

- **Summary of the sub-group's activities for Safety Subgroup (S-SG)**

Safety sub Group of ACCRPG initially constituted from APAC Regional states; Australia, China, India, Japan, Malaysia, Singapore, USA and International Organizations and Industry partners from ACI, , IATA, IFALPA, COSCAP-SA, EASA and Boeing. Rapporteur was appointed from Boing Company. S-SG has held fourteen meetings during the period considered.

- Overall idea of the sub-group's progress

S-SG progressed well in facilitating and resolving most of the safety matters faced by the states due to pandemic, particularly matters which were peculiar to APAC states. It also provided an open platform in sharing all relevant safety data developed by ICAO as well as other organizations such as EASA, IATA and ACI.

- Current status of the sub-group's work

Currently as all members agreed during S-SG 14, no regular meetings are being held as there was no immediate requirements to continue meeting regularly to discuss any safety issues. Whereas, ICAO APAC office agreed to share pertinent information and current requirements based on other available platforms and emails looping the membership. When the necessity to summon a virtual meeting is realized by ICAO RO or any other member indicating and justifying the desire RO is entrusted to convene the meeting

- Accomplishments, timelines, milestones

S-SG was actively instrumental in provision of support that was needed for the regional states and the Industry in order to mitigate and sustain the industry subsided due to social distancing and other implications and measures imposed to control the spread of COVID. Essentially ICAO Secretariat developed CCRD website and subsequently TE System in the facilitation of alleviations required by the states. Major part of the work undertaken were support relating to such platforms and harmonizing of such alleviations.

In addition, majority of APAC regional states required adequate support in the mitigation actions required to be imposed in order to maintain the required acceptable levels of safety which may be otherwise not implemented as a matter of priority.

- Major achievements:

1. Establishments of guidance material for implementation of Simulator Travel Bubble.

Most of the APAC regional states were struggling to accommodating PPC requirements of their operators due to non-availability of local Full flight Simulators requiring the operators to go across the borders to the training facilities. As this matter was a recurring and demanding issue for operators to have their PPC done without extending it beyond six month, which was the maximum alleviations agreed by ICAO, States had to resolve it through other possible agreements. As a result

of experts of S-SG deliberations meeting was able to develop such guide lines and invariably implemented by few states to begin and latter became very popular.

Consequently ICAO HQ also recommended it for global implementation in resolving PPC issues resulted as constrains of traveling due covid.

2. Establishment of Repurposing of Pax aircraft to carrying cargo in the pax cabin.
As an active member from Industry, Boing supported by providing an independent Rapporteur to S-SG and further supported in the development and sharing of information pertinent to Repurposing of Pax aircraft for carrying Cargo in the cabin.
3. Carry large quantities of Vaccines and Oxygen by DG carriers
Further confirming its continued commitment to the sub group Boing developed and shared many presentations on Industry best practices of Carrying large quantities of Oxygen exceeding DG quantities. Requirement was realized by some of the operators who were DG carriers who desired regulatory approvals to carry Vaccinations deviating from DG standards. Further states regulators were promised individual support in the subject, if needed in the implementation support.
4. Guidance on Carrying large quantities of Alcohol on board pax cabin
In addition, as the height of Covid Air operators were required to allow pax to carry their individual pack of alcohol gelly and Airlines were required to have adequate replenishments on board flight. Based on these and requests from regional states and their industry Boing was instrumental in developing and sharing of information on the best practice for location of bulk storage of Alcohol detergents in Pax cabin.

- Completion of important tasks

Through holding regular meetings S-SG supported states and Industry as it provided a platform for both the APAC regional regulators and Industry together in discussing and agreeing resolving issues. In doing so SME state and other organizations provided immense support through provision of Guidance material from leading states in the region and particularly participants from other regions as well.

Additionally Other International Organizations also were actively taking part in sharing with Industry best practices. IATA and EASA played major roles in sharing of established guidance for various aspects of managing risks due to pandemic constraints.

IFALPA represented the regional Pilot's views and the challenges faced by their membership in terms of maintaining essential currency requirements as well as issues related to FDTL regulations. In addition various issues faced by pilots when taking on board resting and in taking lay overs in states where there is imposed quarantine requirements. Most of these mentioned issues have been resolved with the intervention by SME members of the subgroup to the satisfaction of all in a collaborative manner.

- Challenges faced by the Sub Group

COVID pandemic itself is still an unresolved huge challenge to the whole aviation industry. Hence most of the unresolved challenges were continued to be challenges to the S-SG as well.

However notable challenges posed to the group by the members was the inadequate knowledge and experience of States in implementation of good safety management principles in resolving issues related to pandemic and safety implications. SME's much time was dedicated in sharing common mitigation actions related to implementation of CCRD alleviations particularly in the accurate interpretation of QRGs. As the APAC Region is so diverse in its Aviation activities as well as implementation of SSP and SMS by the Industry, most of the Alleviations filled by the states were not confirming to the appropriate QRGs except for very few states.

- Future Plans for S-SG Progress

S-SG sub group activities are currently "work in progress" and members have agreed to continue to share valuable information through available information sharing platforms. At present ICAO RO Secretariat is communicating with all membership through emails sharing recent development. Working arrangement agreed upon during the last virtual meeting was to continue sharing information through the e mail loop until there exist an identified need for virtual discussion and RO originating a meeting summons to action it.

During Last meeting S-SG proposed a way forward mechanism for the group through regularizing its activities by introducing S-SG to a suitable regular meeting such as RASG-APAC. As a result ICAO Secretariat presented a working Paper to RASG-APAC/10 and deliberated the possibilities of absorbing the sub group to RASG, subject to ACCRPG concurrence.