



ICAO

**SIXTEENTH MEETING OF THE ASIA PACIFIC REGIONAL AVIATION  
SAFETY TEAM (APRAST/16)**
*Bangkok, Thailand, 17 to 18 March 2021 on Virtual Platform*
**Agenda Item 7: Updates from the Sub-Groups**
**PERIODIC REVIEW OF SEI OUTPUTS**
*(Presented by SEI WG)*
**SUMMARY**

Following the development of Safety Enhancement Initiatives (SEIs), the implementation of completed SEIs outputs are then supported by APRAST members to reduce aviation risk. However, with the technological improvements and the increasing complexity of the operating environment, the completed SEIs outputs may need to be revised or removed as it is important that the SEIs outputs are current for realistic implementation by APRAST members to cope with the identified risk.

A review group was formed in the SEI WG to conduct the periodic review of current SEIs outputs between every APRAST meeting and provide update report back to APRAST meetings in order to ensure the currency of all completed SEIs outputs are maintained.

Pursuant to the periodic SEI output review process and Decision APRAST 15/11, this paper reports the review result conducted by the SEI review group for 2 outputs of SEIs RS 1 and RE 7 and proposes the next batch of SEIs outputs to be reviewed after the APRAST/16.

Action by the meeting is in Paragraph 3 of this Working Paper.

**1. INTRODUCTION**

1.1 Following the development of SEIs, the implementation of completed SEIs outputs are then supported by APRAST members to reduce aviation risk. However, with the technological improvements and the increasing complexity of the operating environment, the completed SEIs outputs may need to be revised or removed as it is important that the SEIs outputs are current for implementation by APRAST members to cope with the identified risk.

1.2 Even though APRAST members can provide their feedback to RASG-APAC/APRAST Secretariat individually at any time as indicated in each SEI output, in order to ensure the RASG-APAC approved or endorsed SEIs outputs remain current and valid for implementation. SEI WG concluded in APRAST/12 to form a SEI Review Group to conduct periodic review on SEIs outputs by batch between every APRAST meeting and report back to APRAST meetings. Currently, there are 17 APRAST Members States/Administrations and International/Regional Organisations<sup>1</sup> have joined the SEI review group. The priority on which SEIs outputs to be reviewed will be based on the date of the creation of

<sup>1</sup> The 17 members of SEI Review Group are Australia, Cambodia, China, Macao-China, Hong Kong-China, India, Indonesia, Japan, Malaysia, Singapore, Thailand, IFALPA, COSCAP-NA, COSCAP-SA, COSCAP-SEA, US CAST and IATA.

the SEIs outputs and/or the information received from the SEI implementation survey. To facilitate the SEIs outputs review, a standard review form is used for the review group members to review each SEI output and provide their feedback accordingly.

1.3 As of APRAST/15, a total of 9 SEIs outputs have been reviewed by the SEI Review Group and the results have been reported back to APRAST meetings as well as to the last RASG-APAC/10 (RASG-APAC/10 - WP/6) and in the meantime requested States/Administrations, International and Regional Organisations including COSCAPs in this region continue to support the work of SEI WG and provide experts and champions to assist the development of future Safety Enhancement Initiatives when needed.

## 2. DISCUSSION

2.1 In APRAST/15, the meeting agreed SEI WG to conduct the next periodic review for the outputs of SEI RS 1 - Runway Safety Maturity Checklist and RE 7 - Guidance material and training program for runway pavement, maintenance and operations from aerodrome operator's perspective and report the review result back to APRAST/16 as the Decision APRAST 15/11.

2.2 8 APRAST members from the SEI review group, includes Cambodia, Hong Kong – China, Macao – China, India, Malaysia, Singapore, IATA, and US CAST, completed their review and provided their feedbacks on the above 2 SEIs outputs.

2.3 Based on the received feedbacks on the aforementioned SEIs outputs, the SEI review group considers all 2 SEIs outputs are current and valid for implementation. However, in view of there are typographical errors and discrepancies observed from the SEI review group in both SEI outputs, SEI WG has communicated and consulted with the champions (CANSO and ACI) of the 2 SEIs outputs about the observations and was notified that the Runway Safety Maturity Checklist and the ACI Runway Safety Handbook are under review and in the process of revising both materials.

2.4 Additionally, there are comments from the SEI review group about how to enhance the output of SEI RS 1 by having additional background information of this SEI output to accompany the material for the proper framing of the issue and the intent of the Runway Safety Maturity Checklist. SEI WG suggests having the flyer of this Runway Safety Maturity Checklist from CANSO (<https://skybrary.aero/bookshelf/books/2302.pdf>) as a cover page of this SEI output so as to provide the background information and intent of this checklist. On the other hand, the hyperlink of the ACI Runway Safety Handbook was found missing from the output of SEI RE 7 listed under the safety tools session in the ICAO APAC webpage. SEI WG has communicated with ICAO Secretariate to rectify this issue to restore the hyperlink of the ACI Runway Safety Handbook to the safety tools session in the ICAO APAC webpage.

2.5 Since CANSO and ACI are in the process of revising the Runway Safety Maturity Checklist and the ACI Runway Safety Handbook, SEI WG will review the updated material when they are available and provide an update to APRAST for consideration.

2.6 For the next periodic review, SEI WG proposes to review 3 outputs of SEIs under CFIT (CFIT 2 - Model Advisory Circular — Air Operators Standard Operating Procedures for Flight Deck Crewmembers (a combined output of SEI LOC 1), CFIT 4 - Guidance on the Establishment of a Flight Data Analysis Programme (FDAP), CFIT 7 - Guidance for Air Operators in Establishing a Flight Safety Documents System. SEI WG will report the review result back to APRAST/17. (See Appendix 1)

**3. ACTION BY THE MEETING**

3.1 The Meeting is invited to:

- a) endorse the review result conducted by the SEI WG that the 2 outputs of SEIs RS 1 and RE 7 are still current and valid for implementation and the propose actions to be taken in paragraphs 2.4 and 2.5 in this Working Paper;
- b) note the actions taken by SEI WG in this Working Paper;
- c) Secretariat to update the SEI review status for the outputs of both RS 1 and RE 7 under the safety tools session in the ICAO APAC webpage as the Appendix 1 in this Working Paper;
- d) agree SEI WG to conduct the next periodic review on the outputs of SEI CFIT 2, CFIT 4 and CFIT 7 and report the review result back to APRAST/17; and
- e) encourage States/Administrations and Industries to join the SEI WG group and actively participate in the SEI activities and to continue support SEIs implementation for the actions cited in the Asia Pacific – Regional Aviation Safety Plan 2020-2022.

-----



APRAST/16–WP/14  
Appendix 1

SEI		SEI Outputs	Approved	Periodic Reviewed by
1.	CFIT 1	Model Regulation on Ground Proximity Warning System (GPWS)	Approved at RASG-APAC/3 (Jun 2013)	APRAST/13 (Dec 2018)
2.	CFIT 1	Advisory Circular — Guidance for Operators to Ensure Effectiveness of GPWS Equipment	Approved at RASG-APAC/3 (Jun 2013)	APRAST/13 (Dec 2018)
3.	CFIT 1	Advisory Circular — Guidance for Operators on Training Programme on the use of Ground Proximity Warning System (GPWS)	Approved at RASG-APAC/3 (Jun 2013)	APRAST/13 (Dec 2018)
4.	CFIT 5	Advisory Circular — Crew Resource Management Training Programme (CRM)	Approved at RASG-APAC/3 (Jun 2013)	APRAST/14 (May 2019)
5.	CFIT 6	Advisory Circular — Controlled Flight into Terrain (CFIT) and Approach and Landing Accident Reduction (ALAR) Training Programme	Approved at RASG-APAC/3 (Jun 2013)	APRAST/14 (May 2019)
6.	LOC 5	Advisory Circular — Mode Awareness and Energy State Management Aspects of Flight Deck Automation	Approved at RASG-APAC/3 (Jun 2013)	APRAST/14 (May 2019)
7.	RE 2	Guidance material on Unstabilised Approach	Endorsed at RASG-APAC/3 (Jun 2013)	APRAST/15 (Jun 2020)
8.	CFIT 3	Model Advisory Circular — Instrument Approach Procedures Using Continuous Descent Final Approach Techniques	Approved at RASG-APAC/4 (Nov 2014)	APRAST/15 (Jun 2020)
9.	CFIT 8	Model Advisory Circular — Issuance of Terrain or Obstacle Alert Warning	Approved at RASG-APAC/4 (Nov 2014)	APRAST/15 (Jun 2020)
10.	RS 1	Runway Safety Maturity Checklist	Endorsed at RASG-APAC/4 (Nov 2014)	APRAST/16 (Mar 2021)
11.	RE 7	Guidance material and training program for runway pavement, maintenance and operations from aerodrome operator's perspective	Endorsed at RASG-APAC/4 (Nov 2014)	APRAST/16 (Mar 2021)
12.	LOC 1 CFIT 2	Model Advisory Circular — Air Operators Standard Operating Procedures for Flight Deck Crewmembers	Approved at RASG-APAC/5 (Oct 2015)	By APRAST/17
13.	CFIT 4	Guidance on the Establishment of a Flight Data Analysis Programme (FDAP)	Approved at RASG-APAC/5 (Oct 2015)	By APRAST/17
14.	CFIT 7	Guidance for Air Operators in Establishing a Flight Safety Documents System	Approved at RASG-APAC/5 (Oct 2015)	By APRAST/17
15.	RI 2	Model Advisory Circular — Runway Incursion Prevention and Pilot Training	Approved at RASG-APAC/6 (Aug 2016)	
16.	LOC 2 LOC 4	Guidance Material on Flight Crew Proficiency	Approved at RASG-APAC/7 (Jul 2017)	
17.	LOC 6	Guidance material on Upset Prevention and Recovery Training (UPRT) - ICAO Doc 10011 - ICAO Doc 9868 - AUPRTA	Approved at RASG-APAC/8 (Sep 2018)	