



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



**20th Meeting of the Steering Committee
5th – 8th April 2011
Colombo, Sri Lanka**

Discussion Paper

**DP 06: Transition to Regional
Aviation Safety Group (RASG)**

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 Regions.

2. Background

- 2.1 As presented at the 47th DGCA Conference of Asia and Pacific Regions 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.
- 2.2 While the 47th DGCA Conference 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 and the Regional Director was requested to present the paper to the respective Steering Committee meeting.

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.

Improved Efficiency and Strength

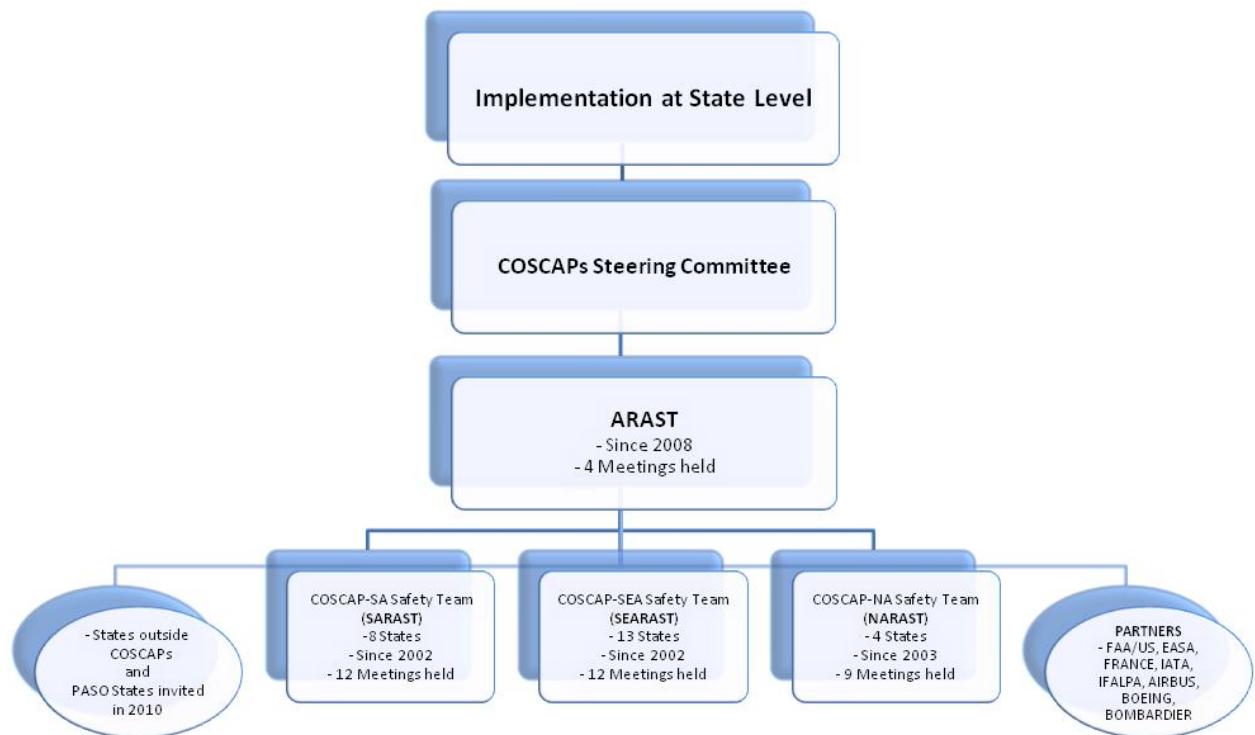
The combination of the individual COSCAP safety teams into the ARAST provided the benefits of improved efficiency and wider participation. Similarly, the transition to the RASG - APRAST will

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.

4. Recommendations

- 4.1 The meeting is invited to consider this information and to reiterate its support for the RASG concept.

Existing ARAST Reporting Structure



RASG – APRAST Reporting Structure

