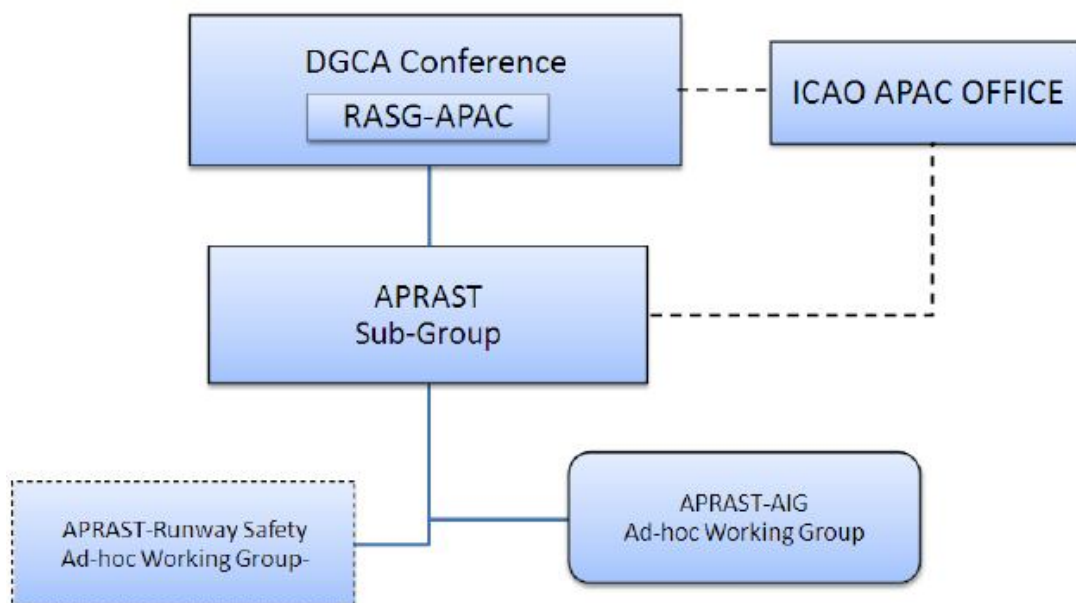
The authority of the Directors General regarding the recommendations arising from the safety team would remain essentially unchanged in that all recommendations would continue to be subject to approval by the Directors General, although under the RASG rather than individual Steering Committees (see Appendix I).

Mandate and Role of COSCAPs Continued

The role, mandate and functioning of the COSCAPs would remain unaffected. While the RAST element of the COSCAP is a high priority activity, the ability to participate in the APRAST, and the role of COSCAP to support Member State implementation of actions approved by the Directors General are unaffected. Each COSCAP Steering Committee, would continue to establish the priorities and guide the activities of its COSCAP programme. As it determined necessary in the interests of its sub-region, this could include directing safety team work in addition to or different from the activities of the APRAST. The sub-regional safety teams (SEARAST, SARAST and NARAST) would continue their efforts and provide support to their respective Administrations with the implementation of safety enhancements.

Improved Efficiency and Strength

The combination of the individual COSCAP safety teams into the ARAST provided the benefits of improved efficiency and wider participation. Similarly, the transition to the RASG - APRAST will provide for wider participation of technical personnel, broader sharing of safety information and an informed consideration by the complete leadership of the Asia and Pacific Region.

Existing ARAST Reporting Structure**RASG – APRAST Reporting Structure**

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

*Macao, China
25 – 29 October 2010*

AGENDA ITEM 4: AVIATION SAFETY

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

(Presented by the International Civil Aviation Organization)

SUMMARY

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

1. Introduction

- 1.1 This paper is to review the recent creation by ICAO of the Regional Aviation Safety Group (RASG) and discuss transition to the RASG in the Asia and Pacific Region from the COSCAP perspective.

2 Background

- 2.1 As presented at DGCA 47th in paper DP 4/3 *Establishment of Regional Aviation Safety Group (RASG-APAC) in Asia and Pacific* (Attachment I), at the 4th Meeting of its 190th Session, held on 25 May 2010, the ICAO Council approved the establishment of RASGs. This decision established the mandate for the ICAO Secretariat to establish RASGs, nurture their development and guide their activities, recognizing that the planning must consider the related resources such as COSCAPs.
- 2.4 While DGCA 47 generally supported the initiative of DP 4/3, concern was expressed regarding the need to avoid duplication in the Terms of Reference of the COSCAPS and the RASG. The ICAO APAC Office was requested to forward DP 4/3 to the three COSCAP Steering Committees for review.

3 Discussion

- 3.1 The Asian COSCAPs have for a number of years benefited from active safety teams, each established independently under its respective COSCAP Programme Document and safety team terms of reference. Subsequently, to improve efficiency and effectiveness, in 2008 the three COSCAP Regional Aviation Safety Teams (RASTs) joined to form the Asian Regional Aviation Safety Team (ARAST). Effective in 2009, all Asia-Pacific States were invited by the Regional Office to participate in and benefit from the ARAST.
- 3.2 Each RAST, both independently, and as a component of the ARAST, made recommendations for safety actions to its Steering Committee. Once approved by the Steering Committee, the safety actions are implemented through the efforts of the State civil aviation authorities and the aviation industry.
- 3.3 The ICAO Council fully recognized the need to both avoid duplication of effort and to benefit from established practices. Accordingly, the establishment of the RASG in the Asia-Pacific Region has been approached as a transition from the ARAST to the RASG.

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

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

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

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

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

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

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

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

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

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

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

1. ESTABLISHMENT

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

2. MEMBERSHIP

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

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

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

3. RESOURCES

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

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

4. WORK PROGRAMME

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

4.2 Using the GASP and GASR, the RASG - APAC will build on the work already done by States, existing subregional organizations such as the Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs) and/or Regional Safety Oversight Organizations (RSOOs) and support the establishment and operation of a performance-based safety system for the region by:

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

5. ADMINISTRATION OF THE RASG – APAC

5.1 The RASG – APAC shall be administered as follows:

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

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

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

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

6. MEETINGS OF THE GROUP

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

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

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

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

7. ESTABLISHMENT OF SUB-GROUPS

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

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

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

8. AD-HOC WORKING GROUPS

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

9. ROLE OF DESIGNATED MEMBERS

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

Appendix A

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

10. COORDINATION AND REPORTING LINES

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

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

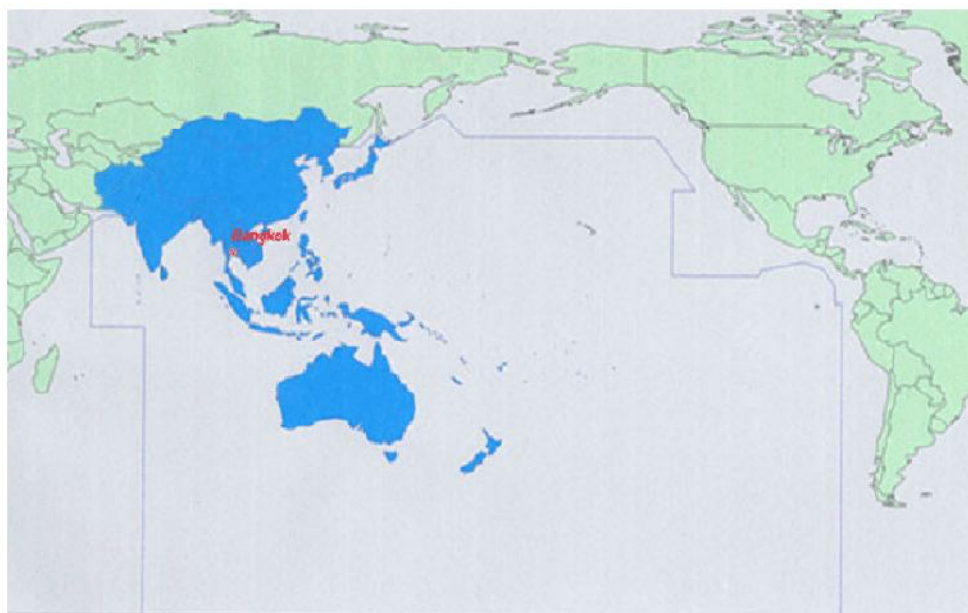
10.3 The Ad-hoc Working Group reports to the RASG-APAC through the respective sub-group. Suggested Terms of Reference for the Asia Pacific Regional Aviation Safety Team (APRAST) – Accident Investigation (AIG) Ad-hoc Working Group is at *Attachment C*.

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

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

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

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

ASIA AND PACIFIC OFFICE – AREA OF RESPONSIBILITIES**1. Countries**

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

2. Liaison carried out with the following:**A. Non-Contracting State:**

- Tuvalu

B. Other Territories:

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

C. International Organizations:

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

1.0 Background

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

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

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

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

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

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

Attachment B

1.5 The objective of the Global Aviation Safety Plan provides a common frame of reference for all stakeholders that support a proactive and systematic approach to aviation safety, and helps coordinate and guide the establishment of safety policies and initiatives worldwide. It will help prioritizing and planning safety initiatives and measuring their impact.

1.6 The GASP is based on the following four principles:

- **Participation of all stakeholders:** to ensure consistency of objectives and to avoid duplication of effort;
- **Defining (twelve) Global Safety Initiatives:** setting best practices, metrics and maturity levels which are defined in the Global Aviation Safety Roadmap to ensure that implementation makes full use of the collective experience of the aviation community and that progress is measured in a transparent and consistent way;
- **Planning process:** for collaborative development of action plans that define the specific activities that should take place in order to improve safety;
- **Consistency with the ICAO Global Planning Process:** GASP follows an approach and philosophy which is consistent with the *Global Air Navigation Plan for CNS/ATM Systems* (Doc 9750). Both were developed with close coordination and participation of industry, and both provide a common framework to ensure that regional, sub-regional, national and individual initiatives are coordinated to deliver a harmonized, safe and efficient international civil aviation system.

2.0 Objective

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

2.2 To accomplish the objectives, the APRAST will:

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

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

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

3.0 APRAST Modalities

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

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

1.0 Background

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

2.0 Objective

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

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

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

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

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

3.0 APRAST-AIG AWG Modalities

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

3.2 The APRAST-AIG AWG will accomplish the following:

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

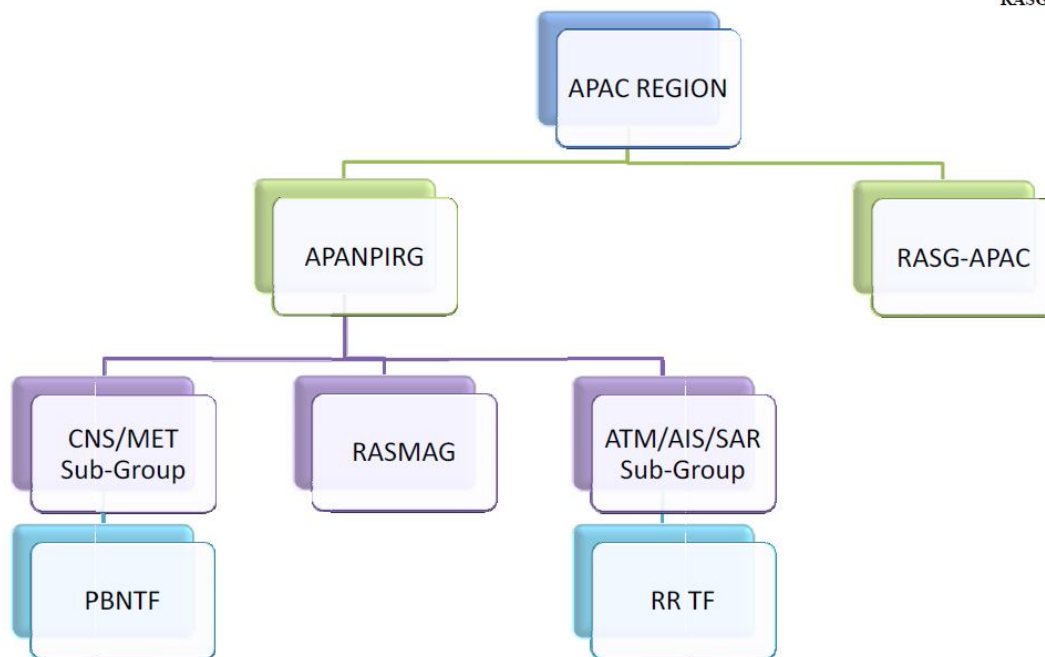
3.3 The Chairperson/Secretary will maintain close contact with ICAO to benefit from its advice on the subject and to this effect they/he will provide regular feedback to ICAO on the activities of APRAST-AIG AWG through APRAST /RASG-APAC. In addition, they/he will liaise as required with other regional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

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

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

— END —

DGCA – 47/DP/4/3
RASG - Chart 1



DGCA – 17/DP/4/3
RASG - Chart 2