



International Civil Aviation Organization

**NINTH MEETING OF THE ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM
(APRAST/9)**

(Bangkok, Thailand, 31 October to 4 November 2016)

Agenda Item 5: Update, Discuss and Review of Progress of APRAST Activities

**REVIEW OF SAFETY ENHANCEMENT INITIATIVE (SEI)
DEVELOPMENT PROCESS**

(Presented by SEI WG)

SUMMARY

At the APRAST/8 meeting, the meeting directed SEI WG to review its work process for the creation of SEIs, to take into account the need to address both operational and organization risks in the region, and provide an update at APRAST/9 (Decision APRAST 8/18 refers).

This paper presents the review conducted by the SEI WG which concluded the current SEI development process is able to cater for creation of SEIs to address both operational and organizational risks in the region.

Action by the meeting is at Paragraph 3.

1. INTRODUCTION

1.1 At the APRAST/8 meeting, the meeting suggested that RASG-APAC SEIs should eventually address operational risks beyond the current top three fatal accident categories (CFIT, RS and LOC-I), the definition of a SEI should go beyond the reduction of operational risks to also include the reduction of organizational risks, and directed SEI WG to review its work process for the creation of SEIs, to take into account the need to address both operational and organization risks in the region, and provide an update at APRAST/9 (Decision APRAST 8/18 refers).

2. DISCUSSION

2.1 With regard to Decision APRAST 8/18, SEI WG conducted a review on the Terms of Reference (TOR) and the SEI development process detailed in the approved RASG-APAC Procedural Handbook for the creation of SEIs to address both operational and organizational risks in the region. Key deliberations of the review are summarized as follows:

- a. SEI WG, working under the direction of the RASG-APAC/APRAST, is to assist in the development, implementation and review of SEIs to reduce aviation risk. These SEIs could be established based on the analysis of regional data, based on ICAO initiatives or the initiatives of other relevant organizations or regions or based on the risks and issues identified through the USOAP CMA process. In view of this, any proposal on information from external sources, for instance safety interventions which have already been developed by existing safety groups such as CAST, ESSI, FSF as well as other RASGs etc., should first be presented to the APRAST plenary for consideration of appropriate action(s). With the endorsement at the APRAST plenary, SEI WG will initiate the process illustrated in Figure 1 for the SEI development.

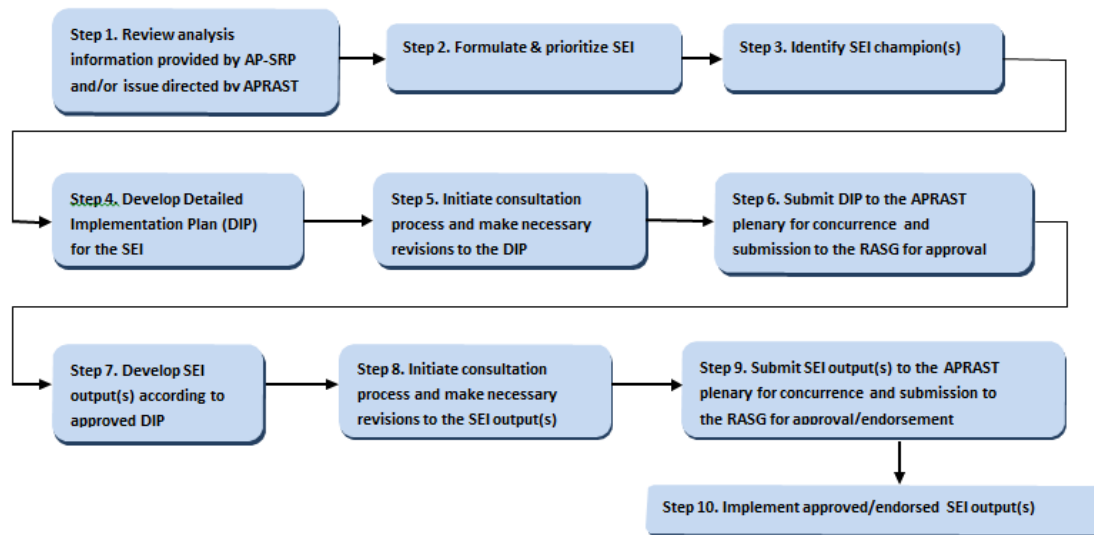


Figure 1 – Safety Enhancement Initiative (SEI) Development Process

- b. The SEI development process is designed to assist APRAST in the identification and development of SEIs, for application within the Asia and Pacific region, which are aligned with the regional priorities and targets, the focus of these SEIs is to effectively and economically mitigate regional safety risks identified by the Asia Pacific Safety Reporting and Programme Working group (AP-SRP WG). Despite the fact that “Reduction in Operational Risks” is one of the regional priorities, the current SEI development process is a generic process which does not prevent the creation of SEIs to address organizational risks in the region.

2.2 In conclusion, the current SEI development process cited in the approved RASG-APAC Procedural Handbook is able to cater for the creation of SEIs to reduce aviation risks which include both operational and organizational risks in the region.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) note the current SEI development process is able to cater for the creation of SEIs to address both operational and organizational risks in the region as the analysis information provided by AP-SRP WG and/or issue directed by APRAST; and
- b) encourage APRAST members to continue their support to the SEI WG and act as champions for new SEI development.

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