



ICAO

Thirty First Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/31)

Video Teleconference - Bangkok, Thailand, 14 to 16 December 2020

Schedule: 10:00 – 13:15 Bangkok Time [UTC+7hrs]

Agenda Item 1D: Aviation Safety and RASG–APAC activities

OUTCOMES OF RASG-APAC/9 and APRAST/15 MEETINGS

(Presented by the Secretariat)

SUMMARY

This paper shares the outcomes of RASG-APAC/9 and APRAST/15 meetings which may be of interest to APANPIRG/31.

1. INTRODUCTION

1.1 The Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC) was established in October 2011 following the ICAO Council decision in May 2010 and supported by the 47th Conference of the Directors General of Civil Aviation, Asia and Pacific Regions in October 2010.

1.2 Consistent with the Planning and Implementation Regional Group (PIRG) mechanism established for addressing air navigation matters and deficiencies, the RASG-APAC has been established with the primary objective of addressing flight safety matters.

1.3 The RASG-APAC Term-of-Reference (TOR) calls for the development and implementation of a work programme that supports a regional performance framework for the management of safety.

1.4 To assist RASG-APAC in meeting its objectives, Asia Pacific Regional Safety Team (APRAST) supported by various sub-working groups like the APAC AIG, the SRP Working Group and SEI Working Group were established.

1.5 RASG-APAC and APRAST have provided the APAC States and industry partners with a forum to share discuss and address existing and emerging safety concerns in the APAC Region.

2. DISCUSSION

2.1 Since its inception in 2011, RASG-APAC held 9 meetings. RASG-APAC/9 Meeting was held in Bangkok, Thailand, from 7 to 8 November 2019. The Report of the RASG-APAC/9 Meeting is provided in **Attachment** and also can be accessed through ICAO APAC Secure Portal at https://portal.icao.int/RO_APAC/Meetings/Lists/RASGAPAC%20List/AllItems.aspx. Eight Decisions and four Conclusions were adopted. Details of the adopted Decisions and Conclusions can be found in **Attachment 3** to the Report of the RASG-APAC/9.

2.2 Recognizing the amount of work to be accomplished, RASG-APAC approved a Work Programme to accomplish during 2019/2020. Coordination with APANPIRG and its relevant sub-groups is an item featured. The 2019/2020 RASG-APAC Work Programme can be found in **Attachment 4** to the Report of the RASG-APAC/9.

2.3 APRAST, the working arm of RASG-APAC held its 15th meeting from 24 to 25 June 2020 via video teleconference. APRAST/15 adopted 14 Decisions. The Report of the APRAST/15 Meeting can be accessed through ICAO APAC Secure Portal at <https://www.icao.int/APAC/Meetings/2020%20APRAST15/APRAST15%20-%20Final%20Report.pdf>.

2.4 On Decision APRAST 15/3 – 2020 Combined APANPIRG and RASG-APAC Meeting Evaluation Considerations (WP/11), the assessment criteria presented at APRAST/15 to determine the effectiveness of a combined APANPIRG and RASG-APAC Meeting will be presented through a separate Working Paper for consideration by APANPIRG/31 and RASG-APAC/10.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.



**REPORT OF THE NINTH MEETING OF THE
REGIONAL AVIATION SAFETY GROUP
ASIA AND PACIFIC REGIONS
(RASG-APAC/9)**

Bangkok, Thailand, 07-08 November 2019

The views expressed in this Report should be taken as those of the RASG-APAC and not of the Organization. This Report will be presented to the Air Navigation Commission and the Council, as needed, and any formal action taken will be published in due course as a supplement to the Report.

Approved by the Meeting
and published by the ICAO Asia and Pacific Office, Bangkok

RASG-APAC/9
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Appendix B	Details of the ATM Subgroup outcomes

ATTACHMENTS:

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Attachment 2	List of Papers
Attachment 3	List of Decisions and Conclusions
Attachment 4	Proposed RASG-APAC 2019/2020 Yearly and Standing Work Programme

1. Meeting and Registration

1.1 The Ninth Meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/9) was held at the ICAO Asia and Pacific Office, Bangkok, Thailand on 07-08 November 2019.

1.2 The Meeting was attended by 84 participants from 19 Member States/ Administrations i.e. Australia, Bangladesh, Cambodia, Hong Kong (China), Macao (China), India, Indonesia, Japan, Malaysia, Maldives, Mongolia, Nepal, New Zealand, Papua New Guinea, Philippines, Republic of Korea, Singapore, Thailand, United States and 10 International Organizations/Industry Partners namely, Airports Council International (ACI), Association of Asia Pacific Airlines (AAPA) Boeing, Civil Air Navigation Services Organization (CANSO), Civil Aviation Training Solutions (CAE), European Aviation Safety Agency (EASA), International Air Transport Association (IATA), International Federation of Aeronautical Information Management Associations (IFAIMA), International Federation of Air Line Pilots' Associations (IFALPA), International Civil Aviation English Association (ICAEA) A list of participants is at **Attachment 1** to the Report.

2. Opening Session

2.1 Mr. Arun Mishra, the Regional Director, ICAO Asia and Pacific Office welcomed and thanked all the participants and the organizations for their participation in this Meeting specially Mr. Claude Hurley President of ANC and Ms. Isabelle Monnier from Air Navigation Commission and Mr. Steve Creamer, Director of Air Navigation Bureau, Mr. Gulam Raza and Mr. Martin Maurino from ICAO HQ. He placed on record his sincere appreciation of the work done by the Chair and Vice-Chair of RASG-APAC appreciated the Co-Chairs of APRAST and Members of the subsidiary bodies. He mentioned, 2018 has been a reasonably good year for APAC Region on safety record statistics. He mentioned an increase in APAC's air traffic volume from 10.95 million departures in 2017 to 11.61 million departures with 34.2% of the global traffic had an accident rate of 1.21 as compared to global average of 1.75 per million departures in 2018. He thanked RASG-APAC and its Subgroups for the progress it made in the journey of eight years despite many challenges. He appreciated the formulation of the APAC's Regional Aviation Safety Plan (AP-RASP) and development of many safety tools to address the deficiencies, conducting CAT Missions under NCLB Programme on priority areas are some of the notable work done so far.

2.2 The Regional Director emphasized on the importance of coordination between PIRG and RASG while implementing the Regional Plans in line with GANP and GASP. He reiterated that after 40th Assembly the revised ICAO Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP) set out regional expectations, priorities and targets for States where APANPIRG and RASG-APAC plays a pivotal role to implement such Regional Initiatives keeping the objectives aligned with each other. Beijing Declaration has sent very positive signal to the industry partners and potential investors about the high level commitment from the States in the region in the areas of safety and efficiency of air navigation services. To enable the continuous monitoring and annual reporting of the commitments in the Beijing Declaration, RASG-APAC and APANPIRG with further integration can establish relevant goals and targets to monitor progress. Regional Director concluded his speech thanking all again for their contributions, commitment and dedication to improve aviation safety in our Region.

2.3 Director of Air Navigation Bureau, ICAO Headquarters, Mr. Stephen Creamer updated on the outcome of 40th Assembly and celebration 75th Year of ICAO with the new commitments to face the exponential growth of aviation in the coming decades. He expressed his commitment to explore new ventures replacing the old systems of ICAO and emphasized on innovation and smart tools to monitor safety.

2.4 Mr. Shane P. Carmody, Chief Executive Officer and Director of Aviation Safety Civil Aviation Safety Authority, Australia as Chairman RASG-APAC envisaged that Asia Pacific region will

continue to prosper faster than expected. Therefore, it is important that Members should continue to work closely and collaboratively to ensure the safety, security, efficiency, and capacity of our air transportation system. He thanked all for contributing for APRAST, SRP WG, SEI WG, Ad-hoc WG for AP-RASP and AIG for their earnest efforts and support over the years.

3. Meeting arrangement

3.1 Mr. Arun Mishra, Regional Director, ICAO Asia and Pacific Office, was the Secretary of the Meeting. Mr. Mishra was assisted by Mr. S. M. Nazmul Anam, Regional Officer/Flight Safety.

3.2 The 29 Working Papers (WP) and 05 Information Papers (IP) considered by the Meeting are listed at **Attachment 2** to this Report.

4. Decisions and Conclusions

4.1 The RASG-APAC/9 adopted 8 Decisions and 4 Conclusions. All RASG-APAC/9 Decisions and Conclusions are listed at **Attachment 3** to this Report.

REPORT ON AGENDA ITEMS

AGENDA ITEM 1: ADOPTION OF AGENDA

1.1 Adoption of Agenda – WP/1

1.1.1 The provisional agenda of RASG-APAC/9 presented by the Secretariat was adopted by the Meeting.

AGENDA ITEM 2: ICAO PRESENTATIONS

2.1 Safety and Air Navigation Global Update – Presentation

2.1.1 The Secretariat provided a presentation on the ‘Air Navigation and Safety Global Updates’ focusing on the outcomes from the 40th ICAO Assembly related to Safety and Air Navigation, and the RASG-APAC/9 meeting noted that Global Aviation Safety Plan (GASP 2020-2022) and the 6th Edition of the Global Air Navigation Plan (GANP) were endorsed by the Assembly. The presentation also covered GASOS, Safety management tools and safety management capacity building activities.

2.1.2 The meeting noted that the Assembly recognized the importance of convening divisional-type meetings, such as air navigation or high-level safety conferences, ahead of Assembly sessions as a mean to recommend additional technical work for ICAO in due time for budgetary preparation for the following triennium. Furthermore, the Assembly encouraged States, international organizations and industry stakeholders to support ICAO in accomplishing non-budgeted work stemming from divisional-type meeting recommendations by providing extra-budgetary resources to the Organization. The Assembly recognized that convening divisional-type meetings ahead of Assembly sessions allows the Technical Commission to focus on Global Plans and policy decisions, thereby improving the efficiency of Assemblies. Furthermore, the Commission recommended that ICAO highlight to States and international organizations the importance of attendance at divisional-type meetings in order to discuss technical matters.

2.1.3 The meeting was apprised of the GASP and GANP associated implementation strategies, and the work under development at ICAO HQ on the implementation supporting activities to be done through single point of entry. Furthermore, the concept of data for implementation (D4I) incorporating the Project Oriented Approach (POA) that will support the developments of the ICAO provisions was presented.

2.2 Update on the Global Aviation Safety Oversight System (GASOS) – WP/18

2.2.1 WP/18 was presented by the Secretariat. The meeting noted that the Global Aviation Safety Oversight System (GASOS) is a voluntary, standardized assessment and recognition mechanism for safety oversight organizations (SOOs) and accident and incident investigation organizations (AIOs). It is tool to help strengthen the capabilities of SOOs and AIOs to carry out the provision of safety functions and activities to assist States in fulfilling their safety responsibilities.

2.2.2 The meeting was apprised that the council during its 217th session agreed that the GASOS would be implemented in a phased approach and officially launch in January 2020. The first phase will conduct assessments on the qualifications of RSOOs and RAIOS to perform advisory services (Level 1) and/or provide operational assistance (Level 2), with the focus on strengthening RSOOs/RAIOS in order to better support their member States. The GASOS was presented to ICAO 40th Assembly and included in Resolution A40- 6 meeting appreciated the information on GASOS and invited States to support the SOOs and AIOs undergoing a GASOS assessment.

2.3 Terms of Reference (ToRs) of PIRGs and RASGs – WP/19

2.3.1 WP/19 presented by the Secretariat this paper presented the results of the Councils review of the Terms of Reference of the PIRGs and RASGs. Also the decision by the ICAO 40th Assembly regarding the Meeting and reporting cycle. The Meeting noted the revised Terms of Reference of PIRGs and RASGs.

2.3.2 The RASG-APAC/9 meeting noted with interest the outcome of the Council's review of the Terms of Reference (TORs) of the PIRGs and RASGs and welcomed the structure provided by the approved generic TORs sought by the Council to improve the performance and expected results. The main aspects of the generic TORs are to clarify the roles of stakeholders and promote partnership among them, harmonize the methods of work and improve regional reporting through more frequent meetings and standard reporting. The meeting encouraged Member States to provide the necessary level of support, technical expertise and participation to RASG-APAC/9 and contributory bodies.

2.3.3 The meeting highlighted the need to make consequential changes in the RASG-APAC Procedure Handbook. The meeting agreed that the option to further expand the generic TORs to suit the regions' needs would ensure flexibility of the work, including expanded membership of United States.

2.3.4 The meeting acknowledged that any additional ToR adopted by RASG-APAC must be approved by the President of the Council, on behalf of the Council, and included in the relevant RASG-APAC Handbook. The Generic ToRs of RASGs approved by the Council are contained in **Appendix A** to this Report.

2.3.5 The Meeting noted the updates and adopted the Decision as follows:

Decision RASG-APAC 9/1 — Terms of Reference (ToRs) of PIRGs and RASGs – WP/19	
<p>What: That, Secretariat to incorporate the Generic ToRs in the RASG-APAC Procedure Handbook and revise the other ToRs wherever necessary to align with the Generic ToRs.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<p>Why: Achievement of global and regional aviation safety priorities and targets.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: Adopted by RASG</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

2.4 Identification and reporting of common challenges experienced at the regional level – WP/20

2.4.1 WP/20 presented by the Secretariat on Identification and Reporting of Common Challenges Experienced at the Regional Level (WP/27), the meeting recalled that the Air Navigation Commission (ANC) and the Air Navigation Bureau (ANB) jointly present a consolidated annual report to the Council on the Planning and Implementation Regional Groups (PIRGs) and the Regional Aviation Safety Groups (RASGs).

2.4.2 The report to Council not only focused on the outcomes of PIRG and RASG meetings, but also on the Regional Air Navigation and Safety Implementation progress and regional challenges faced with proposed solutions and estimated timelines to resolve the issues. Based on the regional input received, the ANC identify global challenges to be reported to the Council.

2.4.3 It was noted that there is a need for the PIRGs and RASGs to review the format of presentation of common challenges experienced in the regions and report thereon in a detailed standardized and harmonized way for consideration by the ANC and the Council. This action will facilitate the annual reporting of the various PIRGs and RASGs to Council and facilitate the identification of global challenges, possible solutions and the expected timelines to address the challenge in a harmonized way.

2.4.4 Capt. Hurley, President of Air Navigation Commission, supplemented that the ICAO Council was interested to know the situation in the Regions, and looking forward to the inputs and feedback from the Regions so that appropriate actions from ICAO HQ could be made.

2.4.5 Considering that PIRGs and RASGs needs to review and establish a standardized and harmonized way of presenting the common challenges experienced in the region; the meeting agreed to the following Conclusion:

Conclusion RASG-APAC 9/1 — Identification and Reporting of Common Challenges Experiences at the Regional Level (WP/20)	
<p>What: That, RASG-APAC and Subgroups to use the suggested template (as attached in Appendix A) of reporting the regional challenges.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Ops/Technical <input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input type="checkbox"/> Capacity Building and Sharing of Information <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<p>Why: To facilitate the annual reporting of the various PIRGs and RASGs and facilitate the identification of global challenges, possible solutions and the expected timelines to address the challenge.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: Adopted by RASG-APAC</p>

Who: <input checked="" type="checkbox"/> Sub-groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: RASG
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2.5 Briefing on the Pacific Small Islands Developing States (PSID) Study – WP/27

2.5.1 The WP/27 presented by the Secretariat provided an update to the meeting on the Pacific Small Islands Developing States (PSIDS) Aviation Needs Analysis which was conducted from March to September 2019 for the purpose of identifying the existing challenges and needs of the PSIDS with respect to civil aviation, and to explore potential options to help address these challenges. The meeting was briefed about the salient conclusions and recommendations contained in the final report on PSIDS needs study commissioned by ICAO. The way forward for implementation of the recommendations in the study was also discussed in brief. RASG members were requested to provide necessary support to realize the outcomes proposed in the study.

2.5.2 The meeting was informed that the report of the Study has been presented to the 40th Session of the Assembly and the Executive Committee recommended the Assembly to direct the Council to review the recommendations contained in the report and develop an implementation roadmap. Accordingly, the Secretariat will present the final report to the 218th Session of Council.

2.5.3 The meeting noted that the ICAO APAC Office will provide an update to the 57 DGCA Conference of APAC Region regarding the follow up on the study and eventual implementation of its recommendations.

2.6 Safety Information Monitoring System (SIMS) Ramp Inspections Data Sharing Project – WP/2

2.6.1 WP/27 presented by the Secretariat. The meeting noted the information related to the ICAO Safety Information Monitoring System (SIMS), and specifically the ramp inspections application. The application is designed for the sharing of ramp inspections data at the regional level among States. The application can also be used to maintain or improve safety and compliance at national, regional, and global level, by allowing the sharing of this information on the secured platform of ICAO. It also provides for a risk-based approach towards a foreign air operator surveillance task by prioritizing inspections, and making effective use of data for decision making. The meeting further noted that system is secured and only authorized focal point appointed by States can input/view the information on application.

2.6.2 The RASG-APAC/9 agreed to use SIMS as a platform for the sharing of ramp inspections data within the APAC Region and encouraged States to join SIMS and contribute data to the ramp inspections application. According, the meeting agreed to the following Conclusion:

Conclusion RASG-APAC 9/2 — Safety Information Monitoring System (SIMS) Ramp Inspections Data Sharing Project (WP/2)	
What: That, Secretariat to follow up;	Expected impact:
a) issuing State Letter to encourage States/Administration to subscribe for SIMS. b) with States/administration for the nomination/update of focal points.	<input checked="" type="checkbox"/> Ops/Technical <input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information

- a) issuing State Letter to encourage States/Administration to subscribe for SIMS.
- b) with States/administration for the nomination/update of focal points.

- Ops/Technical
- Achievement of global and regional aviation safety priorities and targets
- Enhancement of USOAP effective implementation
- Monitoring and administration
- Capacity Building and Sharing of Information

	<input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: To facilitate the sharing of ramp inspections data within the APAC region and being able to view indicators, and conduct risk-based surveillance, based on the inspections conducted by States.	Follow-up: <input type="checkbox"/> Required from States
When: Immediate	Status: Adopted by RASG
Who: <input type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry	

2.7 PIRGs and RASGs Global Symposium – Innovation – WP/23

2.7.1 WP/23 presented by the Secretariat on PIRGs and RASGs Global Symposium. The meeting noted that, with the rapid pace of innovation, the Fifth ICAO World Aviation Forum (IWAF 2019) was held on 23 September 2019 with the theme of Innovation in Aviation. It focused on both technological and regulatory-process innovations and included a Ministerial Roundtable attended by Ministers from across the world. The discussion during the Ministerial Roundtable led to the agreement on the Outcome Statement available in this URL: <https://www.icao.int/Meetings/iwaf2019/Pages/Declaration.aspx>.

2.7.2 Furthermore, Innovation Fair was held on 22 and 23 September 2019 just prior to the 40th Session of the General Assembly. Subsequently, the 40th Session of the Assembly discussed Innovation in Aviation under Agenda Item 26 and resolved to work on Innovation in Aviation (Resolution A40-27 refers, see here for details: <https://www.icao.int/Meetings/a40/Pages/resolutions.aspx>).

2.7.3 ICAO is planning the Second Innovation Fair to be held in Montréal from 26 to 27 October 2020. It was noted with satisfaction that a PIRG/RASG Global Symposium will follow on 29 and 30 October 2020. The meeting highlighted that the PIRGs and RASGs will continue to play an important role specifically related to innovation, as they are the entry point related to regional planning and implementation in a coordinated and timely manner.

2.7.4 The meeting requested States to identify and propose innovation activities that they are aware of in their State and may be of global interest to ICAO (email address: innovation@icao.int) by March 2020. With regards to the PIRG/RASG Symposium, the meeting invited States to identify any issue areas and propose topics for discussion. The meeting requested that States note the dates and support the ICAO Second Innovation Fair and the PIRG and RASG Global Symposium with the provision of information and attendance.

2.7.5 The meeting adopted the following Conclusion:

Conclusion RASG-APAC 9/3 — PIRGs and RASGs Global Symposium – Innovation (WP/23)	
What: That, given the rapid pace of innovation in aviation and the important role that PIRGs and RASGs play in facilitating proper planning and facilitate the implementation of the relevant	Expected impact: <input checked="" type="checkbox"/> Ops/Technical <input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation

<p>innovations in a coordinated and timely manner, it is imperative that:</p> <p>a) APAC States identify and propose innovation activities to ICAO that they are aware of in their State or Region that may be of global interest to facilitate planning by March 2020;</p> <p>b) Propose topics for discussion during PIRG/RASG Symposium related to innovation by March 2020;</p> <p>c) States plan participation in the PIRG/RASG Global Symposium and Second ICAO Innovation Fair to be held in Montréal tentatively from 26 to 30 October 2020; and</p> <p>d) The Chairpersons of RASG-APAC plan attendance of the first meeting of the ICAO PIRG/RASG Global Coordination Group, tentatively scheduled for 25 October 2020.</p>	<p><input type="checkbox"/> Monitoring and administration</p> <p><input checked="" type="checkbox"/> Capacity Building and Sharing of Information</p> <p><input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
<p>Why: The PIRGs and RASGs will continue to play an important role specifically related to innovation as they are the entry point related to planning and implementation in a harmonized way.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: Adopted by RASG</p>
<p>Who: <input type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry</p>	

AGENDA ITEM 3: APRAST OUTPUTS FOR RASG-APAC CONSIDERATION AND APPROVAL

3.1 Review of Decisions and Conclusions Adopted at APRAST/13 and APRAST/14 and its Progress – WP/3

3.1.1 This paper was presented by the Secretariat on the updates of APRAST/13 and APRAST/14 held in Bangkok, Thailand from 03-07 December 2018 adopted 03 Decisions and 02 Conclusions and from 27-31 May 2019 and adopted 10 Decisions and 01 Conclusions respectively.

3.1.2 The status and recommendation of the Decisions and Conclusions adopted at APRAST/13 and APRAST/14 can be found in **Attachment A & B** to WP/3 respectively.

3.1.3 On Decision 14/9 to have the Asia-Pacific Regional Aviation Safety Plan (AP-RASP) ad-hoc Working Group assess the inclusion of mid-air collision risk and wildlife hazards in the AP-RASP, the Meeting noted that the ad-hoc WG would be dissolved following the publication of the AP-RASP 2020-2022 Edition, and agreed that the task should be assigned to APRAST and its Working Groups to undertake.

3.1.4 The Meeting noted the updates and adopted the Decision as follows:

Decision RASG-APAC 9/2 — Review of Decisions and Conclusions adopted at APRAST/13 and APRAST/14 and its Progress (WP/4)	
<p>What: That, the Decisions and Conclusions adopted at APRAST/13 and APRAST/14 as described in Attachments A and B be endorsed.</p> <p>On Decision 14/9, the assessment of the inclusion of mid-air collision risk and wildlife hazards in the AP-RASP will be undertaken by APRAST.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Ops/Technical</p> <p><input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</p> <p><input type="checkbox"/> Enhancement of USOAP effective implementation</p> <p><input type="checkbox"/> Monitoring and administration</p> <p><input type="checkbox"/> Capacity Building and Sharing of Information</p> <p><input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
<p>Why: Achievement of global and regional aviation safety priorities and targets.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: On going</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

AGENDA ITEM 4: UPDATE ON RASG-APAC YEARLY / STANDING WORKSING PROGRAMME 2018-2019

4.1 Update of RASG-APAC 2018/2019 Work Programme – WP/4

4.1.1 The Secretariat presented the progress of the RASG-APAC Standing and Yearly Work Programme 2018/2019 through WP/4. The Meeting endorsed the status of Standing and Yearly Work Programme 2018/2019 and move the open item to the Standing and Yearly Work Programme 2019/2020.

AGENDA ITEM 5: FOLLOW-UP ON THE OUTCOME OF RASG-APAC/8

5.1 Review of Progress of RASG-APAC/8 Decisions and Conclusions – WP/5

5.1.1 The Secretariat presented the progress of the RASG-APAC/8 Decisions and Conclusions to the Meeting through WP/5 which resulted in the following Decisions:

5.1.2 Regarding Decision RASG-APAC 8/6, the Meeting agreed to task APRAST to work out a detailed framework for the empowerment of APRAST and its Working Groups to adopt Conclusions and Decisions, mainly on technical/operational matters, to enhance the efficiency and effectiveness of RASG-APAC processes.

Decision RASG-APAC 9/3 — Review of progress of RASG-APAC/8 Decisions and Conclusions (WP/5)	
What: That, the Meeting endorsed the recommendations of the 14 Decisions and 02 Conclusions of RASG-APAC/8 presented in Attachment A to WP/5.	Expected impact: <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: Achievement of global and regional aviation safety priorities and targets.	Follow-up: <input type="checkbox"/> Required from States
When: Immediate	Status: Closed
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

AGENDA ITEM 6: UPDATES ON BEIJING DECLARATION AND MINISTERIAL CONFERENCE

6.1 Updates on Beijing Declaration – WP/17

6.1.1 Secretariat presented the WP/17 on the action plan of Beijing Declaration. It basically focused into four major areas namely Aviation Safety, Collaboration, Accident Investigation and Human Resource Development. RASG-APAC and APRAST looks into the implementation of Aviation Safety, Accident Investigation and Human Resource Development commitments. This paper is provided the updates on the current status of the States' commitments in the field of Aviation Safety for the APAC region. This paper, initially was presented at the 56 DGCA in Nepal.

6.1.2 The Meeting endorsed the updated work done to achieve the Beijing Declaration commitments and Collaborate to work towards achieving the targets.

AGENDA ITEM 7: WORKING GROUP OUTCOMES

7.1 Update on APAC-AIG Activities – WP/6

7.1.1 Chairman APAC-AIG presented WP/6 on update on APAC-AIG activities since RASG-APAC/8. The Sixth Meeting of the APAC-AIG (APAC-AIG/6) was held in Bangkok, Thailand on 11-12 October 2018 and the Seventh Meeting of the APAC-AIG (APAC-AIG/7) was held in Putrajaya, Malaysia on 23-24 July 2019. The Eighth Meeting of the APAC-AIG (APAC-AIG/8) will be hosted by India's Aircraft Accident Investigation Bureau around Oct/Nov 2020.

7.1.2 Chairman APAC-AIG updated on the Decision RASG-APAC 8/2 and highlighted the Beijing Declaration Commitment with two targets that “States should establish an independent accident and incident investigation authority (AAIIA) as required by Annex 13, as well as related investigation system and procedures [by 2022]” and that “States should achieve at least 75% EI in AIG of USOAP CMA, and an APAC average USOAP EI score in AIG higher or equal to the global average [by 2022]”. The paper also apprised on the Asia-Pacific Code of Conduct on Cooperation Relating to Civil Aviation Accident/Incident Investigation which was developed to promote mutual cooperation in accident/incident investigation in the APAC region but is not meant to be legally binding. To date, 22 States/Administrations have pledged their support to the Code of Conduct. Also a database of the investigation agencies in the APAC region has been created to allow States/Administrations to obtain contact information of their counterparts easily and facilitate expeditious communication among States/Administrations. To date, 24 States/Administrations have provided input to the database. APAC-AIG/6 observed that there is a lack of opportunities to interact with representatives from the Pacific Islands States in the area of AIG.

7.1.3 RASG-APAC AIG Chairman urged all to support the following AIG-related targets outlines in RASP 2020-2022:

- a) States should achieve at least 75% EI in AIG of USOAP CMA, and an APAC average USOAP EI score in AIG higher or equal to the global average by 2022.
- b) States should establish an independent accident and incident investigation authority (AAIIA) as required by Annex 13, as well as related investigation system and procedures by 2022.

7.2 Annual Safety Report 2019 – WP/26

7.2.1 Co-chair SRP WG presented the Meeting on the progress of the APAC Annual Safety Report 2019 and plan for 2020. SRP WG recommended possible restructuring of the ASR Process in future. The restructuring process has been outlined in 1.3(d) of this WP. APRAST 14 endorsed changes to ASR and these have been implemented in ASR 2019, including the creation of separate sections for regional and sub-regional safety trends, contributing factor data and additional narrative to simplify interpretation.

7.2.2 The delivery date for the 2019 ASR has been delayed, due to a change in the source used for ICAO accident statistics and departures. The change will provide closer alignment between the APAC ASR and the data contained in ICAO’s global reports, such as the Annual Safety Review 2019. The revised expected delivery date is November 15, 2019. The proposed timeline for 2020 APAC ASR is October 2020.

Decision RASG-APAC 9/4 — Progress of development of Annual Safety Report (WP/26)	
<p>What: That, RASG-APAC/9 endorsed the timeline considering the data integrity for Annual Safety Report 2019 and agreed the timeline of the Annual Safety Report 2020 as discussed in WP/26.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information

	<input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: Update the Annual Safety Report of APAC Region.	Follow-up: <input type="checkbox"/> Required from States
When: Immediate	Status: On going
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry	

7.3 Updates by Safety Enhancement Initiative (SEI) WG – WP/24

7.3.1 Co-chair SEI WG presented WP/24 and updated that there are 17 SEI outputs approved or endorsed by RASG-APAC and remain valid. Those SEIs were developed in order to address the regional aviation safety priority on the reduction of operational risks in the areas of LOC-I, CFIT, Runway Safety including Runway Incursion and Runway Excursion. All those SEIs were developed by the champions from the APRAST member States/Administrations and International/Regional Organisations.

7.3.2 As of APRAST/14, a total of 6 SEI outputs have been reviewed by SEI Review Group and reported back to APRAST. Additional 3 SEI outputs are under review at this moment and the result will be reported back to APRAST/15 in April 2020. This periodic SEI review task will be incorporated into the 2019/2020 yearly work programme as concluded in APRAST/14.

7.3.3 A total of 18 States/Administrations have submitted their completed surveys to ICAO Secretariat prior to APRAST/14. SEI WG has analysed the responded survey and reported the result to APRAST/14. In accordance with the feedback from the survey, most of the SEIs are considered applicable to the members and some States and Administrations request assistance from APRAST and COSCAPs on implementing some of the applicable SEIs.

7.3.4 In order to support the ad-hoc Working Group to develop the AP-RASP, SEI WG worked closely with the AP-RASP ad-hoc working group on the development of the roadmap for the implementation on the OPS actions in proposed AP-RASP which will cover the existing 17 RASG-APAC SEI outputs and the Standardised Capacity Building Programme (SCBP).

7.3.5 RASG-APAC/9 recognised the good work of SEI WG of implementing 17 SEIs in APAC Region and SEI review group to carry out a periodic survey as a task of 2019-2020 yearly work programme and develop further SEIs as guided in AP-RASP.

7.4 Empowerment of RASG Subsidiary Bodies – WP/28

7.4.1 APRAST Co-chair presented the WP/28 to enable delegation of certain decision making authority to APRAST and its sub groups as a follow up of Decision RASG-APAC 8/6. The objective of empowering APRAST and its Subgroups to adopt certain Decisions and Conclusions is to simplify the processes and shorten development time for all of APRAST work outputs.

7.4.2 RASG-APAC/9 endorsed the recommendation to empower its subsidiary bodies and adopted the following Decision:

Decision RASG-APAC 9/5 — APRAST sub groups empowerment to adopt Conclusions and Decisions (WP/28)	
<p>What: That, APRAST Co-Chairs to work out a detailed framework for the empowerment of APRAST and its Working Groups to adopt Conclusions and Decisions, on mainly technical/operational matters, in their future meetings to enhance the efficiency and effectiveness of APRAST processes and table it in RASG/10 for approval.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<p>Why: To achieve global and regional aviation safety priorities and targets.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: Open</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry</p>	

7.5 NASP Workshop Outcomes – WP/29

7.5.1 Secretariat presented WP/29 on APAC region, adopting GASP 2020-22 has now developed a regional Plan; AP-RASP which is presented to RASG/9 for adoption. Regional States may now require to align themselves in developing a national plan, National Aviation Safety Plan (NASP) applicable for a considerable period of time, taking reference from the Regional Aviation Safety Plan (AP-RASP). In support of this activity of development of NASP for regional states ICAO APAC Office, in collaboration with ICAO HQ, a regional workshop was conducted on “how to develop a NASP by the states aligned with RASP and GASP”.

7.5.2 The meeting noted the content of the WP and States/administration are encouraged to develop their NASPs aligned with AP-RASP and GASP.

7.6 Asia-Pacific Regional Aviation Safety Plan (AP-RASP) – WP/7

7.6.1 Co-Lead (States) of the AP-RASP ad-hoc Working Group presented on the proposed Asia-Pacific Regional Aviation Safety Plan (AP-RASP) 2020-2022 Edition, which is closely aligned to the approved GASP 2020-2022 Edition. The proposed AP-RASP also incorporates APAC’s commitments as stated in the Beijing Declaration, Asia-Pacific Regional Aviation Safety Priorities and Targets (AP-RASPAT) and RASG-APAC/ APRAST work programme. The meeting was invited to discuss the content and approve the AP-RASP 2020-2022 Edition.

Decision RASG-APAC 9/6 — Asia-Pacific Regional Aviation Safety Plan (AP-RASP) 2020-2022 (WP/7)	
<p>What: That, RASG-APAC/9 endorsed the contents of the AP-RASP and its associated implementation arrangements and approved the AP-RASP for the</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Ops/Technical

<p>2020-2022 triennium; and allowed the ICAO APAC Regional Office and AP-RASP ad-hoc WG to further refine the details of the document prior to publication by early 2020; and urged the administrator, custodians and all stakeholders to act upon their respective roles and adhere to the prescribed timelines in the AP-RASP.</p>	<p><input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</p> <p><input checked="" type="checkbox"/> Enhancement of USOAP effective implementation</p> <p><input checked="" type="checkbox"/> Monitoring and administration</p> <p><input checked="" type="checkbox"/> Capacity Building and Sharing of Information</p> <p><input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental</p>
<p>Why: To achieve global and regional aviation safety priorities and targets.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: Open</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry</p>	

7.7 ATM Subgroup Outcomes – WP/8

7.7.1 Secretariat presented WP/8 on the information relevant to the RASG on the key outcomes of the Air Traffic Management (ATM) Sub-Group of APANPIRG (ATM/SG/7), held at Bangkok, Thailand, 05 – 09 August 2019. Given that the overall implementation progress of Seamless ATM/Block 0 elements had been poor, the *Asia/Pacific Seamless ANS Plan V3.0* proposed to place greater emphasis on ‘robust’ status National Air Navigation Plans (NANPs) developed by a whole-of-government approach.

7.7.2 The meeting noted the commitment in the Beijing Declaration by Asia/Pacific Ministers of Civil Aviation (paragraph 2.1 d)) and *Conclusion APANPIRG/29-10 Minimising the Impact of Non-ICAO Procedures and Requirements for Military Activities Affecting Civil Aviation* to enhance civil-military cooperation and *Conclusion 29/9: Procedures for Ballistic Launch and Space Re-Entry Management*. Notwithstanding this, the meeting was informed of multiple examples (08 May 2018, 21 January 2019, 29 April 2019, 22 May 2019 and 05 June 2019) when ballistic rockets had been launched from China affecting Cambodia, Fiji, Lao PDR, Myanmar and Thailand. The launches had failed to meet these regional policies requiring coordination and promulgation, affecting aircraft, aerodromes and the safety of the public. Moreover, space debris had been found in numerous States.

7.7.3 Twenty-six Administrations had provided information on the status of implementation of the performance expectations of the *Asia/Pacific Regional Plan for Collaborative AIM*. Overall regional implementation of AIM Capability Phase I (immediate implementation) and Phase II (expected implementation 07 November 2019) were 48% and 40% respectively.

7.7.4 RASG-APAC/9 noted the information in this paper with regard to Draft Conclusion ATM/SG/7-12: Ballistic Launch and Space Re-Entry Notification and Response and proposed changes in the ATM/AIS/SAR Deficiency List, also endorsed Draft Conclusion ATM/SG/7-1: Asia/Pacific Seamless ANS Plan. Further details of the ATM Subgroup outcomes are in **Appendix B**.

7.8 RASMAG and FIT/ASIA Outcomes – WP/9

7.8.1 Secretariat presented WP/9 the key outcomes of the Ninth Meeting of the Future Air Navigation Services (FANS) Interoperability Team – Asia (FIT-Asia/9, Makassar, Indonesia, 01 – 05 July 2019) and the Twenty-Fourth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/24, 09 – 12 July 2019, Bangkok, Thailand).

7.8.2 RASG-APAC/9 noted the content of the paper; and consider initiatives to educate aircraft operators using datalink related to Problem Reports and performance monitoring, and how to widely distribute the *Guidance for Data Link Performance Improvement for Aircraft Operators* to any aircraft operator using datalink; noted the continuing poor RVSM performance in terms of TLS achievement (compared to the relatively good performance of horizontal separations); the RVSM hot spots identified by RASMAG in terms of crew awareness, and the risk mitigation measures associated with those hot spots; the issues related to safety reporting and consider means to improve this vital area for both pilots and air traffic controllers, taking into account the relevant material on ‘aviation culture’ within the *Asia/Pacific Seamless ATM (ANS) Plan* that had already been provided to APRAST/11.

AGENDA ITEM 8: MEMBER STATE / INDUSTRY / ICAO PRESENTATIONS

8.1 Development of Thailand’s State Safety Programme (SSP) – WP/10

8.1.1 Thailand presented WP/10 and discussed the progress of the development of Thailand’s State Safety Programme (SSP) in the attempt to effectively implement the SSP by 2025 as committed in the Beijing Declaration. The paper provided very useful information on SSP implementation.

8.1.2 The Meeting urged member States/Administrations to note the content of the paper and address the challenges to develop and implement SSP in this region.

8.2 CANSO Standard of Excellence in Air Navigation Services – Safety – WP/11

8.2.1 The WP/11 recalled a CANSO programme called the Standard of Excellence in ANS –Safety (SEANS-Safety) that provided a means of assessing and demonstrating ANSP safety management capabilities. The meeting was informed that several APAC ANSPs had already completed the SEANS-Safety assessment. The meeting noted that the SEANS-Safety is an ICAO-industry recognized assessment programme and ANSPs and States were encouraged to participate in the programme and to take it into consideration in their safety oversight evaluations of their ANSPs.

8.3 CANSO Standard of Excellence in Human Performance – WP/12

8.3.1 CANSO presented WP/12 on the CANSO Standard of Excellence in Human Performance Management. As new technology and procedures are being introduced with a greater reliance on automation, adaptation and flexibility is necessary and it is the people in the system that provide this resiliency. The CANSO Standard of Excellence in Human Performance Management provides an ANSP with a means to assess its current level of maturity in human performance management and to identify its priorities for improvement.

8.3.2 The meeting was invited to recognize the importance of human performance management in ANSPs, encourage ANSPs to avail themselves of the CANSO Standard of Excellence in Human Performance and to use it as a means for assessing their current level of maturity with respect to human performance.

8.4 Inspector competencies for effective safety Management – WP/13

8.4.1 Australia, New Zealand, Singapore and the United Kingdom presented WP/13 on the need to enhance safety inspector’s competencies as global air traffic continues to grow amidst an increasingly complex aviation environment. While traditional technical competencies, such as aircraft knowledge and auditing skills, remain crucial, new inspector competencies will be needed to support a robust safety oversight system. The paper outlined key trends shaping the aviation landscape and their impact on the role of safety inspectors, and discusses the new competencies required to prepare safety inspectors for the future.

8.4.2 The Meeting urged member States/Administrations to note the recommendations in paragraph 4.6; and assign APRAST to begin the development of more tools and guidance materials to aid safety inspectors in carrying out effective safety oversight and explore how it could incorporate the new competencies in ICAO's training programmes. APAC Regional Director added that the APAC Regional Office planned to add inspector competency to the scope of the CAT programme, and called for States to contribute suitable experts to support CAT Missions in this respect.

8.5 ADREP Reporting – WP/14

8.5.1 Indonesia presented WP/14 on ADREP Reporting. State of Occurrence must forward a notification of an accident or serious incident to the States of Registry, Operator, Design and Manufacturer and also to ICAO when the aircraft involved is of a maximum mass of over 2 250 kg. The Manual of Aircraft Accident and Incident Investigation Doc 9756, Part IV, in 2.2.1 indicates that the reported ADREP information would be available to States in annual safety reports. The annual ICAO Safety Report only provides accident information to aircraft above 5, 700 kg involved in scheduled passenger operations with fatalities. Indonesia requested their ADREP data as per Doc 9756, Part IV, form ICAO but this information is still outstanding. States are being audited on their ADREP reporting but it appears that ICAO is not recording ADREP reporting data in an ADREP database.

8.5.2 States are informed that the accident and incident reported data are available on ICAO web portal ISTARs. There are some level of queries that may be run in this web-portal. However, when the accident records on the ISTARs accident web-portal is accessed, it appears that most of the information on the web-portal is from media sources such as Aviation Safety Network, Aviation Herald and then ACSEND as another source. Very little of the information on the iSTARs web-portal is directly from ADREP reporting. The basis of the data used for queries are thus questionable. This issue needs to be addressed urgently as it has global ramifications and specifically effect the ADREP reporting requirements in Annex 13. The meeting adopted the following Conclusion:

Conclusion RASG-APAC 9/4 — ADREP Reporting (WP/14)	
<p>What: That, the Meeting request ICAO to consider the need to:</p> <ul style="list-style-type: none"> a) update the ADREP reporting system and address the lack of ADREP Data as reported by States; b) provide States with necessary guidance material and online tools to simplify ADREP reporting to ICAO; and c) provide guidance to States related to the use of media sources due to the lack of the availability of the ADREP data. 	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<p>Why: Standardization of Annex 13 provisions</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: Open</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

8.6 New Technologies in Addressing Aerodrome Safety and Capacity Challenges – WP/15

8.6.1 Hong Kong, China presented WP/15 on the challenges faced by major airports where Hong Kong International Airport's multifaceted strategies made a difference by adopting innovation and new technologies to enhance aerodrome safety and operational efficiency. Hong Kong also shared the experience from Hong Kong Civil Aviation Department and Airport Authority in adopting a collaborative approach in enhancing airport efficiency and capacity while achieving a high standard of aerodrome safety.

8.6.2 The Meeting urged member States/Administrations to note the collaborative and joint efforts of CAD and AA in enhancing aerodrome safety in coping with capacity challenges through the use of innovations and technologies; to promote sharing of experiences and lessons learnt of different states/airports in the application of new technologies to airfield operation. Hong Kong was also urged to present these initiatives in the next AOP Subgroup meeting to apprise the members of these significant technological developments and to share their innovation ideas for consideration during ICAO Second Innovation Fair to be held in Montréal.

8.7 Regional Data Collection, Analysis and Information Sharing (AP-SHARE) Demonstration Project Status Report – WP/21

8.7.1 Singapore presented on behalf of Member of AP-SHARE highlighting the progress of the AP-SHARE Demonstration Project for data collection, analysis and information sharing system in the Asia Pacific region since its commencement in September 2017. The analytical work is underway for the second and third safety studies on Approach and Landing Risk and Go Around, as well as the initiative to establish a sustainable, long-term AP-SHARE Programme beyond the three-year Demonstration Project are presented.

8.7.2 The Meeting urged member States/Administrations to note the progress of analytical work done by AP-SHARE for the second and third safety topics on approach and landing risk and go-arounds. Comments and suggestions on the concepts for a suitable programme operating model of AP-SHARE beyond the demonstration period can be channeled to the AP-SHARE Governing Board Co-Chair (State) (tay_tiang_guan@caas.gov.sg), Co-Chair (Industry) (huetog@iata.org) or member (ang_eng_kiat@caas.gov.sg). The Meeting also noted that more participants in the Demonstration Project would enrich the data sources for the project, and encouraged States/Administrations, together with their local industry partners and industry stakeholders, to participate in the third year of the Demonstration Project through the submission of the Statement of Intent to Flight Safety Foundation (millam@flightsafety.org) or MITRE (thudak@mitre-ap.sg).

8.8 ICAEA / ICAL LPR Test Harmonization – WP/25

8.8.1 ICAEA presented WP/25. Harmonizing and standardizing the language proficiency level across the States is very important to ensure effective communication where language test design criteria plays a pivotal role. The ICAEA Test Design Guidelines project aims to provide guidance to provide a mechanism to allow to harmonization of ICAO LPR testing standards. Over the last 15 years' different approaches to testing have emerged resulting in different testing standards, outcomes, quality and a lack of equivalence in results. The TDG project supports CAAs, test providers and users to increase awareness of the essential requirements that need to be included in ICAO LPR tests in order to improve testing outcomes and equivalence as the APAC prepares for growth in traffic across and the Region.

8.8.2 The Meeting encouraged member States/Administrations and licensing authorities to participate in the events of ICAEA; and communicate more with ICAEA LPR focal points (www.icaea.aero).

AGENDA ITEM 9: RASG-APAC YEARLY/STANDING WORKING PROGRAMME 2019-2020 (PROPOSED) FOR CONSIDERATION AND APPROVAL

9.1 Proposed RASG-APAC 2019-2020 Yearly and Standing Work Programme – WP/16

9.1.1 Secretariat with APRAST Co-Chair presented the WP/16. The Meeting noted the proposed RASG-APAC 2019/2020 Yearly and Standing Work Programme.

9.1.2 The Meeting endorsed the following Decision:

Decision RASG-APAC 9/7 — RASG-APAC Yearly/Standing Work Programme 2019-2020 (proposed) [WP/29]	
<p>What: That, the proposed RASG-APAC 2019/2020 Yearly and Standing Work Programme is approved, as in Attachment 4 of this Report.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<p>Why: To achieve global and regional aviation safety priorities and targets.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: Open</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry</p>	

AGENDA ITEM 10: ANY OTHER BUSINESS

10.1 Way Forward for APANPIRG and RASG-APAC – WP/22

10.1.1 The Secretariat presented WP/22 on the proposed way forward for Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) and Regional Aviation Safety Group – Asia Pacific (RASG-APAC) Meetings. The Meeting agreed on the proposed meeting format for APANPIRG and RASG-APAC in 2020 as a trial.

10.1.2 The RASG-APAC/9 Meeting recalled a Decision adopted by ICAO Council, presented in C-DEC 210/4, which stated several points for enhance the PIRGs and the RASGs. These included:

- a) Better alignment and harmonization of the Groups' working mechanisms;
- b) The need to adopt a project-based methodology for the work they undertake; and
- c) Means to increase effectiveness and efficiency of the Groups.

10.1.3 The RASG-APAC/9 Meeting also noted that this Council Decision called for a closer link among the PIRGs, the RASGs and States' DGCAs, as well as a revision of the Groups' Terms of References (TORs) to support all these points and enhance their working arrangements.

10.1.4 The Global PIRG and RASG Forum, as part of the Global Air Navigation Industry Symposium / Safety and Air Navigation Implementation Symposium (GANIS/SANIS) event, was in December 2017, addressing the points raised in C-DEC 210/4 and recommended addressing the following issues:

- a) The need to align the work of the Groups as well as their organizational structures with the latest ICAO Global Plans, such as the GASP which contains clear Goals and Targets for the RASGs;
- b) The integration of the Groups' work programmes with the ICAO Business and Operational Plans;
- c) The need to increase efficiency and avoid overlapping of activities, mainly looking at a new format for PIRG and RASG meetings;
- d) Improved reporting by the Groups to ensure the necessary information reaches ICAO Headquarters; and
- e) Enhanced monitoring to assess the Groups' efforts in reaching their established goals and targets.

10.1.5 The Council updated the generic TORs of PIRGs and RASGs and promulgated in October 2019 through Electronic Bulletin 2019/43 (**Appendix A** to the Report on Agenda Item 6). The TOR emphasized that the organization of the PIRG should address global and region-specific air navigation-related matters, and meetings should be closely coordinated between the PIRG and RASG Chairpersons and the Secretariat. PIRG and RASG meetings should be held back-to-back or combined to facilitate coordination and to ensure the efficient use of resources.

10.1.6 The Secretariat conducted an analysis on the attendance of APANPIRG and RASG-APAC by States and Administrations in 2018 and 2019, and found that the impact on attendance would be minimal if a combined meeting for APANPIRG and RASG-APAC is arranged. On the other hand, the conference facilities of the United Nations Economic and Social Commission for Asia and the Pacific (UN ESCAP) in Bangkok, Thailand could be utilized to accommodate the combined meeting.

10.1.7 Cambodia, India, Indonesia, Nepal, New Zealand, Thailand, Singapore and USA expressed their support to the trial for a combined meeting. Cambodia and Bangladesh suggested for a common State Letter for the meeting invitation.

10.1.8 AAPA has supported the trial and suggested industry may have difficulties to participate with in both events at one time.

10.1.9 Singapore suggested for a deeper analysis as it would be useful to examine the greater granularity or elements of the current coordination, including the depth of coordination given the fundamental differences in nature between the PIRG and RASG. Singapore further suggested that this task be undertaken by the Regional Cooperation Mechanism Task Force. The United States appreciated the trial mode and suggested to be extra cautious to retain the essence of each meeting and agreed with Singapore for Post Meeting Analysis. New Zealand supported both Singapore and US views and suggested to have an effective mechanism needs to be established by the Chair.

10.1.10 The meeting supported the Chair and Vice Chairs of the RASG and PIRG conducting an assessment of the success of the new combined meeting process using an evaluation criterion as determined by them. The RASG-APAC/9 meeting also agreed that the report(s) of the meetings of APANPIRG and RASG-APAC may be consolidated into a single document.

Decision RASG-APAC 9/8 — Way Forward for APANPIRG and RASG-APAC – WP/22	
<p>What: That, the Chairperson decided that an assessment of the trial should be conducted by the Chairpersons and Vice-chairpersons of the two Groups after the first combined meeting, so as to determine the success of the combined meeting and whether it should continue from 2021 onwards.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<p>Why: To achieve global and regional aviation safety priorities and targets.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: Open</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry</p>	

10.2 Date and Venue of the next Meeting

10.2.1 The RASG-APAC/10 dates and venue will be notified in due course preferably second half of the year considering the ICAO Regional events.

11. CLOSING OF THE MEETING

11. The ICAO Regional Director thanked the Chairman of the Meeting and participants for their contributions for the Meeting.

RASG-APAC/9
Appendix A to the Report

CHALLENGES FACED BY REGIONS	
PART A: CHALLENGE IDENTIFICATION	
Reported by PIRGs/RASGs	<input type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input type="checkbox"/> APANPIRG <input type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input type="checkbox"/> EASPG
Year first identified	
Challenge/ Issue	
Link to Global plans	
Status	<input type="checkbox"/> Ongoing <input type="checkbox"/> Completed
Remarks	
PART B: ACTION DETAILS	
Action 1:	
Timeline	
Action 2:	
Timeline	
Action 3:	
Timeline	
PART C: HIGH-LEVEL ACTION TO BE TAKEN BY THE COUNCIL	
ID	Action proposed
1	
2	
3	

Version 1 dated 2019-10-17

ATM/SG/7 Outcomes (WP/8)

3.2.1 The Seventh Meeting of the Air Traffic Management Sub-Group (ATM/SG/7) of the Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) had been held from 05 – 09 August 2019 at the Kotiate Wing of the ICAO Asia and Pacific Regional Office, Bangkok, Thailand. The Fourth Meeting of the Advanced Inter-Regional Air Traffic Services Route Development Task Force (AIRARD/TF/4) had been held as part of the combined meeting with the ATM/SG/7.

3.2.2 A total of 42 Working Papers (WPs), 15 Information Papers (IPs), six flimsies and 11 presentations had been considered by the ATM/SG/7 meeting.

Beijing Declaration

3.2.3 In preparing for the next Ministerial Conference on Civil Aviation, tentatively scheduled for 2020, the ATM/SG/7 meeting noted that each of the ANS priority areas still presented a challenge to many States, so the progress report to the ministers may not show a positive result. States were therefore urged to take note and use a whole-of-government approach in coordination with ministries in order to ensure appropriate progress may be reported in 2020.

Seamless ATM Reporting and Monitoring Update

3.2.4 The meeting discussed the status of the Seamless ATM reporting, reflecting the implementation progress of air navigation improvements in the Region against the objectives set out in the *Asia/Pacific Seamless ATM Plan V2.0*.

3.2.5 States had been urged by APANPIRG/27 to give higher priority at CAA and Air Navigation Service Provider (ANSP) levels and to mobilize human and financial resources to complete the implementation of Phase 1 objectives by November 2019 (commencement of Phase II). ICAO had stressed that the significant gap noted between expected and actual achievement (**Figure 3.2-1**) represented a major failure by most States to conduct whole-of government planning and to execute such plans. (note: IATA 2013 analysis determined that a ‘worst case’ scenario of non-implementation would potentially represent an accumulated regional economic benefit loss of US\$ 502 billion by 2030).

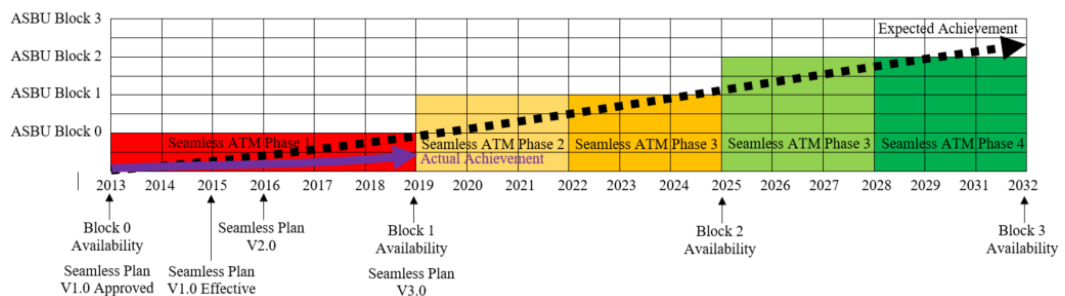


Figure 3.2-1: Gap between Planned and Actual Seamless ATM Implementation

3.2.6 Given that the overall implementation progress of Seamless ATM/Block 0 elements had been poor, the *Asia/Pacific Seamless ANS Plan V3.0* proposed to place greater emphasis on ‘robust’ status National Air Navigation Plans (NANPs), developed by a whole-of-government approach, which was dependent on whether the NANP included the expected NANP Basic Planning Elements (BPEs), of the Regional Air Navigation Plan.

3.2.7 ICAO stated that the expectation was that States that had reached 90% or more would not receive an APANPIRG Air Navigation Deficiency, but those that did not reach this requirement may be considered for such, on a case-by-case base. APANPIRG/30 agreed to **Conclusion APANPIRG/30-X: Asia/Pacific Seamless ANS Plan**, drafted by ATM/SG/7, inviting States to review the Asia/Pacific

Seamless ANS Plan and consider using it to develop a National Air Navigation Plan (NANP)

Asia/Pacific Unmanned Aircraft Systems Task Force Outcomes

3.2.8 The Asia/Pacific Unmanned Aircraft Systems Task Force (APUAS/TF) had completed the *Regional Guidance for the Regulation and Safe Operation of UAS within National Airspace*. Accordingly, ATM/SG/7 agreed to **Conclusion ATM/SG/7-9: Regional Guidance for the Regulation and Safe Operation of UAS within National Airspace**.

3.2.9 As APUAS/TF had met the objectives of its TOR and that residual tasks had been assumed by the Secretariat. APANPIRG/30 had agreed to Decision **APANPIRG/30-X: Dissolution of the APUAS/TF**.

AIS-AIM-Related APANPIRG ANS Deficiencies

3.2.10 AIS-related Air Navigation Deficiencies reviewed by the meeting included World Geodetic System 1984 (WGS-84) not implemented (12 States), AIP Format (two States) and Quality Management System (QMS) not implemented (22 States). ATM/SG/7 had again been invited to note the ongoing, high level of concern about poor quality management of aeronautical information in the APAC Region, and the apparent lack of organizational priority for this safety-critical requirement.

Standardized Aeronautical Information

3.2.11 IATA had made recommendations to AAITF/14 for the improvement of delivery of aeronautical information, citing the need to ensure all aeronautical information was accurate, correctly updated and easily accessible by airspace users. ATM/SG/7 had agreed to **Conclusion ATM/SG/7-11: Standardized Aeronautical Information**

Regional AIM Implementation Progress

3.2.12 Regional AIM transition progress reporting continued to be poor. Twenty-six Administrations had provided information on the status of implementation of the performance expectations of the *Asia/Pacific Regional Plan for Collaborative AIM*. Overall regional implementation of AIM Capability Phase I (immediate implementation) and Phase II (expected implementation 07 November 2019) were 48% and 40% respectively.

Management of NOTAMS

3.2.13 ATM/SG/7 had been informed of the numbers of permanent (PERM) NOTAMS found in surveys of PERM NOTAMS older than three months. While there had been a partial reduction in the numbers of NOTAMS, a sample Pre-flight Information Bulletin (PIB) provided by Viet Nam held 86 pages of NOTAMS which, due to its sheer scale, was rendered totally meaningless to pilots

3.2.14 It was noted that the proliferation of NOTAMS, including PERM NOTAMS that should have long since been migrated into AIP, was largely the result of poor quality management by the data originator and the AIS, poor planning by data originators, poor understanding of AIS and its products among data originators and senior managers of the AIS, and poor senior management support for the AIS. In addition, the misuse of NOTAMS for publication of information which was required under Annex 15 and PANS-AIM provisions to be published by AIP Amendment constituted a safety risk, and every effort would be undertaken to eliminate it.

Space Vehicle Launch and Re-Entry

3.2.15 Related to the issue of space vehicle launch and re-entry events from China, ICAO was particularly concerned that the necessary direct coordination between the ATS authorities for the FIRs as required in Annex 11 Section 2.19.1 had not occurred, and it appeared that the receipt of the notification did not prompt an immediate *operational* response by the States concerned to ensure appropriate ATC and NOTAM Office action. APANPIRG/30 had agreed to **Conclusion APANPIRG/30-X: Ballistic Launch and Space Re-Entry Notification and Response.**

Amendment to the Regional AIM Plan – Consolidation of Performance Expectations

3.2.16 ATM/SG/7 had considered a proposed amendment to the Regional Plan for Collaborative AIM, consolidating its performance expectations and updating the Regional AIM Plan Monitoring and Reporting Form. ATM/SG/7 had agreed to **Conclusion ATM/SG/7-16: Amendment to the Regional Plan for Collaborative AIM**, which superseded **Conclusions APANPIRG 22/2 and APANPIRG/25-15.**

Asia/Pacific Search and Rescue Update

3.2.17 ICAO had provided ATM/SG/7 with a brief on the outcomes of the Fourth Meeting of the Asia/Pacific Regional Search and Rescue Work Group (APSAR/WG/4, 14 – 17 May 2019, Bangkok, Thailand).

3.2.18 The APSAR/WG/4 had discussed the Global Aeronautical Distress and Safety System (GADSS), as provisions related to aircraft tracking, contained in Annex 6 – *Operation of Aircraft*, Part I paragraph 3.5 became applicable on 08 November 2018. It was noted that the Distress Tracking Data Repository (DTR) was planned as a centrally managed data storage facility for the Autonomous Distress Tracking (ADT) component of the GADSS, applicable from 1 January 2021. As a result of discussion on GADSS ADT, the ATM/SG/7 meeting had agreed to **Conclusion ATM/SG/7-17: Preparation for GADSS ADT Phase**

3.2.19 The SAR Plan-based 41 element assessment compliance as at July 2019 is indicated at **Figure 3.2-6**. ICAO had recalled that States below 90% implementation by 2019 would be considered to have a SAR deficiency at that time, so a large number of States were urged by the APSAR/WG/4 to continue their efforts to fully implement the *Asia/Pacific SAR Plan* (ATM/SG/7/WP39 referred).

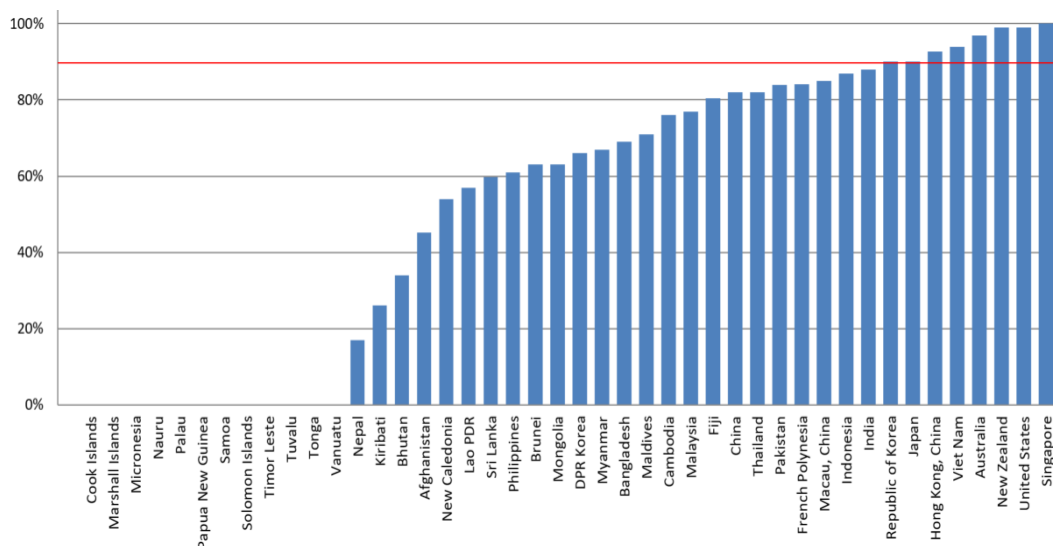


Figure 3.2-6: Asia/Pacific SAR Plan Implementation Status (as at November 2019)

3.2.20 The APSAR/WG/4 had undertaken an extensive review of the draft Asia/Pacific SAR Plan. The meeting had agreed to amend the Plan as Version 3.0, which was agreed by the ATM/SG/7 meeting under *Conclusion ATM/SG/7-18: Asia/Pacific SAR Plan Update*.

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NINTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP – ASIA AND PACIFIC REGIONAL

Bangkok, Thailand, 07 – 08 November 2019

Total Participants (including ICAO) = 101
Total participant from States/Administration = 84

19 States / Administrations

10 International Organizations and Industry Partners

	States / Administrations / International Organizations / Industry Partners	No. of participants
1.	Australia	3
2.	Bangladesh	5
3.	Cambodia	3
4.	Hong Kong, China	5
5.	Macao, China	3
6.	India	2
7.	Indonesia	6
8.	Japan	2
9.	Malaysia	3
10.	Maldives	2
11.	Mongolia	4
12.	Nepal	2

	States / Administrations / International Organizations / Industry Partners	No. of participants
13.	New Zealand	3
14.	Papua New Guinea	1
15.	Philippines	2
16.	Republic of Korea	3
17.	Singapore	5
18.	Thailand	7
19.	United States (FAA)	6
	<i>Int'l Org / Industry Partners</i>	
1.	AAPA	2
2.	ACI	1
3.	Boeing	2

	States / Administrations / International Organizations / Industry Partners	No. of participants
4.	CAE Inc.	1
5.	CANSO	2
6.	EASA	1
7.	IATA	3
8.	IFAIMA	1
9.	IFALPA	3
10.	ICAEA	1
	<i>ICAO HQ</i>	
	<i>ICAO APAC, RSO and COSCAPs</i>	
		5
		12

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LIST OF WORKING PAPERS AND INFORMATION PAPERS

WORKING PAPERS

WP NO.	AGENDA	TITLE	PRESENTED BY
WP/1	1	Adoption of the Provisional Agenda	Secretariat
WP/2	2	Safety Information Monitoring System (SIMS) Ramp Inspections Data Sharing Project	Secretariat
WP/3	3	Review of Decisions and Conclusions Adopted at APRAST/13 and APRAST/14 and its Progress	Secretariat
WP/4	4	Update of RASG-APAC/8 Annual & Standing Work Programme 2018/2019	Secretariat
WP/5	5	Review of Progress of RASG-APAC/8 Decisions and Conclusions	Secretariat
WP/6	7	Update on APAC-AIG Activities	Chairman APAC-AIG
WP/7	7	Asia-Pacific Regional Aviation Safety Plan (AP- RASP) 2020-2022 Edition	Co-Leads AP-RASP
WP/8	7	ATM Subgroup Outcomes	Secretariat
WP/9	7	RASMAG and FIT/ASIA Outcomes	Secretariat
WP/10	8	Development of Thailand's State Safety Programme (SSP)	Thailand
WP/11	8	CANSO Standard of Excellence in Air Navigation Services – Safety	CANSO
WP/12	8	CANSO Standard of Excellence in Human Performance	CANSO
WP/13	8	Inspector competencies for effective safety management	Singapore
WP/14	8	ADREP Reporting	Indonesia
WP/15	8	New Technologies in Addressing Aerodrome Safety and Capacity Challenges	Hong Kong, China
WP/16 <i>(Revision 1)</i>	9	Proposed RASG-APAC 2019/2020 Yearly and Standing Work Programmes	APRAST Co-Chairs
WP/17	6	Update on Beijing Declaration	Secretariat
WP/18	2	Update on the Global Aviation Safety Oversight System (GASOS)	Secretariat
WP/19	2	Terms of Reference (ToRs) of PIRGs AND RASGs	Secretariat
WP/20	2	Identification and reporting of common challenges experienced at the regional level	Secretariat

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Attachment 2 to the Report

WP NO.	AGENDA	TITLE	PRESENTED BY
WP/21	8	Regional Data Collection, Analysis and Information Sharing (AP-SHARE) Demonstration Project Status Report	Singapore on behalf of the <i>AP-SHARE</i> members including Japan, the Philippines, Indonesia, China, AAPA, IATA, Airbus, Boeing, Flight Safety Foundation and MITRE
WP/22	10	Way Forward for APANPIRG and RASG	Secretariat
WP/23	2	PIRGs and RASGs Global Symposium – Innovation	Secretariat
WP/24	7	Updates by Safety Enhancement Initiative (SEI) WG	Co-Chair SEI WG
WP/25	8	ICAEA / ICAO LPR Test Harmonisation	ICAEA
WP/26	7	Annual Safety Report 2019	Co-Chair SRP WG
WP/27	2	Briefing on the Pacific Small Islands Developing States (PSID) Study	Secretariat
WP/28 <i>Revision 1</i>	7	Empowerment of RASG Subsidiary Bodies	APRAST Co-chairs
WP/29 <i>Revision 1</i>	7	NASP Workshop Outcomes	Secretariat

INFORMATION PAPERS

IP NO.	AGENDA	TITLE	PRESENTED BY
IP/1	-	List of Papers	-
IP/2	10	Workshop on Building Effective Safety Oversight of Aeronautical Information Services (AIS) and Aeronautical Information Management (AIM)	United States
IP/3	8	Predictive Risk Management in ATC Operations	Hong Kong, China
IP/4	8	Managing Aircrew Fatigue in Hong Kong	Hong Kong, China
IP/5	2	Report on the outcomes of the Thirteenth Air Navigation Conference (AN-Conf/13)	Secretariat (HQ)

LIST OF DECISIONS AND CONCLUSIONS OF THE RASG-APAC/9

LIST OF DECISIONS

Decision RASG-APAC 9/1 — Terms of Reference (ToRs) of PIRGs and RASGs – WP/19	
<p>What: That, Secretariat to incorporate the Generic ToRs in the RASG-APAC Procedure Handbook and revise the other ToRs wherever necessary to align with the Generic ToRs.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Ops/Technical</p> <p><input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</p> <p><input type="checkbox"/> Enhancement of USOAP effective implementation</p> <p><input checked="" type="checkbox"/> Monitoring and administration</p> <p><input type="checkbox"/> Capacity Building and Sharing of Information</p> <p><input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
<p>Why: Achievement of global and regional aviation safety priorities and targets.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: Adopted by RASG</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

Decision RASG-APAC 9/2 — Review of Decisions and Conclusions adopted at APRAST/13 and APRAST/14 and its Progress (WP/4)	
<p>What: That, the Decisions and Conclusions adopted at APRAST/13 and APRAST/14 as described in Attachments A and B be endorsed.</p> <p>On Decision 14/9, the assessment of the inclusion of mid-air collision risk and wildlife hazards in the AP-RASP will be undertaken by APRAST.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Ops/Technical</p> <p><input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</p> <p><input type="checkbox"/> Enhancement of USOAP effective implementation</p> <p><input type="checkbox"/> Monitoring and administration</p> <p><input type="checkbox"/> Capacity Building and Sharing of Information</p> <p><input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
<p>Why: Achievement of global and regional aviation safety priorities and targets.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: On going</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

RASG-APAC/9
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Decision RASG-APAC 9/3 — Review of progress of RASG-APAC/8 Decisions and Conclusions (WP/5)	
<p>What: That, the Meeting endorsed the recommendations of the 14 Decisions and 02 Conclusions of RASG-APAC/8 presented in Attachment A to WP/5.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<p>Why: Achievement of global and regional aviation safety priorities and targets.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: Closed</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

Decision RASG-APAC 9/4 — Progress of development of Annual Safety Report (WP/26)	
<p>What: That, RASG-APAC/9 endorsed the timeline considering the data integrity for Annual Safety Report 2019 and agreed the timeline of the Annual Safety Report 2020 as discussed in WP/26.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<p>Why: Update the Annual Safety Report of APAC Region.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: On going</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: N/A</p>	

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Decision RASG-APAC 9/5 — APRAST sub groups empowerment to adopt Conclusions and Decisions (WP/28)	
<p>What: That, APRAST Co-Chairs to work out a detailed framework for the empowerment of APRAST and its Working Groups to adopt Conclusions and Decisions, on mainly technical/operational matters, in their future meetings to enhance the efficiency and effectiveness of APRAST processes and table it in RASG/10 for approval.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<p>Why: To achieve global and regional aviation safety priorities and targets.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: Open</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry</p>	

Decision RASG-APAC 9/6 — Asia-Pacific Regional Aviation Safety Plan (AP-RASP) 2020-2022 (WP/7)	
<p>What: That, RASG-APAC/9 endorsed the contents of the AP-RASP and its associated implementation arrangements and approved the AP-RASP for the 2020-2022 triennium; and allowed the ICAO APAC Regional Office and AP-RASP ad-hoc WG to further refine the details of the document prior to publication by early 2020; and urged the administrator, custodians and all stakeholders to act upon their respective roles and adhere to the prescribed timelines in the AP-RASP.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<p>Why: To achieve global and regional aviation safety priorities and targets.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: Open</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry</p>	

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Decision RASG-APAC 9/7 — RASG-APAC Yearly/Standing Work Programme 2019-2020 (proposed) [WP/29]	
<p>What: That, the proposed RASG-APAC 2019/2020 Yearly and Standing Work Programme is approved, as in Attachment 4 of this Report.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<p>Why: To achieve global and regional aviation safety priorities and targets.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: Open</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry</p>	

Decision RASG-APAC 9/8 — Way Forward for APANPIRG and RASG-APAC – WP/22	
<p>What: That, the Chairperson decided that an assessment of the trial should be conducted by the Chairpersons and Vice-chairpersons of the two Groups after the first combined meeting, so as to determine the success of the combined meeting and whether it should continue from 2021 onwards.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
<p>Why: To achieve global and regional aviation safety priorities and targets.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: Open</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry</p>	

LIST OF CONCLUSIONS

Conclusion RASG-APAC 9/1 — Identification and Reporting of Common Challenges Experiences at the Regional Level (WP/20)	
<p>What: That, RASG-APAC and Subgroups to use the suggested template (as attached in Appendix A) of reporting the regional challenges.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Ops/Technical</p> <p><input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</p> <p><input type="checkbox"/> Enhancement of USOAP effective implementation</p> <p><input type="checkbox"/> Monitoring and administration</p> <p><input type="checkbox"/> Capacity Building and Sharing of Information</p> <p><input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
<p>Why: To facilitate the annual reporting of the various PIRGs and RASGs and facilitate the identification of global challenges, possible solutions and the expected timelines to address the challenge.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: Adopted by RASG-APAC</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: RASG</p>	

Conclusion RASG-APAC 9/2 — Safety Information Monitoring System (SIMS) Ramp Inspections Data Sharing Project (WP/2)	
<p>What: That, Secretariat to follow up;</p> <p>a) issuing State Letter to encourage States/ Administration to subscribe for SIMS.</p> <p>b) with States/administration for the nomination/update of focal points.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Ops/Technical</p> <p><input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</p> <p><input type="checkbox"/> Enhancement of USOAP effective implementation</p> <p><input type="checkbox"/> Monitoring and administration</p> <p><input checked="" type="checkbox"/> Capacity Building and Sharing of Information</p> <p><input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
<p>Why: To facilitate the sharing of ramp inspections data within the APAC Region and being able to view indicators, and conduct risk-based surveillance, based on the inspections conducted by States.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: Adopted by RASG</p>
<p>Who: <input type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry</p>	

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Conclusion RASG-APAC 9/3 — PIRGs and RASGs Global Symposium – Innovation (WP/23)

<p>What: That, given the rapid pace of innovation in aviation and the important role that PIRGs and RASGs play in facilitating proper planning and facilitate the implementation of the relevant innovations in a coordinated and timely manner, it is imperative that:</p> <ul style="list-style-type: none"> a) APAC States identify and propose innovation activities to ICAO that they are aware of in their State or Region that may be of global interest to facilitate planning by March 2020; b) Propose topics for discussion during PIRG/RASG Symposium related to innovation by March 2020; c) States plan participation in the PIRG/RASG Global Symposium and Second ICAO Innovation Fair to be held in Montréal tentatively from 26 to 30 October 2020; and d) The Chairpersons of RASG-APAC plan attendance of the first meeting of the ICAO PIRG/RASG Global Coordination Group, tentatively scheduled for 25 October 2020. 	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Ops/Technical <input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental
<p>Why: The PIRGs and RASGs will continue to play an important role specifically related to innovation as they are the entry point related to planning and implementation in a harmonized way.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: Adopted by RASG</p>
<p>Who: <input type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry</p>	

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Conclusion RASG-APAC 9/4 — ADREP Reporting (WP/14)	
<p>What: That, the Meeting request ICAO to consider the need to:</p> <ul style="list-style-type: none"> a) update the ADREP reporting system and address the lack of ADREP Data as reported by States; b) provide States with necessary guidance material and online tools to simplify ADREP reporting to ICAO; and c) provide guidance to States related to the use of media sources due to the lack of the availability of the ADREP data. 	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: Standardization of Annex 13 provisions	Follow-up: <input checked="" type="checkbox"/> Required from States
When: Immediate	Status: Open
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

RASG-APAC/9
Attachment 4 to the Report

PROGRESS OF RASG-APAC 2019/2020 YEARLY AND STANDING WORK PROGRAMME

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description
1	RASG-APAC Decision 8/14	APRAST-13, Agenda 8		Related APRAST Working group	<p>RASG–APAC to prepare the report on the progress/achievements of Beijing Declaration safety aspects to be tabled in next Ministerial Conference in 2020 to be held at India.</p> <p>APRAST/14 update: APRAST Co-Chairs-</p> <ul style="list-style-type: none"> - Complete the tasks in hand derived from Yearly Work Programme. - Propose new action plan and include them in next yearly work programme to ensure the objectives are achieved. - Update RASG to assist prepare the report for next Ministerial Conference in 2020.
2					<p>Revise Plan of AP-RASP:</p> <ul style="list-style-type: none"> - Inclusion of Mid-Air Collision (MAC) in AP-RASP with data to be aligned with the GASP priorities. - Better coordination with Air Navigation Capacity Building counterparts for ATM and Aerodromes and set out the risks and actions with targets integrating focal points from APANPIRG sub-groups.
3					<p>Finalizing the ToRs for RASG-APAC and APANPIRG in line with the guidance given by ICAO HQ.</p>

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S/N	Decision RASG- APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description
4					Addressing the safety issues arising from GANP/Seamless ATM plan/APANPIRG and develop a coordination mechanism to introduce and implement related SEIs. (SEIs are generally developed by the WG under APRAST and it seems safety issues from ATM or Aerodromes are not being addressed. SEI WG under APRAST can have a look into the matter and report back to RASG how to improve the gap).
5		APRAST-14			Conduct of a periodic review of SEI outputs by SEI Review Group

— END —