



ICAO

The Fifth Meeting of the Aerodromes Operations and
Planning Sub-Group (AOP/SG/5)

Video Teleconference, 29 June to 2 July 2021

Agenda Item 2: Review Outcome of Relevant Meetings

RASG-APAC/10 MEETING OUTCOMES

(Presented by the Secretariat)

SUMMARY

This paper shares with the AOP/SG/5 the outcomes of RASG-APAC/10 meeting which may be of interest to AOP/SG.

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 10 meetings. RASG-APAC/10 Meeting was held in Bangkok, Thailand, from 17-18 December 2020. The Report of the RASG-APAC/10 Meeting is provided in **Attachment** and can be accessed through <https://www.icao.int/APAC/Meetings/Pages/2020-RASG-APAC10-.aspx>. Eight Decisions and two Conclusions were adopted. Details of the adopted Decisions and Conclusions can be found in **Attachment 3** to the Report of the RASG-APAC/10.

2.2 Recognizing the amount of work to be accomplished, RASG-APAC approved a Work Programme to accomplish during 2020/2021. Coordination with APANPIRG and its relevant sub-groups is an item featured. The 2020/2021 RASG-APAC Work Programme can be found in **Attachment 4** to the Report of the RASG-APAC/10.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to note the information contained in this paper.



**REPORT OF THE TENTH MEETING OF THE
REGIONAL AVIATION SAFETY GROUP
ASIA AND PACIFIC REGIONS
(RASG-APAC/10)**

Bangkok, Thailand, 17-18 December 2020

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/10
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1. Meeting and Registration

1.1 The Tenth Meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/10) was held in the Virtual Platform conducted from the ICAO Asia and Pacific Office, Bangkok, Thailand on 17-18 December 2020.

1.2 The Meeting was attended by 161 participants from 20 Member States/Administrations i.e. Australia, Bangladesh, Brunei Darussalam, Cambodia, Hong Kong (China), Macao (China), India, Indonesia, Japan, Malaysia, Myanmar, Nepal, Pakistan, Papua New Guinea, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, United States and 9 International Organizations/Industry Partners namely, Airports Council International (ACI), Association of Asia Pacific Airlines (AAPA) Airbus, Boeing, Civil Air Navigation Services Organization (CANSO), International Air Transport Association (IATA), International Federation of Air Traffic Controllers' Associations (IFATCA), Pacific Aviation Safety Office (PASO) and ICAO HQ. 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 first virtual Meeting of RASG-APAC/10. He especially thanked Mr. Herman Pretorius and Mr. Hervé Forestier from the Air Navigation Bureau of ICAO, who are supporting this meeting from Montreal. He reminded all that 2020 has proven to be the most unprecedented and challenging year in the history of civil aviation due to COVID-19 which has infected over 74 million people globally, and led to over 1.6 million fatalities. He thanked all for supporting the APAC region in the implementation of the 14 CART Recommendations through ICAO APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG) through three Sub-groups and 92% APAC States filed COVID-19 Contingency Related Differences (CCRD) till date.

2.2 Mr. Arun Mishra informed all that APAC has successfully promulgated the APAC Regional Aviation Safety Plan (AP-RASP) in the beginning of 2020 and the implementation programme for NASP with all States/Administration through virtual Workshops aligning and mapping the AP-RASP and GASP is getting momentum. He thanked RASG and APRAST Working Groups for promulgating the Annual Safety Report 2020 on time and developing many safety tools. He apprised that the global accident rate experienced a significant uptrend, jumping from 2.15 accidents per million departures in 2016 to 2.94 accidents per million departures in 2019. On the other hand, the RASG-APAC accident rate has maintained a steady decline from 1.69 per million departures to 1.34 per million departures over the same period. For 2019, the RASG-APAC's five-year moving average accident rate of 1.75 per million departures remains lower than the global average rate of 2.57 per million departures. At last, he expressed his heartfelt thanks and gratitude to the outgoing Chair and Vice-chair of RASG-APAC Mr. Shane Carmody from Australia and Mr. Ahmad Nizar Zolfakar from Malaysia for their great contributions.

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 27 Working Papers (WP) and 06 Information Papers (IP) considered by the Meeting are listed at **Attachment 2** to this Report.

4. Decisions and Conclusions

4.1 The RASG-APAC/10 adopted 8 Decisions and 2 Conclusions. All RASG-APAC/10 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/10 presented by the Secretariat was adopted by the Meeting.

AGENDA ITEM 2: ELECTION OF CHAIRPERSON AND VICE-CHAIR PERSON

2.1 Election of RASG-APAC Chairperson and Vice-Chairperson – WP/2

2.1.1 The house was called for the nomination of the election of RASG-APAC Chairperson and Vice-chairperson where Bangladesh proposed for Captain Victor Liu, Director-General of Civil Aviation Department of Hong Kong, China as the Chair for the RASG-APAC for next three years, Cambodia and Macao China seconded Bangladesh proposition.

2.1.2 Australia proposed for Captain Chester Voo Chee Soon, Chief Executive Officer, Civil Aviation Authority of Malaysia as the Vice-chair, Nepal seconded the proposition. There being no other candidates, both the proposals were unanimously accepted by the Meeting for three years' term. The Chair expressed his appreciation to the outgoing Chair and Vice-chair, as well as the Chair and Co-Chairs of the APRAST, AIG, SRP and SEI WGs for their earnest efforts and excellent works over the years. Both Chair and Vice-chair also expressed their firm commitment to support RASG activities and welcomed everyone for RASG-APAC/10 Meeting.

AGENDA ITEM 3: RASG-APAC CONSIDERATION AND APPROVAL

3.1 Update on APAC-AIG Activities – WP/3

3.1.1 Chairman APAC-AIG presented WP/3 on update on APAC-AIG activities since RASG-APAC/9. The Eighth Meeting of the Asia Pacific Accident Investigation Group (APAC-AIG/8) was held on Wednesday, 21 October 2020 on a virtual platform. APAC-AIG/9 in 2021 will be hosted by Papua New Guinea's Accident Investigation Commission.

3.1.2 Chairman APAC-AIG updated on the Decision RASG-APAC 8/2 regarding the Beijing Declaration in 2018 through which the Ministers committed to either establish an independent accident investigation authority or where appropriate develop a bilateral, sub-regional or regional partnership to support the establishment of accident investigation capabilities. He highlighted that, in line with the Ministers' commitment, the Asia Pacific Regional Aviation Safety Plan 2020-2022 now includes two AIG-related targets, viz.:

- a) States should establish an independent accident and incident investigation authority as required by Annex 13, as well as related investigation system and procedures; and
- b) 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.

3.1.3 Chairman APAC-AIG also informed the meeting of the following:

- a) The measures discussed at APAC-AIG/8 on how States/Administrations should respond to the risks and challenges in investigation operation posed by the COVID-19 pandemic have been shared on the APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG) webpage.
- b) 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. The effort by Papua New Guinea's Accident Investigation Commission in support of other Pacific Islands States in the area of accident investigation activities and investigation training is noteworthy.
- c) Twenty-two States/Administrations have pledged their support to 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.
- d) Twenty-four States/Administrations have provided input to the database of APAC accident investigation agencies which was created to allow States/Administrations to obtain contact information of their counterparts easily and facilitate expeditious communication among States/Administrations.

3.1.4 Chairman APAC-AIG urged all to support the following:

- a) States/Administrations to take early actions to achieve the following AIG-related targets in the Asia Pacific Regional Aviation Safety Plan 2020-2022:
 - 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;
 - States should establish an independent accident and incident investigation authority as required by Annex 13, as well as related investigation system and procedures;
- b) States/Administrations to provide update, through the RASG-APAC monitoring mechanism, on their plan and progress pertaining to the establishment of an independent aircraft accident and incident investigation authority;
- c) States/Administrations that have not yet done so to pledge their support to the *Asia Pacific Code of Conduct on Cooperation Relating to Civil Aviation Accident/Incident Investigation*;
- d) States/Administrations that have not yet done so to provide input to the database of the investigation agencies in the APAC region; and
- e) States/Administrations to attend APAC-AIG/9 in Papua New Guinea in 2021 if the COVID-19 pandemic is over and air travel has returned to normalcy.

3.2 Follow-up on WP/9 of APAC-AIG/7 – WP/4

3.2.1 WP/4 sought the RASG-APAC's endorsement to formally bring a proposal made in WP/9 of APAC-AIG/7 to the attention of the Air Navigation Commission. The proposal is to have a provision in Annex 13 to make it explicit that States that received the draft final report for comments shall reply to the State conducting the investigation regarding their comments, if any, within the deadline. The Meeting endorsed the APAC-AIG Conclusion 7/3 and adopted the Conclusion as follows:

Conclusion RASG-APAC 10/1 — Follow-Up On WP/9 of APAC-AIG/7 (WP/4)	
<p>That, Secretariat is requested to follow-up with the proposal in WP/9 of APAC-AIG/7 by forwarding the WP to the attention of the Air Navigation Commission to consider including a provision in Annex 13 to make it explicit that States that received the draft final report for comments shall reply to the State conducting the investigation regarding their comments, if any, within the deadline.</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 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: On going</p>
<p>Who: <input type="checkbox"/> Sub-groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

3.3 Progress of Development Annual Safety Report – WP/5

3.3.1 Co-chair SRP WG presented the Meeting on the progress of the APAC Annual Safety Report 2020 and plan for 2021. SRP WG advised that the development of the 2020 ASR was impacted by data revisions from the Safety Reporting Program Working Group’s Information Analysis Team and by the Occurrence Validation Study Group. A small number of occurrences had initially been included in the draft report that were found to fall outside the scope of the report being commercial aircraft having a Maximum Take-Off Weight (MTOW) greater than 5700 kg operated by (or registered with) the member States/Administrations of RASG-APAC. Despite the abovementioned revisions which required extensive changes across the report, the final report was delivered only four days after the expected delivery date.

3.3.2 A review of the processes involved in developing the APAC Annual Safety Report will occur prior to the 2021 report being developed. Further improvements to the delivery timeline are not recommended, given the potential for data revisions occurring as late as September, albeit of a small magnitude.

3.3.3 Singapore urged SRP WG to consider incorporating the emerging risk arising from COVID-19 Pandemic to be included in future work. US FAA supported Singapore’s views. States/Administrations were further suggested to nominate and provide a point of contact to ICAO, if not already done so, in order to expedite the reporting and data collection process.

3.3.4 The proposed delivery date for the 2021 Report is October 1st, 2021, with every effort to be made to deliver prior to this date.

Decision RASG-APAC 10/1 — Progress of development of Annual Safety Report (WP/5)	
<p>What: That, RASG-APAC/10 endorsed the timeline considering the data integrity for Annual Safety Report 2020 and agreed the timeline of the Annual Safety Report 2021 as discussed in 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 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 checked="" type="checkbox"/> Other: Industry</p>	

3.4 Updates by Safety Enhancement Initiative (SEI) WG – WP/6

3.4.1 Co-chair SEI WG presented WP/6 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 Organizations.

3.4.2 RASG-APAC/10 recognized 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.

3.4.3 SEI WG reviewed the existing webpage layout of those RASG-APAC SEI outputs and a new layout was proposed in WP/15 of ARPAST/15 to improve the presentation and accessibility of those approved SEIs outputs and Safety Tools. Additionally, having the hyperlinks of all the SEIs outputs in the online SEI Implementation Monitoring Tool was also suggested by the SEI WG. All the proposed changes were agreed and APRAST endorsed the proposals by Decision ARPAST 15/8 and Decision APRAST 15/9. With assistance from ICAO Secretariat, the new layout of the SEI outputs webpage is now available (<https://www.icao.int/APAC/RASG/Pages/SafetyTools.aspx>). The new layout improves the accessibility of those SEIs and minimizes the possible confusion as identified from the survey feedback. The hyperlinks for all those SEI outputs in the Online Monitoring Tools are under construction now and they will further improve the accessibility of those approved SEIs outputs to APRAST Members.

3.4.4 The Guidelines to use the Online Monitoring tools has been developed by SEI Core Group and was endorsed by ARPAST/15 (APRAST/15–WP/16). ICAO Secretariat has incorporated the guideline into the RASG-APAC Procedural Handbook.

3.5 Amendment of RASG-APAC Procedural Handbook (Second Edition) – WP/7

3.5.1 At the APRAST/5 Meeting held on 16-19 September 2014, the Secretariat was tasked to develop a Procedural Manual for RASG-APAC. The Procedural Manual would specify the APANPIRG/RASG-APAC coordination mechanism and framework, as well as other areas such as RASG-APAC working procedures and arrangements, terms of reference of the various sub-groups and process for development of safety enhancement initiatives. Finally, a working paper was presented in APRAST/8 (March/April 2016) with those inclusions seeking any final comments to be included before presenting the Handbook to RASG-APAC/6 for comments/adoption and RASG-APAC/6 held in Colombo (1-2 August 2016), Sri Lanka approved the RASG-APAC Procedural Handbook, 1st Edition.

3.5.2 Over a period of last four years, there were few changes at the structural level like APAC-AIG now reports directly to RASG. On-line Safety Implementation Monitoring Tools are being introduced. Generic Terms of References (ToRs) for RASG and PIRG was approved by the President of the Council and the Secretary General on 17 April 2020. Asia Pacific Regional Aviation Safety Plan is promulgated for the first time in March 2020 which requires a mapping with GASP and NASP. All these changes are incorporated in the 2nd Edition (changes are in yellow highlights in WP/7) of the RASG-APAC Handbook including certain empowerment of APRAST.

3.5.3 In light of a query from US FAA, the Secretariat clarified that while the Generic Terms of Reference approved by the President of the Council (Appendix F to WP/7) served as a global basis for RASG operations, allowance was given for individual Procedural Handbooks to be further expanded by each RASG, as required, to maintain the flexibility and efficiency of their work. Therefore, Para 3.2.1 in the RASG-APAC Procedural Handbook - 2nd Edition, specifically allowed RASG APAC to be more inclusive in its ‘Membership’ especially to States located outside the area of accreditation of the ICAO APAC Regional Office.

3.5.4 ICAO HQ representative drew attention to the fact that ICAO Council approved PIRGs and RASGs Terms of Reference were amended on 5 August 2020 to include an annual meeting requirement for PIRG and RASG meetings. It was noted that RASG APAC already as an ongoing practice conducted annual meetings as reflected in Para 3.6.2 of the Procedural Handbook, however, amendment should be made to reflect that RASG meetings were not held concurrently with the DGCA Conference in recent years. The Chair of RASG-APAC shared the same view and suggested that Para 3.6.2. of the draft RASG-APAC Procedural Handbook - 2nd Edition, be amended slightly to reflect the current situation with more flexibility. [Para 3.6.2: “*All efforts should be made to hold at least one annual meeting of the RASG-APAC.*”]

3.5.5 The Meeting noted that the approved Generic ToRs by the President of Council as placed in Appendix F to the Handbook is a guideline to take a reference for any future amendments but not mandatory terms of references.

Decision RASG-APAC 10/2 — Amendment of RASG-APAC Procedural Handbook (Second Edition) – WP/7	
<p>What:</p> <p>That, RASG-APAC/10 endorsed and approved the RASG-APAC Procedural Handbook - 2nd Edition and requested the Secretariat to review and incorporate the minor changes (para 3.6.2) as discussed during the meeting.</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 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: On going
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:	

3.6 Updates on Beijing Declaration – WP/8

3.6.1 Secretariat presented updates on Beijing Declaration Commitments proposing to review the current status of the APAC States' commitments in the field of Air Navigation Services, specifically aviation safety oversight (USOAP EI), State Safety Programme (SSP) implementation, Significant Safety Concerns (SSCs), airport certification and independence of accident investigation authority (AAIA).

3.6.2 The Beijing Declaration is the high level commitment to public, industry and investors, which was adopted in the First APAC Ministerial Conference on Civil Aviation in January 2018. All delegations from 36 States unanimously agreed to commit on improving the Aviation Safety and Air Navigation Services along with the timely implementation of the Asia/Pacific Seamless Air Traffic Management Plan, and the sharing of information and best practices for air navigation and search and rescue services. The conference formalized their commitments as high-priority with aviation safety and efficiency objectives. The Beijing Declaration can help the Civil Aviation Authority to make its Minister well aware of the current challenges and needs in human resources and funding.

3.6.3 The Meeting was informed the current status of the States' commitments in the field of Aviation Safety and AAIA for the APAC Region noting that some improvement has been made but in slow pace. Thus States were invited to continue their efforts on timely complying with the Beijing Declaration Commitments by the target years. ICAO also encouraged States to ensure that correct date is transmitted to the Regional Office for effective compliance monitoring.

3.6.4 The Secretariat especially highlighted the certification of international aerodromes. Although the target year of the commitment ends in 2020, 12% of international aerodromes (41 aerodromes) remains to be certified. Therefore, it was emphasized that States need to keep on expediting the certification of international aerodromes. Cambodia and Australia shared on their progress to fulfill the Beijing Declaration Commitments. The updates on the Beijing Declaration Commitments are shown in **Appendix A**.

Decision RASG-APAC 10/3 — Updates on Beijing Declaration – WP/08	
What: That, States and Administrations are encouraged to take steps towards achieving the safety related targets set out in the Beijing Declaration, particularly in the areas of USOAP Effective Implementation, State Safety Programme	Expected impact: <input checked="" type="checkbox"/> Ops/Technical <input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets

implementation, certification of international aerodromes, and accident investigation.	<input type="checkbox"/> Enhancement of USOAP effective implementation <input 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: Achievement of global and regional aviation safety priorities and targets.	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 type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

3.7 Review of Decisions and Conclusions Adopted at APRAST/15 and its Progress – WP/9

3.7.1 This paper was presented by the Secretariat on the updates of APRAST/15 conducted in virtual platform from 24-25 June 2020 and adopted 14 Decisions. The updated status of the Decisions adopted at APRAST/15 can be found in Attachment A to the WP/9.

3.7.2 14 Decisions were taken in APRAST/15, out of which 8 Decisions are OPEN items which includes the recommendations made by SEI Co-Chair on APARST Decision 15/9, 15/10 and 15/11 as they are ongoing and in progress. The Meeting noted the updates and adopted the Decision as follows:

Decision RASG-APAC 10/4 — Review of Decisions and Conclusions adopted at APRAST/15 and Progress (WP/9)	
What: That, the Decisions adopted at APRAST/15 as described in Attachments A be endorsed.	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 <input 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: Achievement of global and regional aviation safety priorities and targets.	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 type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

AGENDA ITEM 4: FOLLOW-UP ON THE OUTCOME OF RASG-APAC/9**4.1 Review of Progress of RASG-APAC/9 Decisions and Conclusions – WP/10**

4.1.1 The Secretariat presented the progress of the RASG-APAC/9 Decisions and Conclusions to the Meeting through WP/10 which resulted in the following Decisions:

Decision RASG-APAC 10/5 — Review of progress of RASG-APAC/9 Decisions and Conclusions (WP/10)	
What: That, the Meeting endorsed the recommendations of the 8 Decisions and 4 Conclusions of RASG-APAC/9 presented in Attachment A to WP/10.	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 checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

4.2 Update of RASG-APAC 2019/2020 Work Programme – WP/11

4.2.1 The Secretariat presented the progress of the RASG-APAC Standing and Yearly Work Programme 2019/2020 through WP/11. The Meeting endorsed the status of Standing and Yearly Work Programme 2019/2020 and moved the open items to the Standing and Yearly Work Programme 2020/2021 presented through WP/27.

4.3 Review of the action taken by the ANC/Council on the Report of RASG-APAC/9 – WP/12

4.3.1 The Meeting was presented with the outcome of the review by the Air Navigation Commission (ANC) and ICAO Council of the consolidated Annual Report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), covering the period from April 2019 to March 2020, especially the Report of the RASG-APAC/9 Meeting.

4.3.2 The Meeting recalled that RASG-APAC reported that States experience a lack of competent inspectors, which implies low levels of Critical Element 4 (CE-4) implementation. The Meeting noted that the Council considered that this is a global challenge and requested that PIRGs/RASGs identify the underlying problem of each region and report thereon in order to identify ways to address this issue in each region. Based on the APANPIRG/29 report, it was noted that the Council requested the ANC to identify similar cases with low levels of effective implementation (EI) in all audit areas and propose ways to address the issue in subsequent reporting cycles.

4.3.3 The Meeting recalled that the need to update the Accident/Incident Data Reporting (ADREP) system was raised by RASG-APAC/9 as a priority item. It was noted with satisfaction that the Council requested the ANC to expedite the long outstanding work related to the update of the ADREP Database and that work is ongoing to correct the serious issue identified.

4.3.4 With regards to the Low-level feedback from States to ICAO State Letters, the Meeting noted that the Council requested the Secretary General to analyze and identify a global solution to address the low level of response to State letters and the ANC to review the information and report to the Council. The Meeting reminded States of their obligation to respond to ICAO State Letters in a timely manner.

4.3.5 With regards to the Low Level of SSP Implementation as reported by RASG-APAC/9, the Meeting noted that the Council identified the lack of expertise, combined with the lack of effectiveness of safety occurrence reporting and analysis systems in the majority of States, are impeding the effective implementation of safety management processes (SSP/SMS).

4.3.6 The Meeting noted with satisfaction that the Council requested the ANC to identify the cause of the underlying issues and propose remedial actions to address the issue. The Meeting agreed that this is a systematic issue that requires resolution as a matter of urgency as limited progress is made. The Meeting concurred that remedial action identified by the ANC at the global level is required as a matter of urgency.

4.3.7 Secretariat commented on the remarks made by the US FAA, echoed by Macao (China) and India, that the process in place in the establishment of SEIs include a proper data analysis and determination of hazards before deciding whether any SEI needs to be developed. Therefore, SEI Group may apply the established procedure in the SEI development in relation to MAC risks for APAC Region.

AGENDA ITEM 5: ICAO / MEMBER STATE / INDUSTRY PRESENTATIONS

5.1 Progress Report of APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG) – WP/13

5.1.1 RASG-APAC/10 noted the progress report of the ICAO APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG) activities. The Meeting also noted that, in order to focus its inter-pleinary work on specific CART Recommendations, ACCRPG was established with three sub-groups: (1) aviation safety-related measures sub-group, (2) aviation public health-related measures sub-group; and (3) aviation security-and facilitation-related measures sub-group.

5.1.2 RASG-APAC/10 noted with interest that the ACCRPG provided 11 recommendations in the initial report and 5 additional recommendations in the second progress report to help all APAC States/Administrations to prioritize the key actions they should implement to reduce the risk to passengers, aviation staff and the community of COVID-19.

5.1.3 RASG-APAC/10 encouraged States/Administrations to participate directly in the Meetings of the ACCRPG and its sub-groups nominating their focal points to the ICAO APAC Office. The Meeting also encouraged States/Administrations to report progress on the implementation of the CART Recommendations (Phase I and II) and Take-off Guidance (2nd Edition) through the ICAO COVID-19 Response and Recovery Implementation Centre (CRRIC). Australia, Malaysia and US FAA endorsed the good work done by the APAC Region during the pandemic and appreciated the role of ICAO-APAC Regional Office to take the lead role.

5.2 RASMAG/25 and ATMSG/8 Outcomes – WP/14

5.2.1 WP/14 provided a summary of the key outcomes from the Twenty-Fifth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/25) and Eighth Meeting of the Air Traffic Management Sub-Group (ATM/SG/8), and its contributory bodies. Salient features of both the Subgroup's Report are summarized in **Appendix B**.

5.3 Combined APANPIRG and RASG-APAC Meeting Evaluation Considerations – WP/15

5.3.1 The Combined APANPIRG and RASG-APAC Meeting was supposed to be held in 2020 on a trial basis as per the meeting format decided at RASG-APAC/9 and APANPIRG/30 for better harmonization and avoiding overlapping activities of both the important annual forums. In cognizance of the health concerns and travel restrictions due to the COVID-19 pandemic, it was proposed to postpone the trial combined APANPIRG-RASG-APAC Meeting to 2022 or later. It is envisaged that the APAC Region may explore the idea of a trial combined meeting of APANPIRG and RASG-APAC once the situation normalizes. United States at APRAST/15 in June 2020 proposed some important considerations for evaluation of such a combined meeting. This paper presents the considerations/criteria discussed at APRAST/15 for evaluating the effectiveness and efficiency of a combined meeting format when such a meeting takes place in the future.

5.3.2 RASG-APAC/10 adopted the following Conclusion:

Conclusion RASG-APAC 10/2: Evaluation of Combined APANPIRG and RASG-APAC Meeting (WP/15)	
<p>What: Considering the postponement of the trial combined APANPIRG-RASG-APAC meeting to 2022 or later, the Meeting agreed that:</p> <p>a) The Chairpersons and Vice-chairpersons of APANPIRG and RASG-APAC utilize the considerations contained in RASG-APAC/10 WP-15 as well any other considerations received for the evaluation of the effectiveness of the trial combined meeting;</p> <p>b) In view of the current COVID-19 pandemic, the evaluation of the effectiveness of the combined meeting be postponed to 2022 or later; and</p> <p>c) A post-meeting survey possibly guided with content contained in RASG-APAC/10 WP-15 be conducted among the meeting delegates when the first combined meeting is conducted in-person.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: To evaluate the effectiveness of the combined APANPIRG and RASG-APAC trial meeting and determine the way forward</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When:</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 checked="" type="checkbox"/> Other: RASG-APAC</p>	

5.4 FAA’s Model Civil Aviation Regulations Version 2.10 – WP/16

5.4.1 The Meeting noted the content of the paper presented by the United States of America and recommends States who have adopted the FAA’s MCAR to review the MCAR versions 2.9 and 2.10 incorporating ICAO Amendment changes; and if necessary, amend its national regulations accordingly to keep up with the changes. Details are available in the FAA website provided in the paper.

5.5 ICAO Government Safety Inspector Course Conversion to Virtual Delivery – WP/18

5.5.1 The Meeting noted the content of the paper presented by the United States of America regarding the progressive conversion of ICAO GSI courses into virtual delivery offerings. States/Administrations are requested to review the training program for their inspectors and consider taking the newly converted ICAO GSI Courses.

5.6 Responding to Industry Needs during Covid-19 in Hong Kong – WP/20

5.6.1 The Meeting noted the paper presented by Hong Kong, China, on Civil Aviation Department (CAD) of Hong Kong, China’s efforts in facilitating the industry’s operations to cope with the challenges during the current pandemic. The experiences shared will certainly come in usefulness. On that note, the Meeting requested States/Administrations to share its experiences on the measures implemented to deal with the crisis.

5.7 Managing Aviation Safety Risks arising from the COVID-19 Pandemic – WP/21

5.7.1 Singapore and Thailand presented WP/21 highlighting that the COVID-19 pandemic has presented the industry with safety risks that must be properly managed. As the industry strives to recover, it is imperative that the recovery is done so in a safe manner.

5.7.2 The Meeting urged member States/Administrations to support the aviation safety-related recommendations made by the ICAO Council Aviation Recovery Task Force; encourage States/Administrations to put in place the necessary mitigating measures to manage the associated risks arising from the COVID-19 pandemic and to share their experience at ACCRPG and/or APRAST; and request the ICAO APAC Regional Office to conduct a survey on the key risks faced by States/Administrations, the mitigating measures implemented as well as challenges faced, and to share the survey results at the next APRAST Meeting to encourage exchange of best practices amongst States/Administrations.

5.7.3 RASG-APAC/10 encouraged States/Administrations to put in place the necessary mitigating measures to manage the associated risks arising from the COVID-19 pandemic, and to share their experiences at ACCRPG and/or APRAST.

Decision RASG-APAC 10/6 — Managing Aviation Safety Risks Arising from the COVID-19 Pandemic (WP /21)	
<p>What:</p> <p>That, RASG-APAC/10 recognised the need to address the aviation safety related risks arising from the COVID-19 pandemic; and requested the ICAO APAC Regional Office to conduct a survey on the key risks faced by States/ Administrations, the mitigating measures implemented as well as challenges faced, and to share the survey results at the next APRAST</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

meeting to encourage exchange of best practices amongst States/Administrations. Singapore agreed to work with ICAO-APAC RO to develop the survey questionnaire.		<input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental	
Why:	To achieve harmonization of COVID contingency related alleviations and industry best practices.	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 type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry		

5.8 Safety Assurance of Ground Handling Operations during and Post-COVID-19 – WP/22

5.8.1 Safety assurances of GHO are demonstrated by the operations provided by the ground handling service providers that have been audited by ISAGO and in the information provided in the ISAGO audit reports. The ISAGO audit reports can, if recognized by the regulatory authority, compensate for the lack of an air operator's own oversight audits

- a) RASG-APAC/10 Meeting acknowledged the contribution of ISAGO in the oversight of ground handling and recognized the safety assurance benefits that ISAGO brings during and after the COVID-19 pandemic and,
- b) to encourage States/Administrations to complement their State Safety Programme and air operator regulatory activities through recognition of ISAGO as an acceptable means of oversight of ground handling service providers.

5.9 IATA Operational Safety Audit (IOSA) – WP/23

5.9.1 Presented by International Air Transport Association. The IATA Operational Safety Audit (IOSA) has launched the IOSA Support Program to assist the industry during the COVID-19 crisis. Among others, the Support Programme collects questionnaires from all registered operators on regular intervals which can be obtained upon request and authorization. Furthermore, a remote audit option was developed to ensure continuity of the program. Regulators can obtain above mentioned questionnaires as well as IOSA Audit Reports, and furthermore, can request to observe onsite IOSA Audits.

5.9.2 The Meeting urged States/Administrations to recognize the benefits that the IOSA Support Programme brings to global safety assurance and regulatory oversight and to encourage States/Administrations to complement their national oversight activities with the IOSA Programme as the leading industry safety assurance programme.

5.10 Transition to the Safety Risk-Based Oversight Approach – WP/24

5.10.1 The Republic of Korea (ROK) presented the WP/24 and the Meeting noted the importance of risk-based approach and promoted its implementation of the risk-based oversight approach that intensively analyses and manages potential risks to comply with the SRBS recommended by ICAO, while highlighting the necessity of risk profile establishment, risk identification, analysis and prioritization process for its successful implementation.

5.10.2 In addition, States/Administrations are encouraged to subscribe to the necessity of risk profile establishment, risk identification, risk analysis, and prioritization process for the successful implementation of safety risk-based surveillance.

5.11 FDM Monitoring and Standardization of the Parameters/FDM Events – WP/25

5.11.1 The Meeting noted the paper presented by India in establishing uniformity in the exceedance values and corrective actions and standardization of exceedance values/FDM events as part of its State Safety Programme.

5.12 Update on the AP-SHARE Demonstration Project and the Way Forward – WP/26

5.12.1 This paper was presented by Singapore on behalf of the AP-SHARE Members. States/Administrations are requested to note the content of the paper and to support the initiative of this AP-SHARE Programme. Comments and suggestions are welcome and can be submitted to the AP-SHARE Governing Board Co-chair (State) (tay_tiang_guan@caas.gov.sg), Secretariat (millam@flightsafety.org) or subcommittee member (nick_leow@caas.gov.sg) on suitable future operating models of an AP-SHARE Programme.

5.12.2 Indonesia, Japan, US FAA, and IATA supported the paper, particularly the need for review to ensure a sustainable AP-SHARE programme noting the current COVID-19 financial challenges.

5.13 Implementing and Monitoring Alleviations and Ramp Inspection Guidelines – WP/28

5.13.1 This paper is presented by the APAC COVID-19 Contingency Recovery Planning Group's Safety sub-group. The Meeting reminds States/Administrations:

- a) to review the content of the Working Paper, in particular, Attachment A, providing guidelines for States and Operators to ensure a standardized approach to the implementation and monitoring of COVID-19 temporary differences to the ICAO SARP's and the conduct of surveillance activities during, and post COVID-19 Pandemic. Attachment A document is also accessible through <https://www.icao.int/APAC/ACCRPG/Pages/FS-eDocs.aspx>.
- b) of the shared responsibility of the State of the Operator, the Operator, State of Acceptance and State of Inspection to ensure that compliance with up-to-date Alleviations are maintained;
- c) to take reference on the guidance provided in the ICAO's COVID-19 QRG is followed to facilitate continued safe operations;
- d) of the need to updated regularly when States make changes, remove or implement new Alleviations; and
- e) of the significant safety implications related to extensions of Pilot Proficiency Check's, licenses, and Medical certificates if the processes and procedures detailed in the Alleviations and QRG's are not followed.

5.14 The Safe Use of COVID-19 Vaccines for Aviation Medical Certificate Holders – WP/29

5.14.1 The Republic of Korea (ROK) presented the WP/29. ROK is of the view that the recently released COVID19 vaccine should be considered potentially posing a medical risk to personal license holders, such as pilots and air traffic controllers, until it is fully determined to be safe and effective. As international flights accounts for the majority of air transport and the pilot licenses are validated and converted by other States in accordance with Article 33 of the International Civil Aviation Convention, a globally harmonized guidance for Contracting States in using the COVID-19 vaccine for aviation medical certificate holders is needed to ensure the safety of the international air transport.

5.14.2 ROK reminded all that States/Administrations are obligated to comply with the Convention and to establish and maintain their Safety Oversight System for safe and orderly development of the international air transport. ROK urges all to fulfil the duties of safety oversight on medical assessment, a globally-harmonized advice and/or guidance for States regarding the use of vaccines for aviation medical certificate holders is needed at the earliest possible to ensure the safety of international air transport.

5.14.3 ROK requested ICAO, in cooperation with the World Health Organization (WHO), to provide/advice guidance for States/Administrations regarding the use of COVID-19 vaccine by medical certificate holders, given the time sensitive nature of this issue. Secretariat will bring the concerns expressed in WP/29 to the ACCRPG Public Health Sub-Group encompassing the priority manpower to be vaccinated and address the safety concerns.

5.14.4 Hong Kong (China), Singapore and Regional Director supported the paper and updated that the matter will be discussed in the next phase of the CART and States/Administrations are advised to monitor the progress accordingly.

Decision RASG-APAC 10/7 — The Safe Use of COVID-19 Vaccines for Aviation Medical Certificate Holders – WP/29			
What: That, Secretariat will bring the concerns expressed in WP/29 to the ACCRPG Safety Sub Groups and Public Health Sub-Group encompassing the priority manpower to be vaccinated and address the safety concerns.		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 type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental	
Why:	To achieve harmonization of COVID contingency related alleviations and industry best practices.	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 type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry		

AGENDA ITEM 6: RASG-APAC YEARLY/STANDING WORK PROGRAMME 2020/2021 (PROPOSED) FOR CONSIDERATION AND APPROVAL

6.1 Proposed RASG-APAC 2020/2021 Yearly and Standing Work Programme – WP/27

6.1.1 Secretariat presented the WP/27. The Meeting noted the proposed RASG-APAC 2020/2021 Yearly and Standing Work Programme.

6.1.2 The Meeting endorsed the following Decision:

Decision RASG-APAC 10/8 — RASG-APAC Yearly/Standing Work Programme 2019/2020 (proposed) [WP/29]	
<p>What: That, the proposed RASG-APAC 2020/2021 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 7: ANY OTHER BUSINESS

7.1 Regional Director, ICAO-APAC proposed for more frequent informal online meetings and make the RASG more effective and interactive sessions round the year. The Chair and Vice-chair supported the idea and further suggested that more frequent online meetings with subgroups' Co-chairs be arranged and supported by the Regional Office in virtual platform. The suggestions were supported by the Meeting.

7.2 Date and Venue of the next Meeting

7.2.1 The RASG-APAC/11 dates and venue will be notified in due course preferably second half of the year considering the ICAO Regional events and COVID-19 situation.

7.3 Closing of the Meeting

7.3.1 The ICAO Regional Director thanked the Chairman and Vice-chairman of the Meeting and participants for their contributions for the Meeting.



ICAO UNITING AVIATION

NO COUNTRY LEFT BEHIND



RASG-APAC/10
Appendix A to the Report

Agenda Item 2: Outcome of the First Asia/Pacific Ministerial conference on Civil Aviation

RASG-APAC/10

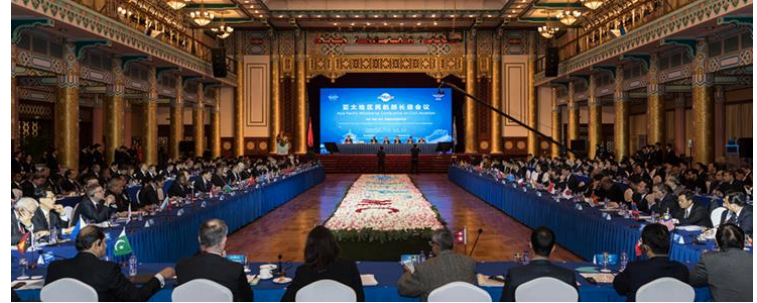


Raphael GUILLET
Chief of the ICAO Asia Pacific
Regional Sub-Office
17 December-2020



First Asia/Pacific Ministerial Conference on Civil Aviation

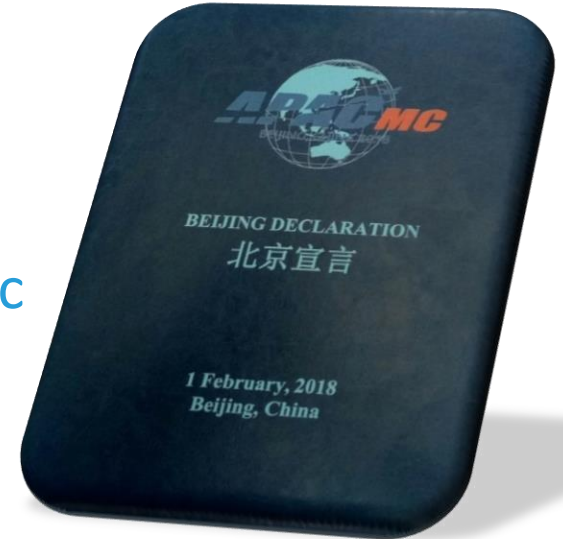
- ✈ Held in Beijing, China from 31 January to 1 February 2018.
- ✈ Organized by ICAO and hosted by the Civil Aviation Administration of China (CAAC).
- ✈ Attended by 32 Member States of the APAC Region, 4 Member States (France, Russian Federation, United Kingdom and United States) of other Regions and representatives of 6 international organizations.





Highlights

- ✈ Main challenges in aviation safety and air navigation capacity and efficiency in the Region were highlighted.
- ✈ Main outcome of the conference was the endorsement of the 'Declaration on Asia/Pacific Ministerial Conference on Civil Aviation'.
- ✈ Unanimously agreed by all the Delegations.





Aviation Safety

a) USOAP Effective Implementation (EI)

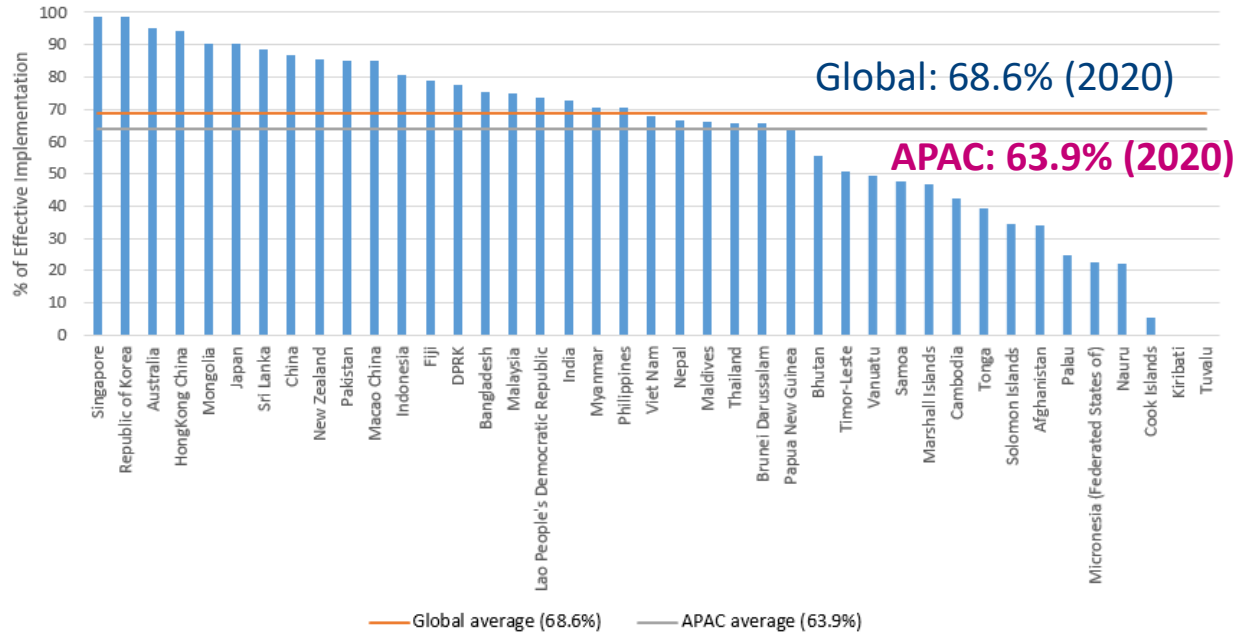


USOAP EI \geq global average by 2022



Indicator: National Effective Implementation percentage
Source: iSTARS (USOAP Data Tables Implementation Indicators)

USOAP Effective Implementation in APAC





Aviation Safety

a) USOAP Effective Implementation (EI)

✈ Progress since June 2019 :

- ✈ EI Global average: from 68% to **68.6%**
- ✈ EI APAC average: from 63% to **63.9%**

State / EI %	Jun 2019	Oct 2020	USOAP conducted
Fiji	63.9	78.5	2019
Myanmar	70	70.7	2020
Thailand	41.5	65.9	2019
Tonga	34.2	39.3	2019
Afghanistan	-	34.7	2019



Aviation Safety

b) State Safety Programme (SSP)

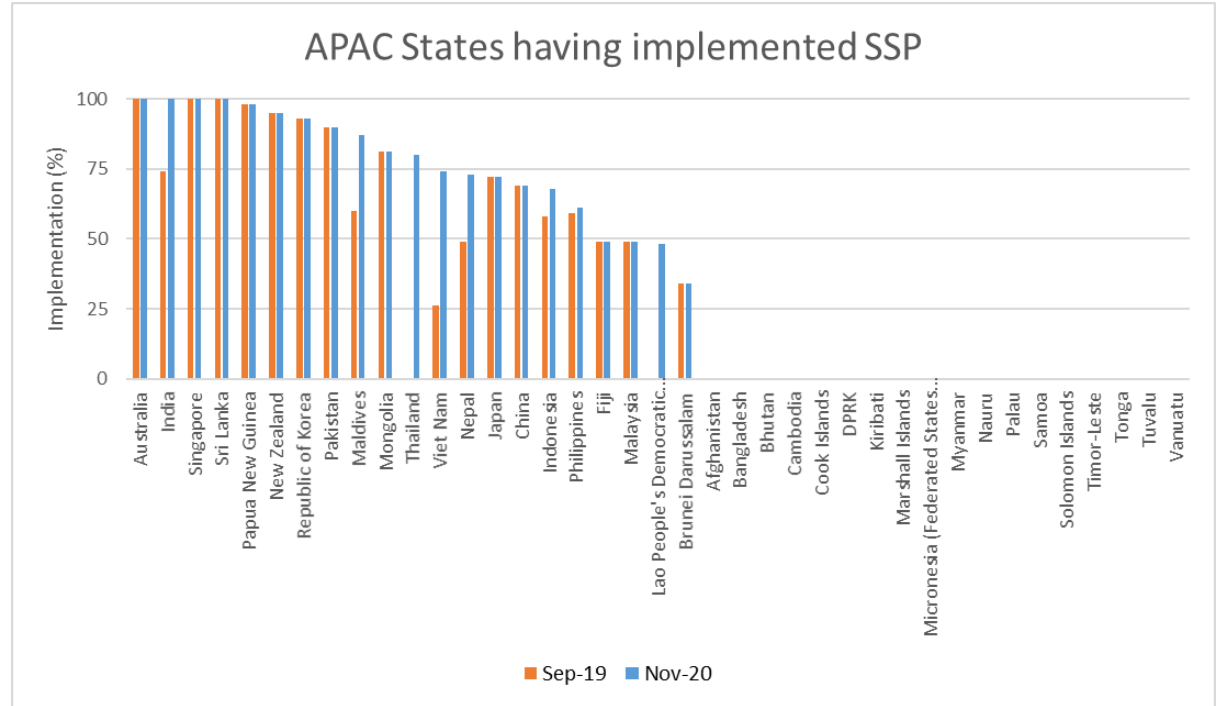


Implement an effective SSP by 2025



Indicator: National effective SSP implementation

Source: iSTARS (SSP Gap Analysis - SMM 4th Ed.),





Aviation Safety

b) State Safety Programme (SSP)

- ✈ Progress since June 2019 :
 - ✈ 4 States 100% completed (Australia, India, Singapore, Sri Lanka)
 - ✈ 17 States being in progress



Aviation Safety

c) Significant Safety Concerns (SSCs)



Endeavour not to have any Significant Safety Concerns (SSCs) under the USOAP Continuous Monitoring Approach (CMA), and to resolve any future SSCs within the time frame agreed with ICAO

2 APAC States has a SSC



Aviation Safety

d) Certification of international aerodromes

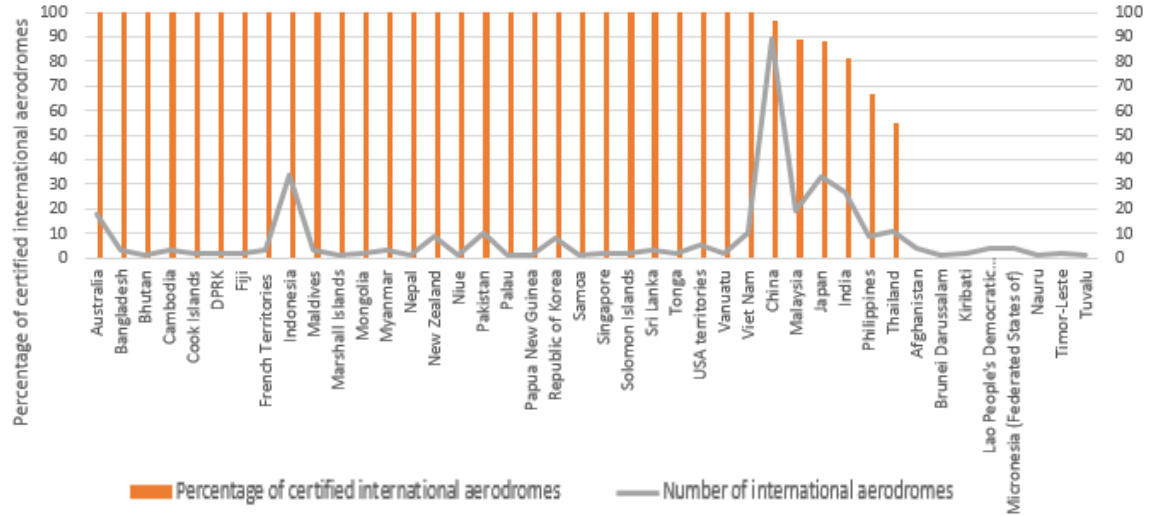


Certify all aerodromes used for international operations **by 2020**



Aerodromes Operations and Planning Sub-Group (AOP/SG/4)

Certified International Aerodromes in APAC



It has been improved to **88%** (301 aerodromes out of 342) from 84.86% (241 aerodromes out of 284) in June 2019



Accident Investigation



Independent Aircraft Accident and Incident Investigation Authority (AAIAA)

- ✈ States are encouraged to establish the independent accident investigation authority (AAIAA) by the target date of 2022.
- ✈ Target has been added into the Asia Pacific Regional Aviation Safety Plan (AP-RASP) 2020-2022 on 24 Feb 2020:

- “States should establish an independent aircraft accident and incident investigation authority (AAIAA) as required by Annex 13, as well as related investigation system and procedures by 2022”



Implementation of Beijing Declaration commitments

- ✈ Progress is noted and States are invited to continue their efforts to comply with the Beijing Declaration Commitments
- ✈ States need to ensure that correct data is transmitted to the Regional Office



THANK YOU!

Agenda Item 5: ICAO / Member State / Industry Presentations

RASMAG/25 and ATMSG/8 Outcomes (WP14)

RASMAG/25

5.1 The Twenty-Fifth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/25) had been held from 27 to 30 October 2020 by Video Teleconference (VTC) from the ICAO Asia and Pacific Regional Office, Bangkok, Thailand. A total of 117 participants had reviewed 40 Working Papers (WPs), five Information Papers (IPs) and three flimsies.

5.2 The RASMAG/25 Report is available on the ICAO APAC Regional Office website at: <https://www.icao.int/APAC/Meetings/2020%20RASMAG25/Final%20Report%20RASMAG25.pdf>

Datalink Performance

5.3 The improvement in the submission of Problem Reports (PRs) was noted at RASMAG/25. A total of 66 PRs had been raised between July 2019 and June 2020, compared with 45 in the previous 12-month period. However, only six States had provided their annual survey response for 2020 reporting to FIT-Asia/10: Australia, China, Philippines, Singapore, Thailand and Viet Nam.

5.4 Key analysis of the Required Surveillance Performance (RSP) data in support of Performance Based Communications and Surveillance (PBCS) had indicated that performance requirements for RSP180 had not been met for messages delivered via High Frequency (HF), or messages delivered via Iridium and some Inmarsat paths.

5.5 Analysis of the Required Communications Performance (RCP) data had indicated that performance requirements for RCP240 had not been met for Controller Pilot Datalink Communications (CPDLC) transactions delivered via High Frequency (HF) and mixed media, for CPDLC transactions delivered via Iridium paths in a few Asia/Pacific FIRs, and also for some aircraft operators observed below the RCP240 95% requirements within multiple APAC Flight Information Regions (FIRs).

South Asia Indian Ocean (SAIO) Airspace

5.6 The 2019 RVSM risk estimate for SAIO airspace indicated that the Target Level of Safety (TLS) had not been met at **36.78 x 10⁻⁹** (Figure 1).

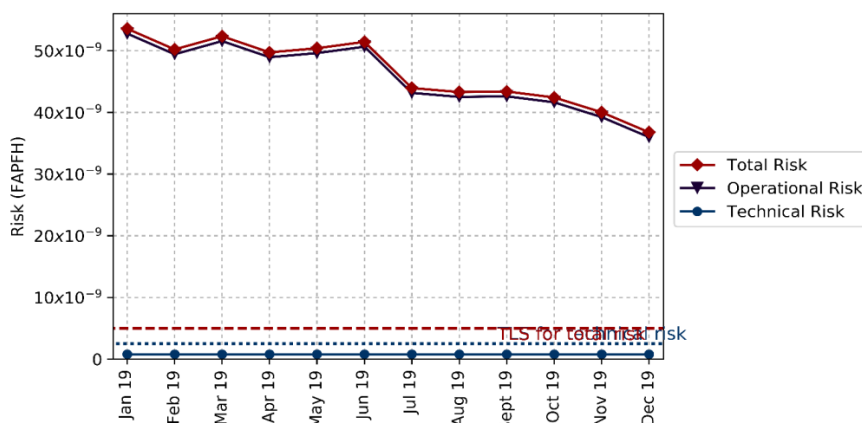


Figure 1: 2019 Vertical Risk Estimate for SAIO airspace

5.7 As had been the case in previous years, the vast majority of the 434 Large Height Deviation (LHD) cases that had been reported were Category E events, with 411 (95%).

5.8 The RASG-APAC/10 noted that 2019 operational risk in SAIO airspace had been dominated by LHDs on the Mumbai – Muscat interface, with 12 LHDs or 75% occurring at this interface, accounting for 38% of the total operational risk in this subregion. In addition, the Pakistan airspace closure from 27 February to 16 July 2019 and contingency operations had contributed to the increase in LHDs particularly at waypoint RASKI, PARAR and TOTOX (**Figure 2**).

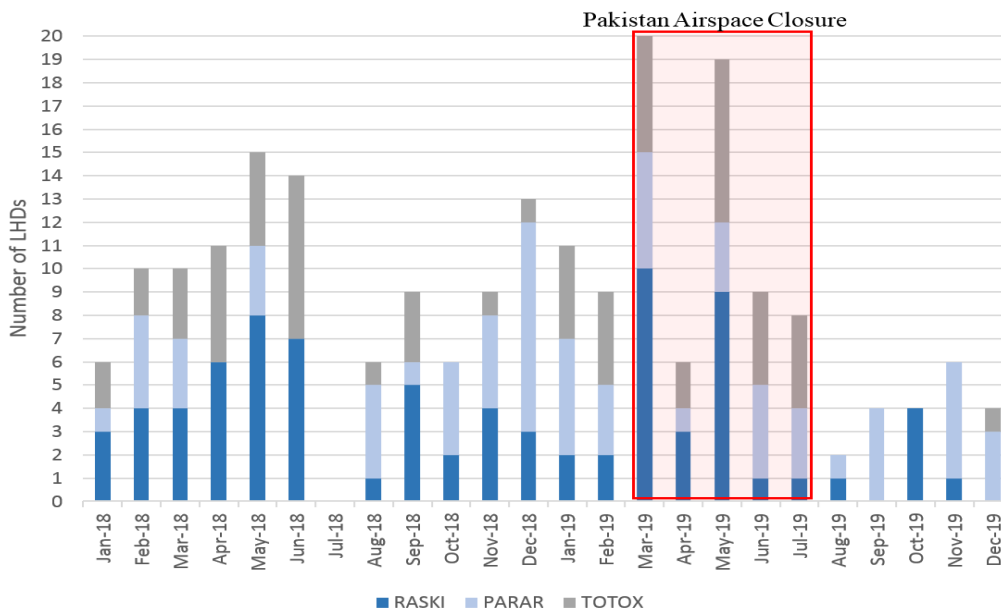


Figure 2: LHDs at RASKI, PARAR and TOTOX, January 2018 – December 2019

AKARA – FUKUE Corridor

5.9 There had been twelve reported LHDs during 2019 that contributed towards the estimate of operational vertical risk, with a total of 35.9 minutes of duration at an incorrect flight level and 10 flight levels crossed without an ATC clearance. This had resulted in a 57% increase in estimated vertical risk to 247.0×10^{-9} (**Figure 3**).

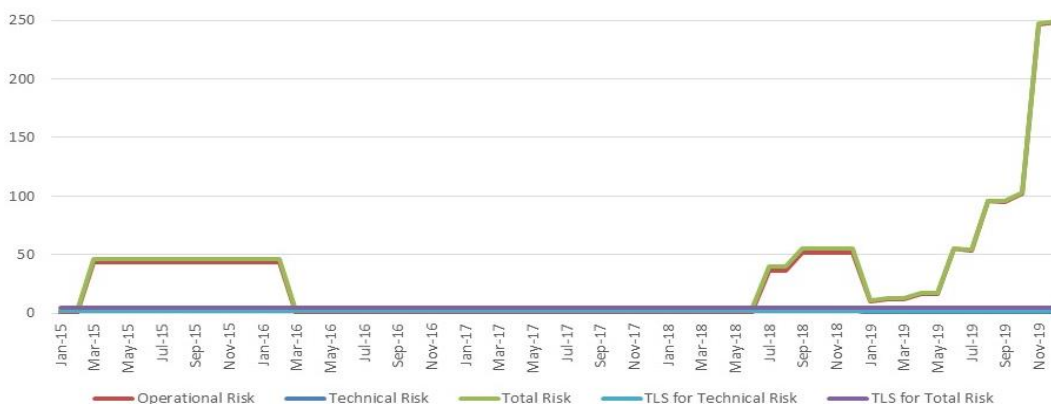


Figure 3: AKARA Twelve-month Rolling Vertical Collision Risk Estimates, 2015 – 2019

5.10 The RASG – APAC/10 noted that numbers of reported LHDs within this airspace had been increasing rapidly, with only three in 2015 and 2016, and none in 2017. After discussions at RASMAG on the need for improved safety reporting, a major increase of 19 for 2018 was recorded, and again in 2019 29 LHDs were recorded, 16 of which were Category E (55%), seven were Category D (24%) and one each for Category A and Category B (7% together). ICAO noted that with increased scrutiny from multiple States concerned, there had been a major increase in safety reporting near position SADLI, at

the interface between Chinese and Japanese service within the AKARA – FUKUE Corridor. Moreover, the three States concerned were reported to be coordinating structural changes to the Corridor to greatly improve safety in 2021.

Call sign confusion

5.11 With regard to the Category D (Air Traffic Control – Air Traffic Control (ATC) system loop error) events, Japan had provided more detailed analysis to the meeting after ICAO asked whether English Language Proficiency (ELP) might be an issue. While acknowledging the potential role of ELP, Japan had noted that a number of these incidents were due to similar call signs.

5.12 In response to a query from ICAO, IATA clarified that its similar call sign initiative successfully implemented in the MID Region had not been able to progress in the APAC Region. One of the reasons for this had been the reluctance of aerodrome operators to implement change until an automated tool was available to accommodate alphanumeric call signs. Noting the grave safety risks from such occurrences, APANPIRG/31 endorsed the following Conclusion, which had been developed by the RASMAG/25 and supported by the AOP/SG/4 and the ATM/SG/8:

Conclusion APANPIRG/31-11: Alphanumeric Call Sign Initiative

Noting:

1) the extreme safety risks associated with pilot-ATC miscommunication and the number of Category D (ATC Loop Error) Large Height Deviations (LHDs);

2) APANPIRG Conclusion 27/15. ATMSG Conclusions 5-5 and 5-6 regarding the Asia Pacific Alpha Numeric Call-Sign (ANCS) call sign project; and

3) alphanumeric call signs were a well-established call sign confusion mitigation, that:

leading Air Navigation Service Providers (ANSPs) and aerodrome operators, in coordination with CANSO and ACI, were urged to consider a trial to identify and overcome any barriers for the implementation of alphanumeric call signs, with a view to developing a project for the Asia/Pacific (APAC) Region.

Regional Airspace Safety Assessment

5.13 **Figure 4** is an Asia/Pacific Reduced Vertical Separation Minimum (RVSM) TLS compliance overview, as at RASMAG/25:

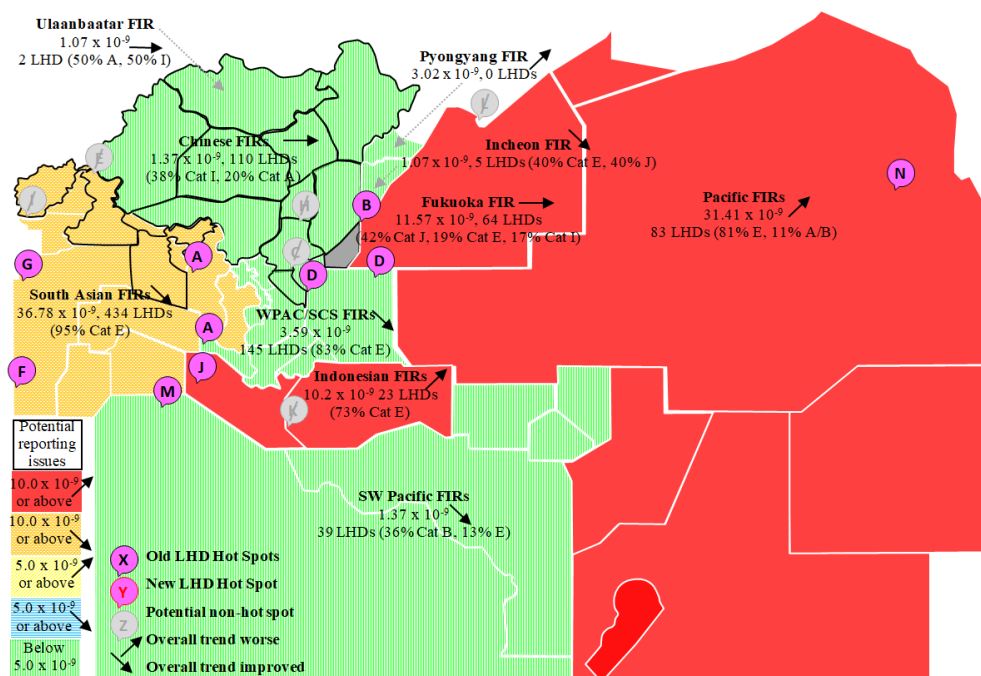


Figure 4: Asia/Pacific RVSM TLS subregion compliance reported to RASMAG/25

5.14 **Table 1** provides a comparison of Asia/Pacific Region (APAC) RVSM risk as a measure against the TLS by grouped FIRs, according to the RMA responsibilities for airspace. Over the past six years, the performance of APAC in compliance with the TLS for RVSM had been poor overall, averaging 40% when measured by the grouped FIRs. However, of the 29 FIRs that achieved TLS, 10 FIRs had potential reporting issues (discussed later in this paper).

5.15 Therefore, the compliance rate may be significantly worse than reported. In conclusion, measures taken to improve adherence to the TLS in the past six years have yielded localised improvements, but overall had failed to produce a positive result for the APAC Region as a whole.

	2014	2015	2016	2017	2018	2019
FIRs	53%	32%	51%	16% (8 FIRs)	37% (18 FIRs)	53% (26 FIRs)

Table 1: Comparison of Regional RVSM TLS Achievement

Hot Spot Summary

5.16 **Table 2** provides a summary of the Hot Spots monitored by RASMAG.

Hot Spot	Involved FIRs	Identified	Remarks
A1	Kolkata/Chennai/Dhaka – Yangon	2015	Potential non-hot spot
A2	Chennai – Kuala Lumpur	2015	LHDs increased
B	Incheon	2015	AKARA Corridor
D	Manila – all adjacent FIRs	2015	LHDs reduction
F	Mogadishu – Mumbai	2015	LHDs reducing
G	Sana’a/Muscat – Mumbai	2015	Cat. E LHDs (Sana’a improved)
J	Jakarta – Singapore/Kota Kinabalu	2018	Minor, Cat. E LHDs
M	Colombo - Melbourne	2019	Potential non-hot spot
N	Oakland USA – Hawaii CEP	2019	Cat. E LHDs

Table 2: Comparison Summary of LHD Hot Spots

Non-RVSM Approved Aircraft

5.17 **Table 3** compared the number of non-RVSM airframes reported by each Regional Monitoring Agency (RMA) annually. EUROCONTROL was reportedly planning to deny access to such aircraft to the RVSM stratum at some stage during 2021.

Report	AAMA	China RMA	JASMA	MAAR	PARMO	Total
RASMAG/20	8	45	15	234	26	328
RASMAG/21	5	6	15	106	11	143
RASMAG/22	7	40	11	163	25	246
RASMAG/23	5	20	9	43	38	115
RASMAG/24	5	4	17	34	1	61
RASMAG/25	2	24	6	26	9	67

Table 3: Trend of Non-RVSM Airframes Observed by Asia/Pacific RMAs

Regional Horizontal TLS Compliance

5.18 The Asia/Pacific En-Route Monitoring Agency (EMAs) reported that all PBCS-based horizontal separations had met the TLS of 5.0×10^{-9} .

Safety Reporting

5.19 RASMAG/25 had noted that the following States had reporting issues:

- a) Afghanistan, which did not report any LHDs during 2020;
- b) China, with respect to Category E (*ATC-ATC coordination errors as a result of human factors*);
- c) India – Delhi and Kolkata FIRs (although Mumbai and Chennai had made distinct improvements); and
- d) Mongolia had a rate of reported LHDs per hour that was very low, many factors less than that expected.

5.20 The Monitoring Agency for the Asian Region (MAAR) had also noted: ‘*In most cases, ATCO report LHDs only when they are affected by mistakes made by ATCO in their neighbouring FIRs*’. However, in 2018, the MAAR started to receive LHD reports which occurred inside an FIR.

5.21 Significant improvements in safety reporting had been noted in within the AKARA – FUKUE Corridor. The Australian Airspace Monitoring Agency (AAMA) also noted that Indonesia had probably improved its safety reporting culture.

5.22 The RASG – APAC/10 noted that it was appropriate to work together with APANPIRG to remind States, even those which had taken significant positive steps to improve reporting, to continually monitor their reporting culture and systems to optimise reporting. Experience from developed nations had shown that educating operational personnel was not enough to achieve the open reporting objective of the ‘aviation culture’, as described in the *Asia/Pacific Seamless ATM Plan*.

5.23 In order to be more proactive, ICAO had recommended that RMAs and EMAs better analyse safety data to identify potential under-reporting and undertake safety culture surveys and audits to monitor safety reporting culture. RASMAG/25 agreed to the following Decision on safety reporting as part of RMA/EMA safety reports.

Decision RASMAG/25-4: Safety Reporting Assessments

That, RMAs and EMAs will include within their vertical and horizontal safety reports to RASMAG an assessment of the safety reporting culture of the States concerned (including ‘Just Culture’), and specifically, whether safety reports for events such as LHDs were consistently being made by pilots and ATC.

ATM/SG/8

5.24 The Eighth Meeting of the Air Traffic Management Sub-Group (ATM/SG/8) of the Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) had been held by Video Teleconference (VTC, 23 – 27 November 2020). The meeting was attended by 220 registered participants from 27 States, two Special Administrative Regions of China and five International and ATM-related organizations. A total of 32 WPs, 17 IPs, one flimsy and eight presentations were considered by the meeting.

5.25 The full ATM/SG/8 Report is available on the ICAO APAC Regional Office website at: <https://www.icao.int/APAC/Meetings/2020%20ATMSG8/Final%20Report.pdf>.

5.26 The ATM/SG/8 had noted the Safety Enhancement Initiative (SEI) related to *Decision APRAST 15/13 – Mid-Air Collision Risk Mitigation*. ICAO informed the RASG – APAC/10 that it was understood that such SEI proposals which affected the ATM/SG or RASMAG needed to be considered by those bodies in terms of the quantified safety risk before they were formally developed.

ANS USOAP Update

5.27 ICAO had provided information on the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA). The paper discussed the Protocol Questions (PQs) used to assess a State’s safety oversight system, and an annual update of ANS USOAP status. The average ANS Effective Implementation (EI) of the Asia and Pacific (APAC) region at February 2020 was 68.52%. **Figure 5** illustrates the ANS-related PQs EI ratings of APAC States:

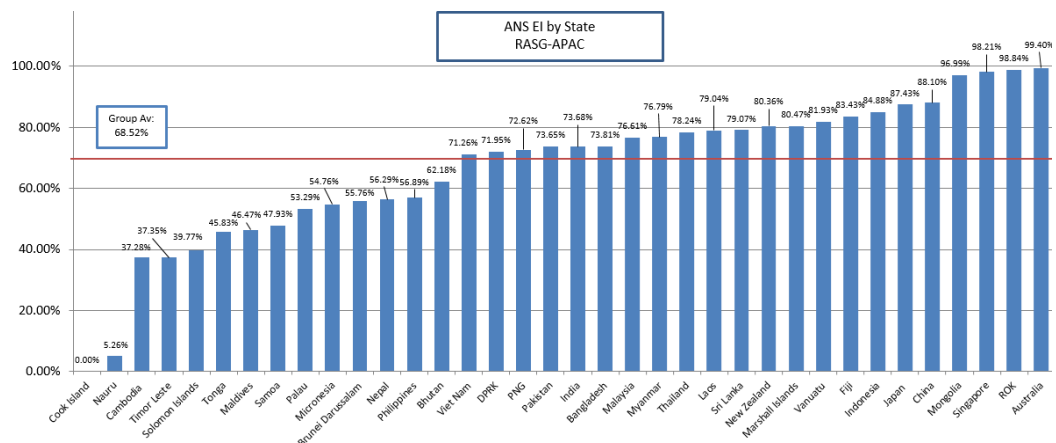


Figure 5: USOAP ANS EI Comparisons by State (July 2020)

Civil/Military Cooperation Update

5.28 RASG – APAC/10 were informed about the importance of civil-military cooperation, which was critical for safety. The meeting recalled that civil-military cooperation remained one of the highest priority items in the Asia/Pacific Region, as evidenced by the eleven Seamless ATM elements on this subject. The meeting was informed about relevant safety matters discussed by the ATM/SG/8 such as ballistic launch and re-entry activities emanating from Hainan Island by China, which had affected Viet Nam’s international and national (territorial) airspace during July and September 2020.

Regional ATM Contingency Planning and Status Reporting

5.29 ICAO provided information on ATM contingency planning, including APAC activities relating to planning in response to the COVID-19 pandemic and the recovery effort. The meeting was reminded that Annex 11 Section 2.32 *Contingency Arrangements* required that ATS authorities must develop and promulgate contingency plans. The *Asia/Pacific Regional ATM Contingency Plan* also included relevant performance expectations that were expected to be implemented by 10 November 2016, reflecting the Annex 11 requirement which had been applicable since November 2003.

5.30 Australia, Indonesia and Singapore were assessed as having *robust* status contingency plans implemented, based on the regionally accepted criterion. Marginal implementation was recorded for Malaysia, Pakistan, Republic of Korea and Viet Nam. The contingency planning of Bangladesh, Cambodia, Hong Kong China, Macao China, Japan, Maldives, Mongolia, Myanmar, Nepal, New Caledonia, Papua New Guinea, Philippines, Sri Lanka and Thailand was assessed as *incomplete*.

5.31 The following States had not reported their contingency planning status:

Afghanistan, Bhutan, Brunei Darussalam, China, Cook Islands, Fiji, France (French Polynesia), DPR Korea, India, Kiribati, Lao PDR, Marshall Islands, Micronesia, Nauru, New Zealand, Palau, Samoa, Solomon Islands, Timor-Leste, Tonga, Tuvalu, United States and Vanuatu.

Search and Rescue

5.32 The RASG – APAC/10 was informed about the key outcomes from the Fifth Meeting of the Asia/Pacific Regional Search and Rescue Work Group (APSAR/WG/5, 09 – 11 June 2020, VTC).

5.33 Autonomous Distress Tracking (ADT) procedures were now envisaged for applicability on 4 November 2021, while the Annex 6 ADT aircraft equipment requirements had been delayed from 01 January 2021 until 01 January 2023. Provisions included procedures for aircraft operators to track aircraft, responding to tracking systems in an appropriate manner and forwarding information received from an ADT to the Global Aeronautical Distress and Safety System (GADSS) Location of Aircraft in Distress Repository (LADR).

5.34 The meeting had noted that in 2018, the SAR false alert rate was 96.85%, or about one real alert confirmed in 32 alerts received. The rate of false reports had not changed substantially since 2014. Cospas-Sarsat had reported an increase in the number beacons that report location in an alert message (87.4% in 2018), and the number of 406 MHz beacons worldwide by about 7%.

5.35 An analysis of the 26 USOAP SAR-related PQs indicated that the overall SAR EI had risen for the Asia/Pacific Region since 2015 from 50.7% to 60% in May 2020. The APSAR/WG/5 had noted that this represented positive progress, although the average achieved fell well short of what would be a satisfactory level to SAR experts.

5.36 The SAR Plan-based 41 element assessment provided a metric of *Asia/Pacific SAR Plan* implementation as at November 2020, taking into account updates from Afghanistan, Cook Islands, Fiji, French Polynesia, New Caledonia, Pakistan, Republic of Korea and Viet Nam (**Figure 6**).

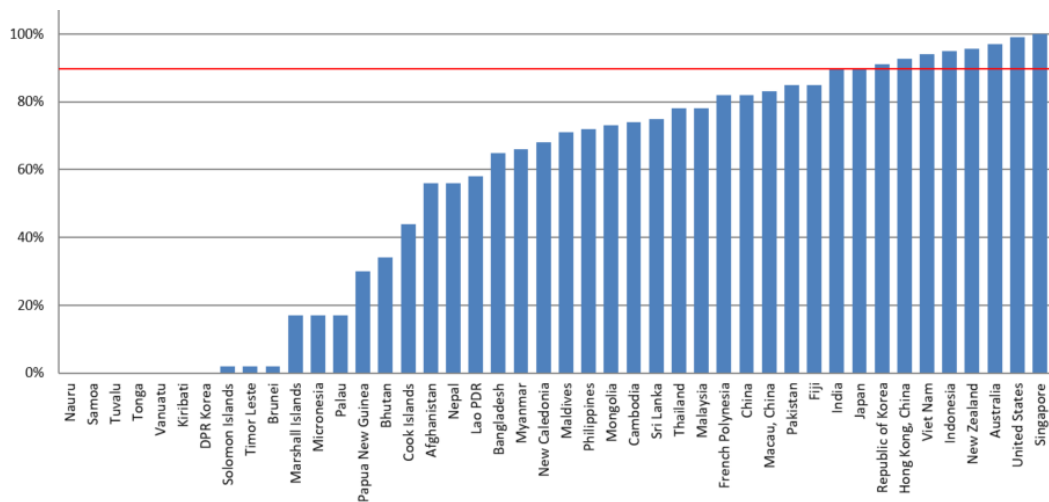


Figure 6: Asia/Pacific SAR Plan Implementation Status (November 2020, average 55%)

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Total Participants = 161

20 States / Administrations

9 International Organizations and Industry Partners

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

	States / Administrations / International Organizations / Industry Partners	No. of participants
13.	Pakistan	9
14.	Papua New Guinea	6
15.	Philippines	5
16.	Republic of Korea	3
17.	Singapore	9
18.	Sri Lanka	1
19.	Thailand	6
20.	United States (FAA)	5

	States / Administrations / International Organizations / Industry Partners	No. of participants
	<i>Int'l Org / Industry Partners</i>	
1.	AAPA	2
2.	ACI	1
3.	Airbus	1
4.	Boeing	3
5.	CANSO	3
6.	IATA	10
7.	IFATCA	1
8.	PASO	5
9.	ICAO HQ	2
	ICAO APAC, RSO and COSCAPs	23

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	116.	Mr. Jonathan Grant	Director, Global Safety & Regulatory Affairs, SE Asia/India	jonathan.e.grant@boeing.com ;
	117.	Mr. Andrew G. Chumney	Sr. Safety & Regulatory Affairs Programme Manager	Andrew.g.chumney@boeing.com ;
5. CIVIL AIR NAVIGATION SERVICES ORGANIZATION (CANSO)				
	118.	Mr. Hai Eng CHIANG	Director Asia Pacific Affairs	Hai.eng.chiang@canso.org ;

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	119.	Mr. Dolsarit SOMSEANG	Senior Systems Engineer (Safety Management System) Dolsarit.so@aerothai.co.th ;
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6. INTERNATIONAL AIR TRANSPORT ASSOCIATION (IATA)			
	121.	Mr. Blair Cowles	Regional Director, SFO, Asia-Pacific cowlesb@iata.org ;
	122.	Mr. Hakimuddin Patanwala	Manager, Safety and Flight Operations - ASPAC patanwalah@iata.org ;
	123.	Mr. Honghai Yang	Regional Director North Asia, Safety and Flight Operations yanghh@iata.org ;
	124.	Mr. Yoshiki Imawaka	Executive Advisor ANA Holding Inc. y.imawaka@anahd.co.jp ;
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	126.	Mr. Ashim Mittra	Senior Vice President, Flight Operation Interglobe Aviation Limited ashim.mittra@goindigo.in ;
	127.	Mr. Jung Sik KIM	Chief Specialist, CNS/ATM jungsikkim@koreanair.com ;
	128.	Mr. Sanjay Gupta	Interglobe Aviation Limited sanjay.gupta@goindigo.in ;
	129.	Mr. Soby Thomas	Associate Director InterGlobe Aviation Ltd. (IndiGo) soby.thomas@goindigo.in ;
	130.	Mr. Hemant Kumar	Vice President and Chief of Flight Safety InterGlobe Aviation Ltd. (IndiGo) hemant.kumar@goindigo.in ;
7. INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS (IFATCA)			
	131.	Mr. Anthony ANG	Executive Vice-President Asia Pacific Region anthony.ang@ifatca.org ;

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STATE / NAME		DESIGNATION / ORGANIZATION	E-MAIL	
8. PASO				
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	133.	Mr. Netava Waqa	Operations Manager	oa@paso.aero ; om@paso.aero ;
	134.	Mr. Joseph Noupat	Operations Advisor	oa@paso.aero ;
	135.	Mr. Nanai Saaga	Operations Advisor	nsaanga@paso.aero ;
	136.	Mr. Mike Haines	Aviation Specialist	mikehainesaviation@gmail.com ;
ICAO HQ				
	137.	Messrs. Herman Pretorius	Technical Officer, Safety, ANB/SAF/PCI Air Navigation Bureau ICAO Headquarters	HPretorius@icao.int ;
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ICAO APAC				
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	145.	Mr. Len Wicks	Regional Officer, Air Traffic Management	LWicks@icao.int ;
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STATE / NAME		DESIGNATION / ORGANIZATION	E-MAIL
	149.	Mr. Punya Raj SHAKYA	Regional Officer, Aerodromes and Ground Aids pshakya@icao.int ;
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	152.	Mr. Luo Yi	Regional Officer, Communications, Navigation and Surveillance ylo@icao.int ;
	153.	Ms. Soniya Nibhani	Regional Officer, Communications, Navigation and Surveillance snibhani@icao.int ;
	154.	Mr. Ross Lockie	Regional Officer, Aviation Security and Facilitation rlockie@icao.int ;
	155.	Mr. Remington Low	Regional Officer, Aviation Security and Facilitation rlow@icao.int ;
	156.	Mr. Parakrama Dissanayake	Regional Officer, Technical Assistance ddissanayake@icao.int ;
ICAO REGIONAL SUB-OFFICE			
	157.	Mr. Raphael Guillet	Chief of the Asia and Pacific Regional Sub-Office Beijing, China rguillet@icao.int ;
	158.	Mr. Hiroyuki Takata	Regional Officer, ATM htakata@icao.int ;
	159.	Ms. Sunok LEE	Regional Officer, ATM Slee@icao.int ;
COSCAPS			
	160.	Ms. Marie Helene ZUBRYCKYJ	Chief Technical Advisor COSCAP – South Asia marie.zubryckyj@coscap-icao.org ; mariemimi@icloud.com ;
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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	Election of Chair and Vice-chair	Secretariat
WP/3	3	Update on APAC-AIG Activities	Chairman APAC-AIG
WP/4	3	Follow-up on APAC-AIG/7-WP/9	Chairman APAC-AIG
WP/5	3	Progress of Development of Annual Safety Report	Co-chair of APRAST SRP WG
WP/6	3	Update on APRAST SEI Working Group Activities	Co-chair of SEI WG
WP/7 <i>(revision 1)</i>	3	Update on RASG-APAC Procedural Handbook	Secretariat
WP/8	3	Where does APAC Stand – “With The Beijing Declaration Commitments?”	Secretariat
WP/9 <i>(revision 1)</i>	3	Review of Decisions and Conclusions adopted at APRAST/15 and its Progress	Secretariat
WP/10	4	Progress Update of the RASG-APAC/9 Decisions and Conclusions	Secretariat
WP/11	4	Update of RASG-APAC/9 Annual & Standing Work Program 2019/2020	Secretariat
WP/12	4	Review of the Action Taken by the ANC and the Council on the Report of APANPIRG/30 and the 9 th Meeting of the Regional Aviation Safety Group Asia and Pacific (RASG-APAC/9) and Outcome of the Council’s Review of the Consolidated Annual Report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGS), Covering the Period from April 2019 to March 2020	Secretariat
WP/13 <i>(revision 1)</i>	5	ICAO APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG) Activities.	Secretariat
WP/14	5	RASMAG/25 and ATMSG/8 Outcomes	Secretariat
WP/15 <i>(revision 1)</i>	5	Combined APANPIRG and RASG-APAC Meeting Evaluation Considerations	Secretariat
WP/16	5	FAA’S Model Civil Aviation Regulations Version 2.10	United States
WP/17		<i>Vacant</i>	
WP/18	5	ICAO Government Safety Inspector Course Conversion to Virtual Delivery	United States
WP/19		<i>Vacant</i>	

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Attachment 2 to the Report

WP NO.	AGENDA	TITLE	PRESENTED BY
WP/20	5	Responding to Industry's Needs During COVID-19 in Hong Kong	Hong Kong, China
WP/21	5	Managing Aviation Safety Risks Arising from the COVID-19 Pandemic	Singapore and Thailand
WP/22	5	Safety Assurance of Ground Handling Operations During and Post-COVID-19	IATA
WP/23	5	IATA Operational Safety Audit (IOSA)	IATA
WP/24	5	Transition to the Safety Risk-Based Oversight Approach	Republic of Korea
WP/25	5	FDM Monitoring and Standardisation of the Parameters/FDM Events	India
WP/26	5	Update on the AP-SHARE Demonstration Project and the Way Forward	Singapore on behalf of the AP-SHARE members
WP/27	6	Proposed RASG-APAC 2020-2021 Yearly and Standing Work Programmes	APRAST Co-Chairs/SEC
WP/28	5	Implementation and Monitoring Alleviation and Ramp Inspection Guidelines document	ACCRPG Safety Sub-group
WP/29	5	The Safe use of COVID-19 Vaccines for Aviation Medical Certificate Holders	Republic of Korea

INFORMATION PAPERS

IP NO.	AGENDA	TITLE	PRESENTED BY
	-	List of Papers	-
IP/1	5	Recent Developments of Interest	Secretariat
IP/2	5	Remote Performance of Regulatory Certification and Oversight Activities	United States
IP/3	5	Managing the Impact of COVID-19 on Aviation Safety while Supporting Recovery Efforts	United States
IP/4	5	Implementation of Requirements for Certification of Aerodromes in the Asia Pacific Region	Secretariat
IP/5	5	Managing Safe and Efficient COVID-19 Vaccine Transportation by Air in the United States	United States
IP/6	5	Pacific Islands Off-Site Certification Audits (OSCA) Process	PASO

— END —

LIST OF DECISIONS AND CONCLUSIONS OF THE RASG-APAC/10

LIST OF DECISIONS

Decision RASG-APAC 10/1 — Progress of development of Annual Safety Report (WP/5)	
<p>What: That, RASG-APAC/10 endorsed the timeline considering the data integrity for Annual Safety Report 2020 and agreed the timeline of the Annual Safety Report 2021 as discussed in 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 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 checked="" type="checkbox"/> Other: Industry</p>	

Decision RASG-APAC 10/2 — Amendment of RASG-APAC Procedural Handbook (Second Edition) – WP/7	
<p>What: That, RASG-APAC/10 endorsed and approved the RASG-APAC Handbook 2nd Edition and requested the Secretariat to review and incorporate the minor changes as discussed during the meeting.</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 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: 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>	

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Decision RASG-APAC 10/3 — Updates on Beijing Declaration – WP/08	
<p>What:</p> <p>That, States and Administrations are encouraged to take steps towards achieving the safety related targets set out in the Beijing Declaration, particularly in the areas of USOAP Effective Implementation, State Safety Programme implementation, certification of international aerodromes, and accident investigation.</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>	

Decision RASG-APAC 10/4 — Review of Decisions and Conclusions adopted at APRAST/15 and Progress (WP/9)	
<p>What:</p> <p>That, the Decisions adopted at APRAST/15 as described in Attachments A be endorsed.</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>	

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Decision RASG-APAC 10/5 — Review of progress of RASG-APAC/9 Decisions and Conclusions (WP/10)	
<p>What:</p> <p>That, the Meeting endorsed the recommendations of the 8 Decisions and 4 Conclusions of RASG-APAC/9 presented in Attachment A to WP/10.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Ops/Technical</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 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: Closed</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>	

Decision RASG-APAC 10/6 — Managing Aviation Safety Risks Arising from the COVID-19 Pandemic (WP /21)	
<p>What:</p> <p>That, RASG-APAC/10 recognised the need to address the aviation safety related risks arising from the COVID-19 pandemic; and requested the ICAO APAC Regional Office to conduct a survey on the key risks faced by States/ Administrations, the mitigating measures implemented as well as challenges faced, and to share the survey results at the next APRAST meeting to encourage exchange of best practices amongst States/Administrations. Singapore agreed to work with ICAO-APAC RO to develop the survey questionnaire.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Ops/Technical</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 type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
<p>Why: To achieve harmonization of COVID contingency related alleviations and industry best practices.</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>	

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Decision RASG-APAC 10/7 — The Safe Use of COVID-19 Vaccines for Aviation Medical Certificate Holders – WP/29	
<p>What:</p> <p>That, Secretariat will bring the concerns expressed in WP/29 to the ACCRPG Safety Sub Groups and Public Health Sub-Group encompassing the priority manpower to be vaccinated and address the safety concerns.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Ops/Technical</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 type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
<p>Why:</p> <p>To achieve harmonization of COVID contingency related alleviations and industry best practices.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When:</p> <p>Immediate</p>	<p>Status: Open</p>
<p>Who:</p> <p><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>	

Decision RASG-APAC 10/8 — RASG-APAC Yearly/Standing Work Programme 2019/2020 (proposed) [WP/29]	
<p>What:</p> <p>That, the proposed RASG-APAC 2020/2021 Yearly and Standing Work Programme is approved, as in Attachment 4 of this Report.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Ops/Technical</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 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:</p> <p>To achieve global and regional aviation safety priorities and targets.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When:</p> <p>Immediate</p>	<p>Status: Open</p>
<p>Who:</p> <p><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 10/1 — Follow-Up On WP/9 of APAC-AIG/7 (WP/4)	
<p>That, Secretariat is requested to follow-up with the proposal in WP/9 of APAC-AIG/7 by forwarding the WP to the attention of the Air Navigation Commission to consider including a provision in Annex 13 to make it explicit that States that received the draft final report for comments shall reply to the State conducting the investigation regarding their comments, if any, within the deadline.</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 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: On going</p>
<p>Who: <input type="checkbox"/> Sub-groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

Conclusion RASG-APAC 10/2: Evaluation of Combined APANPIRG and RASG-APAC Meeting (WP/15)	
<p>What: Considering the postponement of the trial combined APANPIRG-RASG-APAC meeting to 2022 or later, the Meeting agreed that:</p> <ul style="list-style-type: none"> a) The Chairpersons and Vice-chairpersons of APANPIRG and RASG-APAC utilize the considerations contained in RASG-APAC/10 WP-15 as well any other considerations received for the evaluation of the effectiveness of the trial combined meeting; b) In view of the current COVID-19 pandemic, the evaluation of the effectiveness of the combined meeting be postponed to 2022 or later; and c) A post-meeting survey possibly guided with content contained in RASG-APAC/10 WP-15 be conducted among the meeting delegates when the first combined meeting is conducted in-person. 	<p>Expected impact:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> OPS/Technical
<p>Why: To evaluate the effectiveness of the combined APANPIRG and RASG-APAC trial meeting and determine the way forward</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When:</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 checked="" type="checkbox"/> Other: RASG-APAC</p>	

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PROGRESS OF RASG-APAC 2020/2021 YEARLY AND STANDING WORK PROGRAMME

TASKS	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description
1	RASG-APAC Decision 8/14. Task-6 of RASG/8 2018-19 Work Prog.	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/15 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.
<p><u>STATUS TASK-1:</u></p> <p>Open –</p> <p>ICAO-APAC will carry out the pre-coordination meeting once the date is set for Ministerial Conference 2020/2021 which is postponed due COVID-19. A detailed report will be produced on each item of the Beijing Declaration. APRAST may form an Adhoc Working Group or Direct any existing Working Group to monitor and log the relevant progress in coordination with Secretariat.</p>					
2	Decision RASG-APAC 9/2.	Decision APRAST 14/9		SRP WG	<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

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					actions with targets integrating focal points from APANPIRG sub-groups.
<u>STATUS TASK-2:</u>					
Open –					
SRP WG presented in APRAST 15 on the update to consider including Risk of mid-air collision and Wildlife hazards in the vicinity of aerodromes in the AP-RASP. Decision 15/13 was adopted for MAC which needs a thorough study and data analysis for the region. Further updates expected in APRAST-16.					
3	Decision RASG-APAC 10/8.			APRAST & APAC RO	Introduce the Mechanism to Monitor the Progress of NASP implementation by the States in the Monitoring Tools
<u>STATUS TASK-3:</u>					
Open –					
4	Decision RASG-APAC 10/8.			APRAST & APAC RO	Introduce the Mechanism to Monitor the Progress of RASP and NASP implementation mapping by the States in the Monitoring Tools
<u>STATUS TASK-4:</u>					
Open –					

— END —