



ICAO

**REPORT OF THE ELEVENTH MEETING OF THE
REGIONAL AVIATION SAFETY GROUP
ASIA AND PACIFIC REGIONS
(RASG-APAC/11)**

Bangkok, Thailand, 25-26 November 2021

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

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RASG-APAC/11
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1. Meeting and Registration

1.1 The Eleventh Meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/11) was held in the Virtual Platform conducted from the ICAO Asia and Pacific Office, Bangkok, Thailand on 25-26 November 2021.

1.2 The Meeting was attended by 195 participants from 26 States/Administrations i.e. Australia, Bangladesh, Brunei Darussalam, Cambodia, China, Hong Kong China, Macao China, India, Indonesia, Japan, Lao PDR, Malaysia, Mongolia, Myanmar, Nauru, Nepal, Pakistan, Papua New Guinea, the Philippines, the Republic of Korea, Singapore, Thailand, Timor-Leste, United Kingdom, the United States, Viet Nam and 12 International Organizations/Industry Partners namely, Airport Council International (ACI), Association of Asia Pacific Airlines (AAPA), Airbus, Boeing, Civil Air Navigation Services organization (CANSO), European Union Aviation Safety Agency (EASA), International Air Transport Association (IATA), International Federation of Air Line Pilots' Associations (IFALPA), International Federation of Air Traffic Controllers' Associations (IFATCA), Flight Safety Foundation (FSF), Pacific Aviation Safety Office (PASO), ICAO HQ and COSCAPs. A list of participants is at **Attachment 1** to the Report.

2. Opening Session

2.1 Mr. Tao Ma, the Regional Director, ICAO Asia and Pacific Office welcomed and thanked all the participants and the Organizations for their participation in the virtual platform of RASG-APAC/11. He especially thanked Mr. Herman Pretorius and Mr. Martin Maurino from the Air Navigation Bureau of ICAO, who were supporting this Meeting from ICAO Headquarters in Montreal. He reminded all that 2020-2021 has proven to be the most unprecedented and challenging year in the history of civil aviation due to COVID-19 that passenger totals plunged in 2020 by 60 per cent with an estimated loss of 371 billion USD, which is slowly picking up in 2021 with a 50 per cent reduction and 327 billion USD of gross passenger operating revenue. He thanked all for supporting the APAC Region in the implementation of the CART Recommendations through ICAO APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG) through three Sub-groups and APAC States filed COVID-19 Contingency Related Differences (CCRD).

2.2 Regional Director apprised that global accident rate of 2.14 accidents per million departures also decreased by 28 per cent from the 2019 rate of 2.96 accidents per million departures. Unfortunately, the fatalities was high in 2020. In 2020, scheduled commercial air transport accidents above 5700 kg. Max Take-Off Weight (MTOW) category resulted in 298 fatalities representing an increase from 239 in 2019. The number of fatal accidents decreased from six in 2019 to four in 2020. Point to note that out of four fatal accidents, two happened in our RASG-APAC Region against 8.5 million departures at the rate of 1.16 and 119 fatalities for APAC.

2.3 Mr. Tao Ma informed all that APAC has successfully promulgated the APAC Regional Aviation Safety Plan (AP-RASP) in 2020 and the implementation programme for NASP should get priority aligning with AP-RASP and GASP. He thanked RASG-APAC and APRAST Working Groups for promulgating the Annual Safety Report 2021 on time and developing the SEIs. He specially thanked the Secretariat and Bangladesh for taking the initiative of updating the Monitoring Tool, which will be very useful in due course for any implementation progress monitoring. He urged the States/Administrations to improve their EIs especially the Pacific Island States continue to have low EIs. He reiterated to work hard as the current average USOAP EI for APAC is 63.9% while the World average is 68.6% and out of all eight Areas AIG has the lowest EI for APAC region, which is only 50.49% and Critical Element (CE) 4, 7 and 8 is still around 50%. At the end of his opening remarks, the ICAO APAC Regional Director thanked Mr. Wing Keong Chan, the outgoing AIG Chair for contributing in AIG for nine consecutive years and welcomed Mr. Aurobindo Handa from Aircraft Accident Investigation Bureau (AAIB), India as the new AIG Chair.

2.4 Captain Victor Liu, the RASG-APAC Chair, welcomed all members to the meeting, especially Mr. Tao Ma, the Regional Director for joining the meeting first time. The Chair expressed that Year 2021 marked another challenging year for the global aviation industry. The Chair thanked the Chairs and/or Co-chairs, as well as the champions from States and/or Administrations and the industry partners, of the APRAST, AIG, SEI and SRP WGs for their earnest efforts in various areas. He strongly urged members to make good use of the guidance materials and tools developed to further enhance the effective implementations of all the safety initiatives and commitments to improve the regional performance in various areas.

3. Meeting arrangement

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

3.2 The 25 Working Papers (WP) and 05 Information Papers (IP) considered by the Meeting are listed at **Attachment 2** to this Report.

4. Decisions and Conclusions

4.1 The RASG-APAC/11 adopted 08 Decisions and 03 Conclusions. All RASG-APAC/11 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/11 presented by the Secretariat was adopted by the Meeting.

AGENDA ITEM 2: OUTPUT FOR RASG-APAC CONSIDERATION AND APPROVAL

2.1 Review of the action taken by the ANC/Council on the Report of RASG/10 Meeting – WP/2

2.1.1 The Meeting was presented with the outcome of the review by the ANC and the Council of the Report of the Thirty-first Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/31) and the Report of the Tenth Meeting of the Regional Aviation Safety Group Asia and Pacific (RASG-APAC/10) (AN-WP/9487 and the relevant actions taken. It was noted by the Council that, APAC Effective Implementation (EI) score is currently 63.9 per cent, which is still below the global average of 68.6 per cent. The Commission informed the Council that the EI score of Pacific Small Islands Developing States (PSIDS) remains significantly challenging with low participation in the PIRG and RASG activities. It was also noted that the development of National Aviation Safety Plans (NASPs) is slow. The Commission informed the Council that there is low interest in the Region to establish a Regional Accident and Incident Authority.

2.1.2 The Council noted with concern that two APAC States now have significant safety concerns (SSCs), namely Bhutan and Pakistan. It was noted that progress related to the removal of the SSCs is slow. The Council was informed that APAC States are facing difficulties in certifying military aerodromes that are used for international operations. Concerning GRF, it was noted that not all States and aerodrome operators will be ready for the transition to the new reporting format by the applicability date of 4 November 2021.

2.1.3 The Commission noted that certain military aerodromes in States are undertaking limited civil international operations and the certification of such aerodromes by civil aviation authorities may prove to be difficult, therefore an alternative safety oversight framework may be appropriate in consideration of the low level of civil international operations at such aerodromes. The meeting was informed that Doc 9774 Manual of certification of aerodromes will be updated and contain guidance related to certification on military aerodromes used for international operations.

2.1.4 Update on ADREP: The Meeting was informed that on 10 March 2020, the Air Navigation Commission (213-8) reviewed AN-WP/9407 which provided information on concerns related to the low level of reporting to the Accident/Incident Data Reporting (ADREP) system by States and the availability of ADREP data on the ICAO integrated Safety Trend Analysis and Reporting System (iSTARS). The meeting was informed that More than 200 entries were added to the ICAO ADREP database operating on the European Co-ordination Centre for Aviation Incident Reporting System (ECCAIRS) software to bring it up to date with all information provided by States as well as with information available to ICAO on accidents and serious incidents. New workflows to ensure the data is current have been drafted and are being implemented to ensure that, to the extent possible, all

Regional Offices are able to access and, when necessary, update or supplement the ADREP information. Data on the ICAO ADREP system was used to support the Occurrence Validation Study Group (OVSG) Meeting in February 2021 and will be used during the OVSG mid-year review. The database has been updated with the OVSG-validated data for 2019 and 2020 produced by the OVSG/2021 Meeting. The ICAO ECCAIRS instance is also now used as the primary source for ADREP data. Additionally, relevant ICAO applications, including those on iSTARS, are being progressively re-engineered to be fed with data from it.

2.1.5 ICAO has approved a new “*Working Arrangement between the International Civil Aviation Organization and the European Union regarding the Cooperation in the Area of Accident and Incident Reporting in Civil Aviation*” after review by the Council’s Committee on Cooperation with External Parties (CCEP). The arrangement covers the rollout of ECCAIRS 2. At the time of writing, the Secretariat was drafting a timeline for online briefing sessions on ECCAIRS 2 for States. The briefings will be held jointly with the European Union Aviation Safety Agency (EASA).

2.1.6 The Meeting noted with concern that the ICAO integrated Safety Trend Analysis and Reporting System (iSTARS) is currently not up to date. It was recalled that this safety information is critical in measuring the progress achieved towards the goals and targets of the GASP. The meeting requested that ICAO update the information and validate the tools on iSTARS as soon as possible.

2.1.7 The Meeting adopted the following Conclusion:

Conclusion RASG-APAC 11/1 — Review of the action taken by the ANC/Council on the Report of RASG/10 Meeting – WP/2	
That, ICAO, to update the information for States/Administrations and validate the available tools on the iSTARS platform as a matter of urgency,	Expected impact: <input type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: Authenticated data collection to fulfil the GASP Goals and Targets	Follow-up: <input type="checkbox"/> Required from States
When: Immediate	Status: Under Process
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:	

2.2 Outcomes of the High-Level Conference on COVID-19 (HLCC 2021) – Safety Stream – WP/3

2.2.1 This Working Paper presents an overview of the recommendations of the HLCC-2021 under the Safety Stream, which are relevant to the RASG-APAC Work Programme. At the time of publishing this Working Paper, recommendations can be found in the Yellow Cover Report, available on the ICAO website, at: [Yellow Cover Report \(icao.int\)](https://www.icao.int/yellow-cover-report).

2.2.2 The HLCC 2021 made 147 Recommendations under the Safety Stream on matters related to its agenda. Most of the recommendations consist of two parts: a) calls for action addressed directly to States, with some also addressed to international organizations; and b) calls for action by ICAO.

2.2.3 The most relevant outcomes to the RASG-APAC Work Programme are:

- a) the proposed topics for the draft 2023-2025 edition of the GASP were agreed upon and the GASP-Study Group was tasked to examine the appropriate means to take into consideration input from the Conference and the questionnaire, in preparation for subsequent endorsement of the GASP at the 41st Session of the ICAO Assembly;
- b) input from the Conference will be used to revise existing ICAO guidance materials and tools that support the implementation of regional and national aviation safety plans, in line with the GASP;
- c) there is a need for support, technical expertise and participation by States, international organizations and industry to the contributory bodies of the PIRGs and RASGs; and
- d) the Conference adopted the Ministerial Declaration on “One Vision for Aviation Recovery, Resilience and Sustainability beyond the Global Pandemic”.

2.2.4 India, Hong Kong China and the Republic of Korea endorsed the paper and the meeting adopted the following Conclusion:

Conclusion RASG-APAC 11/2 — Outcomes of the High-Level Conference on COVID-19 (HLCC 2021) – Safety Stream – WP/3	
That, States in the APAC Region to provide the most recent version of their National Aviation Safety Plan (NASP) to ICAO for posting on the ICAO GASP public website; actively participate and support the work of the contributory bodies of PIRGs and RASGs; and support for a RASGs’ data-driven, State-industry collaboration model to continue to reduce fatality risk in a post-pandemic environment.	Expected impact: <input type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: Implementation of global and regional aviation safety priorities and targets aligning with the NASP.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: Immediate	Status: On going
Who: <input 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:	

2.3 Update on Work Done by APAC-AIG and Follow up – WP/4

2.3.1 Chairman APAC-AIG presented WP/4 on update on APAC-AIG activities since RASG-APAC/9. The APAC-AIG/9 Meeting was held via a virtual platform on 27-28 October 2021, which was preceded by a Workshop on AIG matters hosted by Papua New Guinea on 26 October 2021. The Meeting noted the following update by Chairman APAC-AIG:

- a) At the first Asia/Pacific Ministerial Conference in 2018, the APAC Ministers had committed through the Beijing declaration to either establish an independent aircraft accident investigation authority or, where appropriate, develop a bilateral, sub-regional or regional partnership to support the establishment of accident investigation capabilities so as to serve the Region, sub-region or State.
- b) The Asia Pacific Regional Aviation Safety Plan (RASP) for 2020-22 had incorporated the following two AIG-related targets, which the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC) endorsed:
 - States to achieve at least 75% EI in AIG of USOAP CMA, and an APAC average USOAP EI score in AIG, which should be higher than or equal to the global average.
 - All States to establish an independent aircraft accident and incident investigation authority (AIIA) as required by Annex 13, as well as related investigation system and procedures.
- c) APAC States/Administrations were reminded to provide update on their plan and progress pertaining to the establishment of an independent AIIA through the RASG-APAC monitoring mechanism. A State Letter was sent to that effect (T 6/8.3.1 – AP185/21 (FS) dated 18 November 2021) to all for updated data.
- d) The Meeting urged States/Administrations to take early actions to achieve the AIG-related targets enumerated in the Asia Pacific Regional Aviation Safety Plan for 2020-2022.
- e) 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.

2.3.2 The Meeting was apprised that APAC-AIG/9 Meeting adopted a Decision and 2 Conclusions where RO and ICAO HQ has to coordinate closely for the updates. The Record of Discussion for APAC AIG/9 can be found at; <https://www.icao.int/APAC/Meetings/Pages/2021-APAC-AIG9.aspx>

2.4 Progress of Development of Annual Safety Report – WP/5

2.4.1 Co-chair SRP WG presented the Meeting on the progress of the APAC Annual Safety Report 2021 and plan for 2022. SRP WG advised that the development of the 2021 ASR was improved further through the development of a single data file structured to provide a single version of truth, simplify data checking, and streamline the design process with data tables structured so they could be transferred into the design document. The 2021 report also incorporated new information from a survey conducted on the key risks faced by States/Administrations and the mitigating measures implemented as well as the challenges faced as per RASG-APAC/10 Decision 10/6. The APAC Annual Safety Report 2021 also included the Chapter-9 on the Safety Risk arising from COVID-19. Malaysia, Nepal, Hong Kong China and the United States endorsed the effort of SRP WG presented through the WP/5.

2.4.2 The proposed delivery date for the 2022 Report is 3 October 2022, with every effort to be made to deliver prior to this date.

Decision RASG-APAC 11/1 — Progress of development of Annual Safety Report (WP/5)	
That, RASG-APAC/11 endorsed the Annual Safety Report 2021 and agreed on the proposed timeline for the Annual Safety Report 2022 as discussed in WP/5.	Expected impact: <input checked="" type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: Update the Annual Safety Report of APAC Region.	Follow-up: <input type="checkbox"/> Required from States
When: Immediate	Status: On going
Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry	

2.5 Update on APRAST Safety Enhancement Initiative (SEI) WG Activities – WP/6

2.5.1 Co-chair SEI WG presented WP/6 and updated that there are 40 actions set forth in the AP-RASP to address APAC’s top regional risks and key safety challenges. The 40 actions are further categorised and mapped onto the Operational Safety (OPS) and Organizational/Systemic (ORG) roadmaps of the AP-RASP, in which the OPS roadmap contains 17 OPS actions, which are the existing SEI outputs, approved or endorsed by the RASG-APAC. SEI WG was tasked as the custodian of those OPS actions under the AP-RASP.

2.5.2 As of RASG-APAC/11, the SEI WG has reviewed total 11 SEI outputs since APRAST/12. 2 SEI outputs (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) were reviewed and the review results were reported back to APRAST by the Working Paper (APRAST/16–WP/14). Currently, 3 SEI outputs (CFIT2, CFIT4 and CFIT7) are being reviewed by SEI WG after the APRAST/16 and the review result will be reported to the APRAST/17 which is scheduled in January 2022.

2.5.3 Singapore, India, Hong Kong China and COSCAP-SEA endorsed the effort of SEI WG and emphasized on implementation of those SEIs.

2.6 Review of Decisions and Conclusions Adopted at APRAST-15 & 16 and Progress – WP/7

2.6.1 This Working Paper was presented by the Secretariat on the updates of APRAST/15 and APRAST/16 conducted in virtual platform from 24-25 June 2020 and 17-18 March 2021 respectively. APRAST/15 adopted 14 Decisions out of which 8 Decisions were OPEN and they are all proposed to be closed. APRAST/16 adopted 10 Decisions and all are proposed to be closed except Decision 16/8. The updated status of the Decisions adopted at APRAST/15 and APRAST/16 can be found in Attachment A and B to the WP/7.

2.6.2 The Secretariat shown the LIVE DEMO of the Monitoring Tools for SEI, NASP, AP-RASP and GASP Mapping. The RASG-APAC Chair and Regional Director highly appreciated the voluntary effort taken by the IT Team of CAA Bangladesh to build the software and supporting RASG/APRAST effort. It was discussed and agreed that there is a need to provide a guideline to States/Administrations to use the Monitoring Tools and conduct Workshop once the tool is live. The Secretariat will coordinate accordingly. The Meeting noted the updates and adopted the Decisions as follows:

Decision RASG-APAC 11/2 — Review of Decisions and Conclusions Adopted at APRAST-15 & 16 and Progress – WP/7	
That, the Decisions adopted at APRAST/15 and APRAST/16 as described in Attachments A & B of the WP/7 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 checked="" 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 type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

Decision RASG-APAC 11/3 — Review of Decisions and Conclusions Adopted at APRAST-15 & 16 and Progress – WP/7	
That, Secretariat to arrange a workshop and provide required guidelines to use the Monitoring Tool once it is made live.	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 checked="" 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:	

2.7 Progress Update on Beijing Declaration Commitments – WP/8

2.7.1 The Secretariat presented updates on Beijing Declaration Commitments proposing to review the 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), Aerodrome Certification and Independence of Aircraft Accident Incident Investigation Authority (AAIIA).

2.7.2 The Meeting was apprised that since October 2020, the Global EI Average has increased from 68% to 68.7%, whereas the APAC EI average remains at 63.9%. The APAC Region is still below the Global average. States were reminded to continue their efforts to achieve greater EI score. Special attention should be put on the part of the eight audit areas that have not been recently audited so that to prevent a reduction of the EI score at the next audit.

2.7.3 It was informed that “*Implementation of an effective SSP by 2025*” is far from target. Only five States in APAC have fully implemented their SSP. Rest of the States/Administrations were urged to take action in implementing SSP by 2025. The meeting also noted the Status of two APAC States still under SSC.

2.7.4 Regarding Aerodrome Certification, the meeting noted that, by November 2021, 90% of aerodromes used for international operations were certified, which corresponds to 319 out of 353 aerodromes used for international operations. Moreover, only 78% are listed in the APAC ANP. The low increase compared to the 88% of last year can be explained as many airports have been identified to be used for international operations during this period. States are encouraged to expedite the certification of international aerodromes, as the target was the end of 2020. The meeting noted that insignificant progress or no progress made in establishing independent AAIIA, which is same as of last year at 40%.

2.7.5 The Meeting adopted the following Decision:

Decision RASG-APAC 11/4 — Progress Update on Beijing Declaration Commitments – WP/8	
That, Secretariat and COSCAPs to follow up: a) Issuing a State Letter to encourage States/Administrations to take steps towards achieving the safety related targets set out in the Beijing Declaration, particularly in the areas of augmenting USOAP EI, SSP implementation, Certification of International Aerodromes, and establishment of AAIIA.	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 type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: Implementation of High-Level Regional Commitments in achieving the 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:	

2.8 Update on AP-RASP Implementation Progress – WP/9

2.8.1 Meeting noted the progress made by the AP-RASP Action Custodian Implementation Sub-groups and sought further support from States/Administrations to nominate experts to strengthen the teams in order to expedite implementation. Additionally, requested all Action Group lead to present a report updating of the progress made to next APRAST in January 2022.

2.9 APAC COVID-19 Contingency and Recovery Planning Activities - WP/10

2.9.1 The Meeting noted progress and outcomes of the ICAO APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG) since December 2020, including the challenges and way forward for the ACCRPG.

2.9.2 The Co-chairs of ACCRPG presented the first ACCRPG Annual Report to APAC DGCA on 6 July 2021, including proposed revisions to the ACCRPG terms of reference and additional recommendations for APAC DGCA related to CART Phase III on the migration from ICAO's COVID-19 Contingency Related Differences (CCRD) system to the Targeted Exemptions System (TES).

2.9.3 The Annual Report also identified challenges and the way forward. For example, States need to maintain active engagement in the COVID-19 Response and Recovery Implementation Centre (CRRIC) website and enhance collaboration between civil aviation and public health authorities. In addition, ACCRPG needs to promote the establishment by the States of PHCs and encourage States to consider implementing the ICAO PHC "iPack".

2.9.4 The ACCRPG will look to inform established forums, including RASG-APAC, APANPIRG, RASCF, and CAPSCA-AP, of relevant outcomes of its work.

2.9.5 Updates to the ACCRPG Terms of Reference will see the group refocus on information sharing activities, engaging the APAC States in sharing positive case studies and increasing stakeholder input from outside the established aviation-centric ACCRPG Membership.

2.9.6 Given the discussion above, the Meeting encouraged States to continue to participate directly in the meetings of the ACCRPG and its sub-groups and nominate States' Focal Points to the ICAO APAC Office, and report up-to-date progress on the implementation of the CART Recommendations and guidance through the CRRIC.

2.9.7 In response to a request for clarification from the meeting, the Secretariat advised that the ACCRPG intended to convene plenary meetings of the group four (4) times a year and would continue to convene sub-groups to consider specific aspects as required. However, ACCRPG was yet to finalize the schedule of upcoming meetings.

AGENDA ITEM 3: FOLLOW-UP ON THE OUTCOME OF RASG-APAC/10

3.1 Review of Progress of RASG-APAC/10 Decisions and Conclusions – WP/11

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

Decision RASG-APAC 11/5 — Review of progress of RASG-APAC/10 Decisions and Conclusions (WP/11)	
That, the Meeting endorsed the recommendations of the 8 Decisions and 2 Conclusions of RASG-APAC/10 presented in Attachment A to WP/11.	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 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 checked="" 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:	

3.1.2 The RASG-APAC Chair thanked all for the efforts on the closure of RASG-APAC/10 Decisions and Conclusions and encouraged all States/Administrations to continue to implement the Beijing Declaration commitments.

3.2 Update of RASG-APAC 2020/2021 Work Programme – WP/12

3.2.1 The Secretariat presented the progress of the RASG-APAC Standing and Yearly Work Programme 2020/2021 through WP/12. The Meeting endorsed the status of Standing and Yearly Work Programme 2020/2021 and moved the two open items (Task 1 &2) to the Standing and Yearly Work Programme 2021/2022 presented through WP/24.

AGENDA ITEM 4: ICAO / MEMBER STATE / INDUSTRY PRESENTATIONS**4.1 Voluntary Safety Reporting, Safety Culture and Effective Management of Risks – WP/13**

4.1.1 The Meeting noted the United States WP/13 highlighting best practices in safety culture, voluntary reporting programs and cooperation with the objective of enhancing safety, efficiency, and sustainability of aviation around the world. The key to continuous improvements in aviation safety is to create, reinforce, and sustain a positive, non-punitive safety culture through an open and transparent exchange of safety information and data between the State and the aviation community. The ICAO HLCC in Recommendation 1/2, i, reaffirmed this point which stresses the continued importance of the safety reporting culture, particularly during significant disruption events such as a pandemic. Indonesia, Malaysia, Republic of Korea, Singapore and IFALPA endorsed the paper and the meeting urged the States/Administrations to:

- a) Prioritize the development of a sustainable safety culture to enable continuous improvements in safety with the support of stakeholders;
- b) Continue to support the implementation of safety management by States and Industry as described in Annex 19 and the ICAO Safety Management Manual (Doc 9859); and
- c) Discourage the use of voluntarily provided safety data/information for purposes other than for improving aviation safety.

4.2 The Flight Safety Foundation (FSF) Global Safety Assessment Project – WP/14

4.2.1 The Flight Safety Foundation (FSF) presented WP/14 on a Global Safety Assessment project, which it has initiated to understand current global and regional safety needs by identifying synergies and gaps in addressing existing safety risks and emerging safety issues arising because of the global pandemic. With the collaboration of the Association of Asia Pacific Airlines (AAPA), survey results were analyzed and presented to the Meeting.

4.2.2 The Meeting was informed of the preliminary results stemming from the survey, which collected information on risk assessments and mitigation strategies that may have been put in place during the pandemic. Areas that were emphasized included Business Continuity, Emergency Response Plans, Safety Management Systems, risk assessments, Change Management and CAA industry cooperation.

4.2.3 The Meeting welcomed the detailed analysis that was performed and expressed the importance of how such information was relevant to the current safety issues. On that note, the Meeting supported the on going work of the FSF together with AAPA to further drill down in the results and for FSF to participate at the APRAST/17 Meeting scheduled 24-27 January 2022 to present the results in more detail. India endorsed the effort taken in the assessment project and Secretariat suggested FSF and AAPA to present more in details during the APRAST/17 Meeting on the assessment.

4.3 Update on Port Moresby Declaration (First Pacific Regional Aviation Ministers Meeting (RAMM) – WP/15

4.3.1 The Secretariat presented WP/15, which informed the meeting of the ‘Port Moresby Declaration on Aviation Safety and Security’ and the associated Ministerial Statement endorsed by the Pacific Island Regional Aviation Ministers at the First Pacific Regional Aviation Ministers Meeting (RAMM) held on 30 June 2021. The Paper highlighted commitments made through the aforementioned Declaration and the Statement as it relates to Recommendations of the Pacific Small Island Developing States (PSIDS) Aviation Needs Analysis conducted by ICAO from March to September 2019.

4.3.2 The Meeting noted that WP/27 presented to the RASG-APAC/9 in 2019 provided detailed information on the PSIDS Aviation Needs Analysis and its 30 Recommendations in the final report, while also noting that two specific recommendations aimed at the PSIDS for resilience and sustainability of Pacific aviation had been accorded due prominence by the Ministerial level commitment expressed in the above referenced Declaration and the Statement.

4.3.3 In that regard, the Meeting noted that the Ministers acknowledged the need to strengthen PASO and thus had directed the officials to investigate in to the ways to do so as well as acknowledged that amendments to the Pacific Islands Civil Aviation Safety and Security Treaty (PICASST) are required, thus further tasked Aviation Officials to work with PASO to improve the PICASST.

4.3.4 Most importantly, the Meeting noted that these actions would be monitored at the next RAMM Meeting to be held in 2022. Australia noted the papers presented on HLCC on this subject. PNG and PASO endorsed the WP.

4.4 RASMAG/26 and ATMSG/9 Outcomes – WP/16

4.4.1 The Secretariat informed the Meeting of the relevant outcomes of the Twenty-Sixth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/26) Sub-Group of APANPIRG, held from 27 to 30 October 2021, and the Ninth Meeting of the Air Traffic Management (ATM) Sub-Group of APANPIRG (ATM/SG/9), held from 01 to 05 November 2021.

RASMAG/26 Outcomes

4.4.2 The Meeting was informed of regional airspace safety monitoring outcomes including datalink performance monitoring data, progress of resolution of the AKARA – FUKUE Corridor airspace and associated Large Height Deviation (LHD) Hot Spot, the regional vertical and horizontal safety risk assessments for 2020, airspace safety reporting rates and trend, the Reduced Vertical Separation Minimum (RVSM) Long Term Height Monitoring (LTHM) burden, and the matter of RVSM ‘rogue’ aircraft.

4.4.3 The overall vertical collision risk estimate Flight Information Regions (FIRs) for the Pacific (PAC) area was 16.71×10^{-9} fatal accidents per flight hour (*fapf*), which did not meet the Target Level of Safety (TLS, 5.0×10^{-9}). The vertical collision risk estimate for the Asia region at 7.42×10^{-9} also did not meet TLS.

4.4.4 The horizontal risk estimate for all FIRs in both the PAC and Asia areas met TLS in all longitudinal and lateral risk categories.

4.4.5 While the overall airspace safety reporting rate per flying hours increased marginally in 2020, there was wide variation in reporting rates, and some reduced reporting (**Table X**).

Airspace	# Reports					1 Report : Flying Hrs				
	2016	2017	2018	2019	2020	2016	2017	2018	2019	2020
DPRK	0	0	0	0	0	-	-	-	-	-
Mongolia	0	4	1	2	0	-	1: 37,771	1: 158,891	1: 82,138	-
China	117	134	110	79	85	1: 20,413	1: 18,248	1: 22,229	1: 31,119	1: 26,867
ROK	6	5	12	34	5	1: 93,291	1: 117,090	1: 28,365	1: 18,959	1: 25,965

SEA	426	474	205	152	42	1: 5,884	1: 6,548	1: 17,757	1: 22,275	1: 25,106
Indonesia	32	34	23	37	18	1: 11,520	1: 10,842	1: 53,603	1: 33,321	1: 17,346
Japan	43	71	76	77	66	1: 33,834	1: 21,510	1: 20,632	1: 20,762	1: 14,737
SA/IO	778	935	681	439	152	1: 3,689	1: 3,166	1: 3,783	1: 7,955	1: 7,907
SW Pacific	52	51	53	101	46	1: 16,639	1: 17,572	1: 17,817	1: 9,335	1: 6,954
Pacific	33	42	43	173	134	1: 63,500	1: 54,191	1: 45,064	1: 10,139	1: 6,404
Total	1,487	1,750	1,204	1,094	548	1: 8,905	1: 8,180	1: 12,332	1: 14,330	1: 11,712

Table X: Total LHD, LLD and LLE Reports, and Reports per Flying Hours, 2016 - 2020

4.4.6 RASMAG/26 had agreed to Draft Conclusion RASMAG/26-3: RVSM Approvals Data and Filing of RVSM Indicator in Flight Plans of State Aircraft for consideration by APANPIRG/32 (01 – 03 December 2021), urging States to share State Aircraft RVSM approval data and status reports with the relevant regional airspace safety monitoring agencies, and to ensure non-RVSM approved State Aircraft did not include the RVSM-approved indicator in filed flight plans.

4.4.7 The RVSM LTHM burden had increased significantly, with limitations caused by the COVID-19 pandemic contributing significantly. While APANPIRG Air Navigation Deficiencies were not proposed at this time, they would be raised in 2022 due to the significant safety implications of increasing and/or high LTHM burden.

ATM/SG/9 Outcomes

4.4.8 Relevant outcomes from ATM/SG/9 included discussion of activation of Danger Areas over the high seas, regional ATM contingency planning and recent ATM contingency events, the applicability of the Global Reporting Format (GRF) for runway surface conditions, and regional Search and Rescue (SAR) planning and Search and Rescue Region (SRR) definition.

4.4.9 In response to IATA concerns regarding continued prolonged hours of Danger Area activation over the high seas (over international waters outside territorial seas) ATM/SG/9 had adopted the technical *Conclusion ATM/SG/904: Management of Danger Areas situated over the High Seas*, which urged States to act in accordance with the principles and guidance in ICAO Doc 10088 Manual on Civil – Military Cooperation, give due consideration to the requirements of other airspace users, establish robust coordination between civil and military authorities, and ensure all affected FIRs promulgated relevant aeronautical information in accordance with ICAO Standards and Recommended Practices (SARPS) and Procedures for Air Navigation Services (PANS).

4.4.10 ATM/SG/9 had been reminded of the applicability, from 04 November 2021, of ICAO provisions in various Annexes and PANS for the reporting of runway surface conditions using the new GRF, SNOWTAM and revised ATC phraseology.

4.4.11 The Meeting was briefed on the current status of regional ATM contingency planning, and the ATM contingency events in the Yangon (Myanmar) and Kabul (Afghanistan) FIRs. Noting that lessons learned from the Pakistan airspace closure of 2019 had been included in an update of the Regional ATM Contingency Plan, the Plan would also be updated to include lessons learned from the Yangon FIR (February 2021) and Kabul FIR (ongoing since August 2021) ATM contingency events.

4.4.12 The Asia/Pacific SAR Working Group (APSAR/WG) was developing a template for a Memorandum of Understanding (MoU) between national SAR and Accident Investigation authorities for inclusion in the Asia/Pacific SAR Plan, with a view to its later inclusion in the International Aeronautical and Maritime SAR (IAMSAR) Manual.

4.4.13 Myanmar endorsed the Working Paper. The RASG-APAC Chair encouraged all States/Administrations to note the content of the paper and suggested that those States/Administrations who have the regulatory roles on the corresponding issues should take a more active role in coordinating with the relevant parties/services providers within their purview to further improve the situation.

4.5 Potential Impacts From 5G Implementation on Aircraft Radio Altimeters – Outcomes from CNS SG/25 Meeting – WP/17

4.5.1 The Meeting noted the content of the paper presented by the Secretariat regarding the discussion in the 25th Meeting of the Communications, Navigation and Surveillance Sub-group of APANPIRG (CNS SG/25) and its contributory bodies about 5G implementation and potential impacts on aircraft radio altimeters.

4.5.2 Member States would monitor the impact of 5G on radio altimeters in their States/Administrations with reference to the safety and frequency spectrum issues. CAA and airworthiness office may collect all relevant information and past issues reported, if any, and inform RASG-APAC in case of any significant concern. The issues related to frequency spectrum may be brought to the attention of CNS section of the ICAO APAC Office for further coordination with RASG-APAC and ICAO Headquarters.

4.6 Potential Interference To Aircraft Radio Altimeter By 5G Telecommunications System – WP/18

4.6.1 The Meeting noted the paper presented by Singapore, co-sponsored by Bangladesh, Fiji, Indonesia, New Zealand and Thailand, on the efforts to bring about greater awareness in managing the risk posed by the potential interference to aircraft radio altimeter by 5G.

4.7 5G Application Interference with Aircraft Altitude Equipment – WP/19

4.7.1 The Meeting noted the paper presented by Hong Kong, China. Hong Kong, China has brought the potential risk to the attention of the local industry and taken proactive actions with relevant parties, including collecting suspected occurrences from airline operators. A Working Group consisting of subject matter experts (SME) from multiple domains was established to study and closely monitor the global development of the issue.

4.7.2 States/Administrations and industry are encouraged to share their experience, take an early action to bring up the subject to the attention of their industry stakeholders, provide feedback to aircraft manufacturers to support their further studies, and keep relevant contributory bodies of ICAO RASG-APAC informed. The Meeting noted Hong Kong, China's proactive efforts.

4.7.3 On discussions of WP/17, WP/18 and WP/19, the Meeting urged States/Administrations to strengthen collaboration and sharing of information, as well as take an early action with their industry stakeholders and relevant authorities to prevent any potential safety risk to the aviation safety system. As 5G implementation is a global issue, the RASG-APAC Chair suggested the ICAO Regional Office to refer the subject to the relevant ICAO Panels and Expert groups (e.g. ICAO Airworthiness Panel and/or ICAO Frequency Spectrum Management Panel) to conduct further studies to assess the potential impacts from 5G implementation on aircraft radio altimeters and address this global issue. Australia, China, Indonesia and United States endorsed the Working Papers. The Meeting adopted a Consensus Decision out of WP/17, WP/18 and WP/19 as follows:

Conclusion RASG-APAC 11/3 — Potential Interference to Aircraft Radio Altimeter by 5G Telecommunications System – WP/17, WP-18 & WP-19	
That, the ICAO Regional Office to refer the subject to the relevant ICAO Panels and Expert groups to conduct further studies to assess the potential impacts from 5G implementation on aircraft radio altimeters and address this global issue.	Expected impact: <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 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: To collaborate to prevent any potential safety risk to the aviation safety system from 5G Interference.	Follow-up: <input type="checkbox"/> Required from States
When:	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	

Decision RASG-APAC 11/6 — Potential Interference to Aircraft Radio Altimeter by 5G Telecommunications System – WP/17, WP-18 & WP-19	
a) That, States/Administrations share with their telecommunications authorities on possible potential 5G interference with aircraft radio altimeter for 5G installations near airports; b) That, States/Administrations and industry liaise with States of Design and aircraft manufacturers to mitigate the potential interference of 5G networks on aircraft radio altimeters; c) That, States/Administrations and industry provide feedback to RASG-APAC and APANPIRG, and its sub-groups on reports of interference from 5G networks	Expected impact: <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 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: To collaborate to prevent any potential safety risk to the aviation safety system from 5G Interference.	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	

4.8 Recommendations to further enhance safety in the Transport of Lithium Batteries contained in equipment – WP/20

4.8.1 This Paper was presented by Hong Kong, China highlighting the potential hazard of transporting lithium batteries in all modes of transport and around the world, and sharing their safety enhancement measures (such as enhanced packaging measures) in the air transport of lithium batteries contained in equipment. Hong Kong, China’s experiences and enhanced packaging measures were also shared at the 28th ICAO Dangerous Goods (DG) Panel Meeting held in November 2021. The Panel fully supported the enhanced packaging measures, and decided to amend the ICAO TI (Doc 9284) accordingly in the next Edition in Year 2023.

4.8.2 Member States/Administrations noted the initiative and efforts made by Hong Kong China and ICAO DG Panel members to further enhance safety in the air transport of lithium batteries. Member States/Administrations were also encouraged to recognize the global issue of the potential hazard of transporting lithium batteries, to share relevant experience, challenges, and considerations, and to jointly explore additional safety enhancement measures to further enhance safety in the transport of lithium batteries. IATA, IFALPA, Macao China and the United States endorsed the Working Paper.

4.9 Strengthening Aviation Safety Resilience in the Asia Pacific Region – WP/21

4.9.1 Presented by Singapore and co-sponsored by Bangladesh, Fiji, Indonesia, New Zealand, Thailand and IATA, WP/21 highlighted the conclusions of the 2021 ICAO High Level Conference on COVID-19 (HLCC) which recognized that RASGs play important roles in supporting safe recovery. The Meeting noted that RASG-APAC was a crucial platform to aid States/Administrations to identify COVID-19 related safety issues, strengthen risk mitigation, and collectively build greater safety resilience.

4.9.2 The Meeting noted the call to include the management of COVID-19 impact in the annual agenda and Work Programmes of RASG-APAC and its sub-groups to support a safe recovery. States/Administrations were encouraged to share safety lessons learnt and key risks identified to address regional aviation safety and operational issues. The Meeting also noted the recommendation for the AP-RASP to be updated in the next triennium to provide regions, States/Administrations and industry with relevant direction and guidance to address the challenges to safe recovery. Australia, China, Macao China, Indonesia, Papua New Guinea and the United States supported the Working Paper.

4.9.3 The Meeting considered to include the challenges and risks in managing the COVID Recovery of APAC Region’s international air travel in the next update of AP-RASP 2023-2025 version and adopted the following Decision:

Decision RASG-APAC 11/7 — Strengthening Aviation Safety Resilience in the Asia Pacific Region (WP /21)	
<p>That, RASG-APAC consider including the challenges and risks associated with post COVID safe recovery in the next update of the Asia-Pacific Regional Aviation Safety Plan (2023-2025 edition), in particular the strategic approach to managing safety and the Organisational (ORG) and Operational (OPS) Roadmaps.</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 checked="" type="checkbox"/> Political / Global

	<input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: To identify and address post COVID Recovery Challenges on Safety and Strategic Approach for next triennium	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	

4.10 Establishment of safety risk management system (SRMS) and implementation of data-based SMS – WP/22

4.10.1 The Republic of Korea presented the WP/22 and the Meeting noted the importance of risk-based approach and promoted its implementation of the data-based SMS that intensively analyses and manages potential hazards to comply with the SDCPS (Safety Data Collection and Processing System) recommended by ICAO, while highlighting the necessity of safety data collection, integrated management, identified of key risks, potential hazards, and safety manager's decision process for its successful SRM implementation.

4.10.2 In addition, States/Administrations are encouraged to subscribe to the necessity of hazards databases establishment, risk identification, risk analysis, and mitigation measurement, and monitoring process for the successful implementation of data-driven decision-making in Safety Management System of air navigation service providers(ANSPs). Malaysia and COSCAP-SEA supported the Working Paper.

4.11 State Safety Programme – India Updates – WP/23

4.11.1 The Meeting noted the paper presented by India on its State Safety Programme, which captures the ICAO SARPs as contained in ICAO Annex 19, Ed II and guidance provided in the related ICAO Docs.

4.11.2 States are encouraged to develop their SSP and share with RASP-APAC, and may seek assistance if required from other States.

**AGENDA ITEM 5: RASG-APAC YEARLY/STANDING WORK PROGRAMME
2021/2022 (PROPOSED) FOR CONSIDERATION AND APPROVAL**

5.1 Proposed RASG-APAC 2021/2022 Yearly and Standing Work Programme – WP/24

5.1.1 The Secretariat presented the WP/24. The Meeting noted the proposed RASG-APAC 2021/2022 Yearly and Standing Work Programme.

5.1.2 The Meeting endorsed the following Decision:

Decision RASG-APAC 11/8 — RASG-APAC Yearly/Standing Work Programme 2020/2021 (proposed) – WP/24	
That, the proposed RASG-APAC 2021/2022 Yearly and Standing Work Programme is approved, as in Attachment A of WP/24.	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 type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: To achieve global and regional aviation safety priorities and targets.	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: ANY OTHER BUSINESS

6.1 RASG-APAC Chair noted that some of the WPs/IPs were put onto the website at a very late stage. He suggested the Secretariat to consider setting an earlier deadline for submission of papers in future, and urged all to submit the papers on time so as to facilitate the Secretariat in preparation for the meeting.

6.2 The Meeting noted the Republic of Korea proposal to present a Working Paper in APRAST/17 on their SARPs Management and Implementation System (SMIS) and Safety Oversight Management System (SOMS) which can be used as an effective tool for the Region.

6.3 Update on Innovation – WP/25

6.3.1 The Secretariat presented the WP/25. The Meeting was updated on the overview of the recent activities undertaken to progress and promote innovation at ICAO, at the organizational level. Such activities aim to enhance the interface between the aviation and the innovation communities, to

further advance ICAO Strategic Objectives. ICAO's leadership role in providing an international forum for the community to exchange on innovation was highlighted and the critical role of States acknowledged.

6.4 Date and Venue of the next Meeting

6.2.1 The RASG-APAC/11 dates and venue will be notified in due course preferably in the third week of November 2022 back to back with APANPIRG considering the Assembly Meeting, ICAO Regional events and COVID-19 situation.

6.5 Closing of the Meeting

6.5.1 The ICAO Regional Director thanked the RASG-APAC Chair and RASG-APAC Vice Chair of the Meeting and participants for their contributions for the Meeting.



ICAO ELEVENTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP - ASIA AND PACIFIC REGIONS (RASG-APAC/11)

*(Video Teleconference, 25-26 November 2021 at 10:00-13:00 hrs.
Bangkok Time, UTC+7)*

Agenda Item 2: Outputs for RASG-APAC consideration and approval

**WHERE DOES APAC STAND
WITH THE BEIJING DECLARATION COMMITMENTS**

(Presented by the Secretariat)

SUMMARY

Through the adoption of the Beijing Declaration at the first APAC Ministerial Conference on Civil Aviation in January 2018, all the Delegations committed to improve the Aviation Safety and Air Navigation Services. This paper is giving information on the current status of the States' commitments in the field of Aviation Safety for the APAC region.

1. INTRODUCTION

1.1 Gathering at the first ICAO's APAC Ministerial Conference on Civil Aviation in Beijing in January 2018, the Ministers in charge of civil aviation representing 36 governments endorsed the Beijing Declaration formalizing their shared commitments on high-priority aviation safety and efficiency objectives. They agreed to pursue cooperative progress on objectives relating to aviation safety oversight, State Safety Programme (SSP) implementation, airport certification, independence of accident investigation authority, 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.

1.2 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 to cope with the traffic growth. It also demonstrates High level commitment to public, industry and investors and can be used as benchmark with other States.

1.3 This paper, initially presented at the DGCA56 in Nepal, is proposing to review the current status of the APAC States' commitments in the field of Aviation Safety. Each commitment with the associated target will first be recalled. Then the way to measure the implementation progress will be defined and results will be provided. A short analysis will then follow to invite States to focus their efforts.

1.4 All the data used in this paper are the ones available in November 2021.

2. DISCUSSION

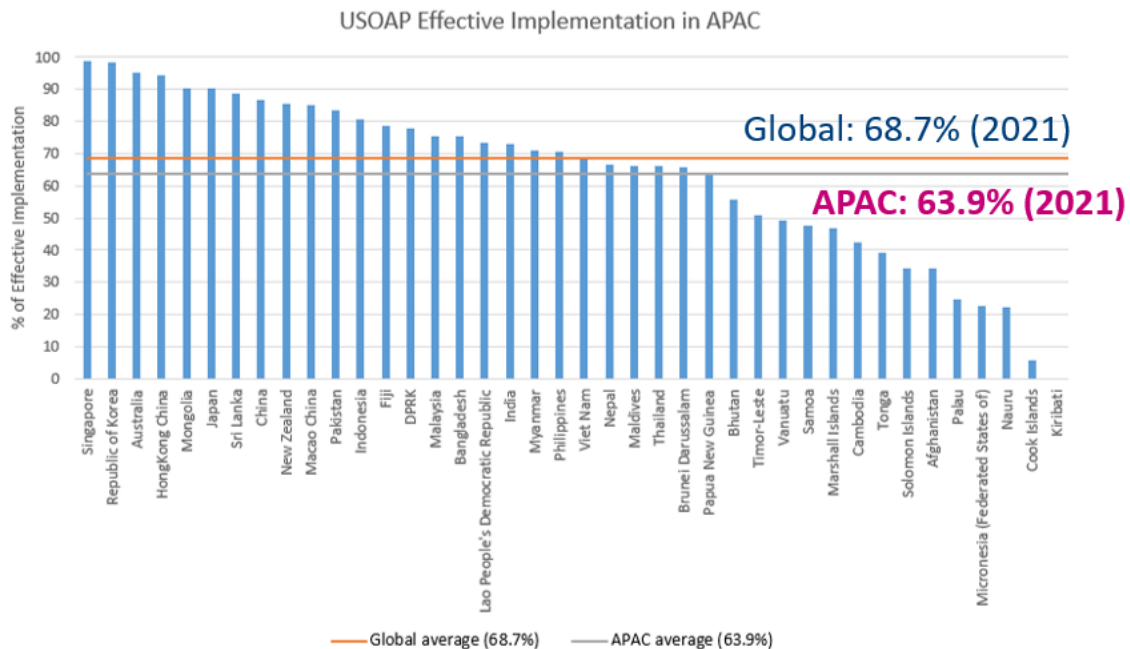
a) USOAP Effective Implementation (EI)

Commitment: “Progressively enhance safety oversight capability to achieve a USOAP EI score higher or equal to the global average by 2022”

Indicator: National Effective Implementation percentage

Source: iSTARS (USOAP Data Tables Implementation Indicators)

Current implementation:



Analysis:

Since October 2020, the Global EI Average has increased from 68% to 68.7%, whereas the APAC EI average remains at 63.9%. The APAC region is still below the Global average.

The last recent USOAP audits have shown the following progress:

State / EI %	Oct 2020	Oct 2021	USOAP conducted
Malaysia	74.97	75.44	2020
Myanmar	70.67	71.06	2020
Thailand	65.87	66.12	2021

States are reminded to continue their efforts to achieve greater EI score. Special attention should be put on the part of the eight audit areas that have not been recently audited so that to prevent a reduction of the EI score at the next audit.

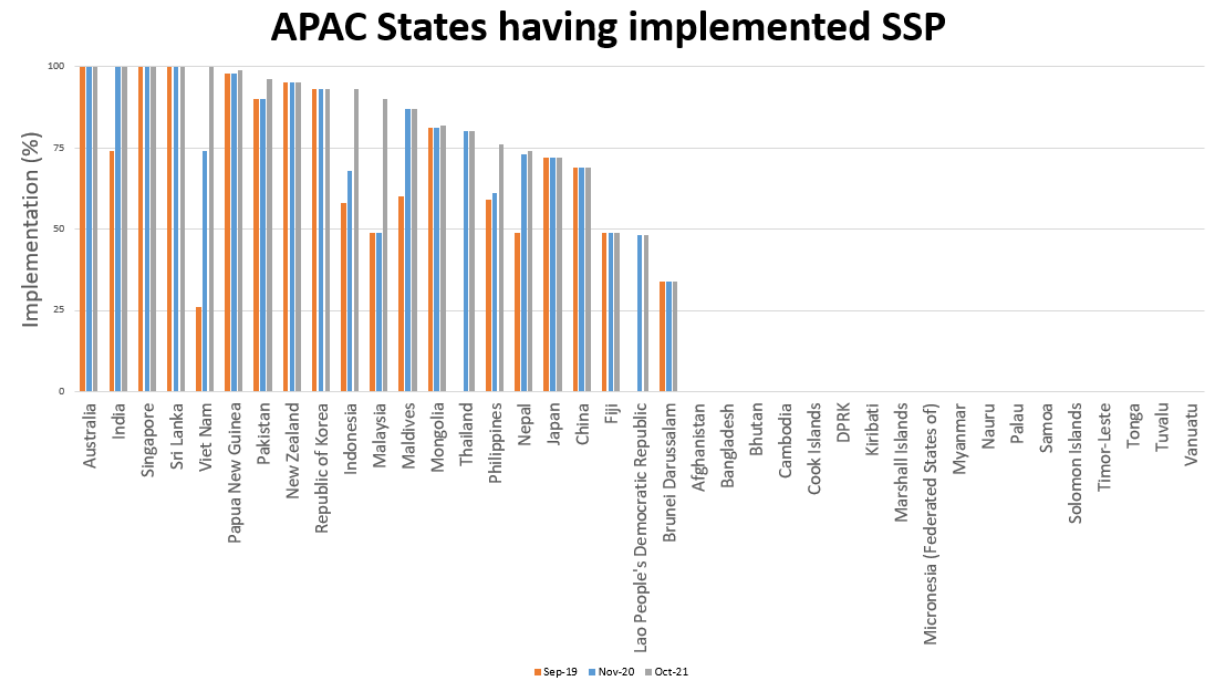
b) State Safety Programme (SSP)

Commitment: “Implement an effective SSP by 2025”

Indicator: National effective SSP implementation

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

Current implementation:



Analysis: Five States in APAC have completed their SSP implementation. 16 States are progressing on their SSP implementation. The other States are invited to take action so that all States have implemented SSP by 2025.

c) Significant Safety Concerns (SSCs)

Commitment: “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”

Current implementation: Two APAC States have a SSC, one State in licensing and the other State in Air Navigation.

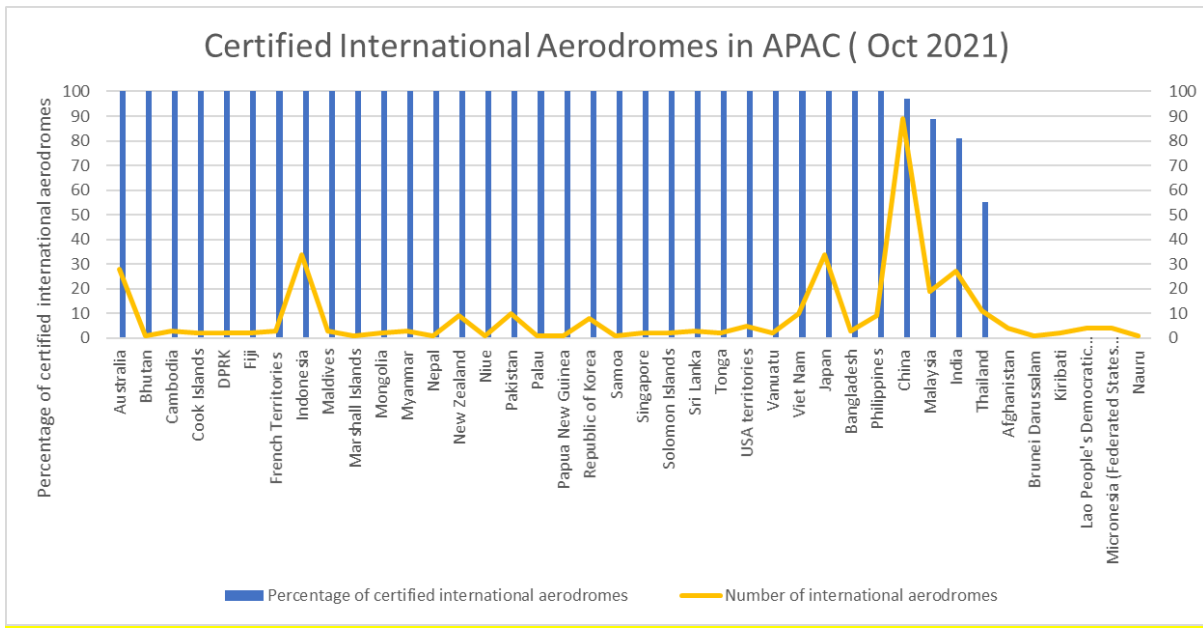
d) Certification of international aerodromes

Commitment: “Certify all aerodromes used for international operations by 2020”

Indicator: Number of international aerodromes and percentage of certified international aerodromes

Source: Aerodromes Operations and Planning Sub-Group (AOP/SG/5)

Current implementation:



Analysis:

In November 2021, 90% of aerodromes used for international operations were certified, which corresponds to 319 out of 353 aerodromes used for international operations. Moreover only 78% are listed in the APAC ANP. The low increase compared to the 88% of last year can be explained as many airports have been identified to be used for international operations during this period. States are encouraged to expedite the certification of international aerodromes as the target was the end of 2020 and to submit Proposal for Amendment (PfA) to amend APAC ANP.

States in need of technical assistance in aerodrome certification are encouraged to contact ICAO APAC Office or its corresponding COSCAP.

e) Accident Investigation

Commitment: “Commit to establish an accident investigation authority that is independent from State aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation or where appropriate develop a bilateral, sub-regional or regional partnership to support the establishment of accident investigation capabilities to serve the region or sub-region.”

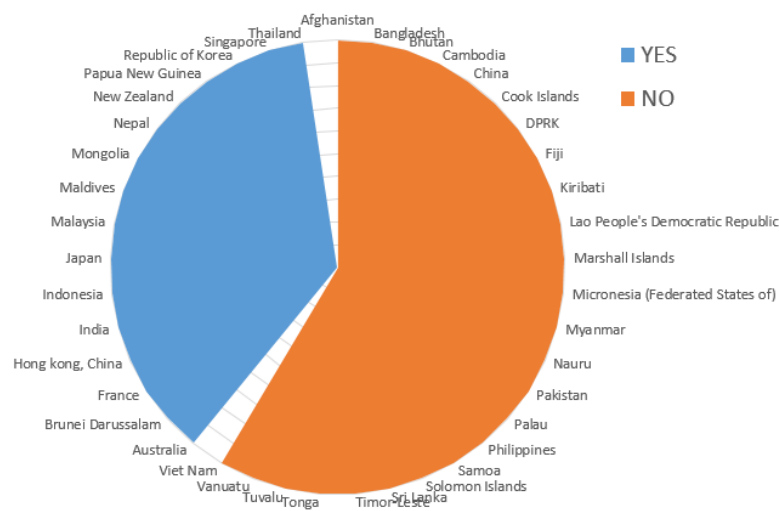
The inclusion of the following target has been added into the Asia Pacific Regional Aviation Safety Plan (AP-RASP) 2020-2022: “States should establish an independent aircraft accident and incident investigation authority (AIIA) as required by Annex 13, as well as related investigation system and procedures by 2022”

Indicator: Independent aircraft accident and incident investigation authority (AIIA)

Source: RASG-APAC monitoring mechanism and 9th Meeting of the Asia Pacific Accident Investigation Group (APAC-AIG/9)

Current implementation:

Independent aircraft accident and incident investigation authority (AAIIA)



Analysis:

As of November 2021, 40% of APAC States/Administrations have established an independent aircraft accident and incident investigation authority (AAIIA), same as last year.

APAC States/Administrations are reminded to provide, through the RASG-APAC monitoring mechanism, update on their plan and progress pertaining to the establishment of an independent aircraft accident and incident investigation authority (AAIIA) to meet the 2022 target.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) Note the contents of the paper;
- b) Collaborate and work towards achieving targets of the Beijing Declaration.

— END —



ICAO

**ELEVENTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP -
ASIA AND PACIFIC REGIONS (RASG-APAC/11)**

*(Video Teleconference, 25-26 November 2021 at 10:00-13:00 hrs.
Bangkok Time, UTC+7)*

Agenda Item 4: ICAO / Member State / Industry Presentations

THE FLIGHT SAFETY FOUNDATION GLOBAL SAFETY ASSESSMENT PROJECT

(Presented by Flight Safety Foundation and Association of Asia Pacific Airlines)

SUMMARY

The conference is invited to be informed of the FSF initiative of the development of the Global Safety Assessment Project and is encouraged to collaborate with FSF in its implementation.

1. INTRODUCTION

1.1 The impact of the COVID-19 pandemic on the global aviation community has been unprecedented and has resulted in an extreme reduction in aviation activity and in some cases a complete shutdown of operations commencing in the first quarter of 2020 and well into most of 2021.

1.2 The International Civil Aviation Organization (ICAO), together with the civil aviation community is to be commended for its quick action in the development of the Council Aviation Recovery Task Force (CART) document providing a framework for addressing the impact of the current COVID-19 pandemic on the global aviation transportation system in a phased approach including the associated guidance to regulators as well as the industry such as the guidance on the issuance of temporary exemptions and alleviations. However, regulators, as well as service providers, need to manage exemptions and alleviations based on robust risk management and to better understand and address the root causes of errors, deviations and incidents that can be expected in these unprecedented circumstances.

1.3 The shutdown and return to service have led to many changes to the operating environment. This means that organizations need to address the management of change effectively and regulators need to engage with their organizations to ensure that the results are safe and effective.

1.4 Without a doubt, ICAO, states, regional and international organizations as well as the industry have been impacted in their overall progress to complete safety enhancement initiatives (SEIs) and progress efforts in achieving Global Aviation Safety Plan (GASP) and Regional Aviation Safety Group (RASG) goals. Furthermore, as the global recovery will certainly be uneven, new safety hazards will be identified and may differ by region and for each operator.

1.5 The ICAO regional Office of the APAC region is commended with the activities performed to support its States and industry particularly during the period of the Pandemic.

2. LAUNCH OF THE GLOBAL SAFETY ASSESSMENT PROJECT

2.1 The Flight Safety Foundation (FSF) has launched the development of a Global Safety Assessment Project to help FSF and its members to understand current global and regional safety needs by identifying synergies and gaps in addressing existing safety risks and emerging safety issues arising because of the global pandemic. The assessment will focus on scheduled commercial air transport, business aviation and special operations.

2.2 Collaborating with regulators, regional groups and industry associations, FSF will determine the impact the pandemic has had on governments supporting their industry as well as on the industry keeping pace with its international obligations and national requirements. Additionally, the assessment will identify the new or emerging aviation safety issues arising because of the pandemic. The assessment will also focus regionally, and the results will provide a better understanding of existing safety risks and emerging issues leading to effective mitigation approaches.

2.3 Some metrics that will be considered are accident, serious incident and occurrence data, and the number of exemptions, extensions and alleviations issued. A deeper analysis will be performed on the ability of regulators to issue exemptions and of service providers to perform thorough risk assessments to make informed decisions. Information will be collected through surveys and qualitative results reviewed through focus groups and workshops.

2.4 To this end, a survey has been prepared in collaboration with the Association of Asia Pacific Airlines and sent to its members, in order to collect information on the level of risk assessments performed and the mitigation strategies that may have been put in place during this global pandemic. The survey also collected information on the level of coordination between the regulator and service provider. 36 airlines in the APAC region participated in the survey.

2.5 The survey results together with the information collected through focus groups and workshops will be used to perform the deeper analysis as reflected in para 2.3 above. These different sources of information will provide insights to enhance FSF members' understanding of global and regional safety needs by identifying synergies and gaps in addressing existing safety risks and emerging issues leading to effective mitigation approaches. Further, the project will produce insights and lessons learned that might help shape global aviation safety policies and best practices going forward.

2.6 The Global Safety Assessment Project is underway and targeted for completion by September 2022 with the preparation of a comprehensive report comprising analysis and recommendations. The results of the survey will be shared with the conference participants. A preliminary report of the regional results will be shared with the RASG-APAC for its consideration. The results stemming from the project may form the basis of a working paper to be presented at the 41st Session of the ICAO Assembly.

3. CONCLUSION

3.1 FSF has launched the development of a Global Safety Assessment Project to help FSF, its members, States and the industry to understand current global and regional safety needs by identifying synergies and gaps in addressing existing safety risks and emerging safety issues arising from the global pandemic.

3.2 The project is targeted for completion by September 2022 with the preparation of a comprehensive report comprising analysis and recommendations. A survey was performed with 36 members of AAPA. The results of the survey will be shared with the conference participants. A preliminary report of the regional results will be shared with the RASG-APAC for its consideration. The results stemming from the project may form the basis of a working paper to be presented at the 41st Session of the ICAO Assembly.

4. ACTION BY THE MEETING

4.1 The Meeting is invited to note the information contained in this Paper.

— END —

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195 Registered Participants

26 States / Administrations

12 International Organizations and Industry Partners

	States / Administrations / International Organizations / Industry Partners	No. of participants
1.	Australia	3
2.	Bangladesh	10
3.	Brunei Darussalam	1
4.	Cambodia	10
5.	China	3
6.	Hong Kong, China	12
7.	Macao, China	3
8.	India	7
9.	Indonesia	13
10.	Japan	3
11.	Lao PDR	1
12.	Malaysia	7
13.	Mongolia	5
14.	Myanmar	7
15.	Nauru	1

	States / Administrations / International Organizations / Industry Partners	No. of participants
16.	Nepal	4
17.	Pakistan	4
18.	Papua New Guinea	1
19.	Philippines	1
20.	Republic of Korea	13
21.	Singapore	6
22.	Thailand	6
23.	Timor-Leste	1
24.	United Kingdom	2
25.	United States (FAA)	5
26.	Viet Nam	2
	<i>Int'l Org / Industry Partners</i>	
1.	AAPA	2
2.	ACI	1

	States / Administrations / International Organizations / Industry Partners	No. of participants
3.	Airbus	1
4.	Boeing	4
5.	CANSO	3
6.	EASA	2
7.	IATA	7
8.	IFALPA	8
9.	IFATCA	4
10.	FSF	1
11.	PASO	4
12.	ICAO HQ	7
	ICAO APAC, RSO and COSCAPs	20
Total		195

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STATE / NAME		DESIGNATION / ORGANIZATION	E-MAIL
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	125.	Warren Randolph Deputy Executive Director, Office of Accident Investigation and Prevention Federal Aviation Administration 800 Independence Ave, SW Washington, DC 20591	warren.randolph@faa.gov ;
	126.	Chris Carter Director, Asia Pacific Area Office Federal Aviation Administration – IAO American Embassy - Singapore Singapore 258508	chris.carter@faa.gov ;
	127.	Mary Jo Marzinzik Foreign Affairs Specialist Federal Aviation Administration 800 Independence Ave, SW Washington, DC 20591	maryjo.marzinzik@faa.gov ;
	128.	Sarbhpreet Sawhney Senior Representative Asia Pacific Region, Aircraft Certification Service Federal Aviation Administration – IAO American Embassy - Singapore Singapore 258508	sarbhpreet.sawhney@faa.gov ;
	129.	Brian Hutchins Senior Representative Asia Pacific Region, Flight Standards Service Federal Aviation Administration – IAO American Embassy - Singapore Singapore 258508	brian.hutchins@faa.gov ;
26.	VIET NAM		
	130.	Mr. Ta Minh Trong, Deputy Director of Flight Safety Standards Civil Aviation Authority of Vietnam	trongtm@caa.gov.vn ;
	131.	Mr. Ngo Thanh Phuong Civil Aviation Authority of Vietnam	ngo@caa.gov.vn ;

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STATE / NAME		DESIGNATION / ORGANIZATION	E-MAIL
INTERNATIONAL ORGANIZATION / INDUSTRY PARTNERS			
1. ASSOCIATION OF ASIA PACIFIC AIRLINES (AAPA)			
	132.	Mr. Desmond YEOH	Manager - Technical Affairs Technical Affairs Department
			dyeoh@aapa.org.my ;
	133.	Ms. Jaynie CHAN	Senior Associate - Technical Affairs Technical Affairs Department
			jychan@aapa.org.my ; chanjieyinn@gmail.com ;
2. AIRPORT COUNCIL INTERNATIONAL (ACI)			
	134.	Mr. SL WONG	Head - Technical Affairs, Safety, Capacity and ATM
			sl@aci-asiapac.aero ;
3. AIRBUS			
	135.	Mr. Dhruv REBBAPRAGADA	Regional Safety Director-South Asia
			dhruv.rebbapragada@airbus.com ; polaris320@gmail.com ;
4. BOEING			
	136.	Mr. Gunter Ertel	System Safety Senior Program Manager
			gunter.ertel@boeing.com ;
	137.	Mr. Jonathan GRANT	Director, Global Safety & Regulatory Affairs, SE Asia/India
			jonathan.e.grant@boeing.com ;
	138.	Mr. Hao, Yiming (Alan)	Deputy Director, Global Safety & Regulatory Affairs, China
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	139.	Ms. Michelle Low	Senior Regulatory Affairs Engineer/ Senior Program Manager for Southeast Asia Global Safety & Regulatory Affairs
			michelle.low@boeing.com ;
5. CIVIL AIR NAVIGATION SERVICES ORGANIZATION (CANSO)			
	140.	Mr. SOH Poh Theen	Director Asia Pacific Affairs
			Poh.Theen.Soh@canso.org ;

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STATE / NAME		DESIGNATION / ORGANIZATION	E-MAIL	
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	142.	Ms. DuangtawanPINPIMAI	Safety Management System Manager, Aerothai	duangtawan.pi@aerothai.co.th ; brenda_yong@caas.gov.sg ;
6. EUROPEAN UNION AVIATION SAFETY AGENCY (EASA)				
	143.	Mr. Javier VICEDO	Representative International Cooperation	javier.vicedo@easa.europa.eu ;
	144.	Mr. David WALLER	EASA representative to South East Asia International Cooperation Department	david.waller@easa.europa.eu ;
7. INTERNATIONAL AIR TRANSPORT ASSOCIATION (IATA)				
	145.	Mr. Honghai YANG	Regional Director, Safety and Flight Operations, North Asia	yanghh@iata.org ;
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	147.	Mr. Jose FERNANDEZ	Assistant Director, Safety and Flight Operations- ASPAC	fernandezj@iata.org ;
	148.	Mr. Hakimuddin PATANWALA	Manager, Safety and Flight Operations – ASPAC	patanwalah@iata.org ;
	149.	Mr. Nilesh PATIL	Head Flt Ops Safety, Security & Quality Singapore Airlines	NileshM_Patil@singaporeair.com.sg ; nileshp@gmail.com ;
	150.	Mr. Imshik SHIN	Deputy General Manager / CNS-ATM Korean Air	imshik.shin@koreanair.com ;
	151.	Mr. Yoshiki Imawaka	Executive Advisor Flight Standards All Nippon Airways	y.imawaka@ana.co.jp ; yoshiki.imawaka@remus.dti.ne.jp ;

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STATE / NAME		DESIGNATION / ORGANIZATION	E-MAIL
8. INTERNATIONAL FEDERATION OF AIR LINE PILOTS' ASSOCIATIONS (IFALPA)			
	152.	Capt. Amornvaj Mansumitchai,	Deputy President amornvaj@ifalpa.org ; amornvaj@gmail.com ;
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	154.	Capt. Max Matsumoto	RVP NOP maxmatsumoto@alpajapan.org ;
	155.	Capt. David Griffin	RVP SOP david@griffin.org.nz ;
	156.	Capt. Shavantha Pedris	RVP Asia/West shavantha.pedris@gmail.com ;
	157.	Capt. Farouk Zahir)	RVP Asia/East faroukzahir@gmail.com ;
	158.	Capt. Ron Hay	RVP US/CEP ron.hay@alpa.org ;
	159.	Capt. Bhudhibhuntu TEINWAN	Technical and Safety Advisor THAIPA bhudhibhuntu@gmail.com ;
9. INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS (IFATCA)			
	160.	Ms. CHEN Cheryl	EVP IFATCA Asia Pacific Cheryl.chen@ifatca.org ;
	161.	Mr. John L. WAGSTAFF	IFATCA Asia Pacific Regional REP to ICAO APAC John.wags@gmail.com ;
	162.	Ms. Nyamgerel DASHDOLGOR	Regional Vice President IFATCA Asia Pacific North Asia nyamgerel915@gmail.com ;
	163.	Mr. Greg OKEROA	IFATCA RVP Pacific Greg.okeroa@ifatca.org ; atc.adminhead@nzalpa.org.nz ;

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STATE / NAME		DESIGNATION / ORGANIZATION	E-MAIL
10. FLIGHT SAFETY FOUNDATION (FSF)			
	164.	Mr. Henry Gourджи	Director Safety Strategy and Policy Gourdjih@flightsafety.org ;
11. PASO			
	165.	Mr. Andrew Valentine	General Manager gm@paso.aero ; aterry@paso.aero ;
	166.	Mr. Netava Waqa	Operations Manager om@paso.aero ; aterry@paso.aero ;
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	168.	Ms. Annie Kwan Sing	Regional Engagement Adviser annie@paso.aero ; aterry@paso.aero ;
ICAO HQ			
	169.	Mr. Merens, Marco	Chief, Integrated Aviation Analysis Section ANB/IAA MMerens@icao.int ;
	170.	Mr. Martin MAURINO	Technical Officer, Global Aviation Safety ANB/OPS mmaurino@icao.int ;
	171.	Mr. Herman Pretorius,	Technical Officer, Safety ANB/SAF/PCI HPretorius@icao.int ;
	172.	Mr. Herve Forestier	Technical Officer, Implementation ANB/SAF/PCI hforestier@icao.int ;
	173.	Mr. Yuri Fattah	Programme Manager (Multi-Disciplinary Priorities) ANB YFattah@icao.int ;
	174.	Ms. Chrystelle Damar	Strategic Planning and Regional Coordination Officer OSG/SPCP/PRC cdamar@icao.int ;

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STATE / NAME		DESIGNATION / ORGANIZATION	E-MAIL
	175. Ms. Sarah ALAZZAWI	Consultant ANB/SAF	salazzawi@icao.int ;
ICAO APAC			
	176. Mr. Tao MA	Regional Director	tma@icao.int
	177. Mr. Manjit SINGH	Deputy Regional Director	msingh@icao.int ;
	178. Mr. S M Nazmul ANAM	Regional Officer, Flight Safety	sanam@icao.int ;
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	181. Mr. Punya Raj SHAKYA	Regional Officer, Aerodromes and Ground Aids	pshakya@icao.int ;
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	185. Mr. Sayuta Senobua	Regional Officer, Aeronautical Meteorology/ Environment	ssenobua@icao.int ;
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	187. Ms. Soniya Nibhani	Regional Officer, Communications, Navigation and Surveillance	snibhani@icao.int ;
	188. Mr. Derek, Sze Lung HOW	Regional Officer, Communications, Navigation and Surveillance	show@icao.int ;
	189. Ms. Nancy Wenhan ZHONG	Regional Officer, Communications, Navigation and Surveillance	wzhong@icao.int ;
	190. Mr. Parakrama Dissanayake	Regional Officer, Technical Assistance	ddissanayake@icao.int ;

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STATE / NAME		DESIGNATION / ORGANIZATION	E-MAIL
ICAO REGIONAL SUB-OFFICE			
	191.	Mr. Raphael Guillet	Chief of the Asia and Pacific Regional Sub-Office Beijing, China
	192.	Ms. Sunok LEE	Regional Officer, ATM
COSCAPs			
	193.	Mr. Nicolas RALLO	Chief Technical Advisor & Programme Coordinator COSCAP-SEA
	194.	Ms. Marie Helene ZUBRYCKYJ	Chief Technical Advisor COSCAP – South Asia
	195.	Ms. Qun Sun	Programme Secretary COSCAP – North Asia Beijing, China

LIST OF WORKING PAPERS AND INFORMATION PAPERS

WORKING PAPERS

WP No.	Agenda	Title	Action
WP/1	1	Adoption of Agenda	Secretariat
WP/2	2	Review of the action taken by the ANC/Council on the Report of RASG/10 Meeting	Secretariat
WP/3	2	Outcomes of the High-Level Conference on COVID-19 (HLCC 2021) – Safety Stream	Secretariat
WP/4	2	Update on Work Done by APAC-AIG	Chairman APAC-AIG
WP/5	2	Progress of Development of Annual Safety Report	SRP WG Co-chairs
WP/6	2	Updates on APRAST SEI Working Group Activities	SEI WG Co-chairs
WP/7	2	Review of Decisions and Conclusions adopted at APRAST/15 & 16 and its Progress	Secretariat
WP/8	2	Progress Update on Beijing Declaration Commitments	Secretariat
WP/9	2	Update on AP-RASP Action Custodian Sub Group Activities	Secretariat
WP/10	2	APAC COVID-19 Contingency and Recovery Planning Activities	Secretariat (ACCRPG)
WP/11	3	Review of Progress of RASG-APAC/10 Decisions and Conclusions	Secretariat
WP/12	3	Update of RASG-APAC 2020/2021 Work Programme	Secretariat
WP/13	4	Voluntary Safety Reporting, Safety Culture and Effective Management of Risks	United States
WP/14	4	The Flight Safety Foundation (FSF) Global Safety Assessment Project	FSF and AAPA
WP/15	4	Update on Port Moresby Declaration - 1 st Pacific Regional Aviation Ministers Meeting (RAMM)	Secretariat
WP/16	4	RASMAG/26 and ATMSG/9 Outcomes	Secretariat
WP/17	4	Potential Impacts From 5G Implementation on Aircraft Radio Altimeters – Outcomes from CNS SG/25 Meeting	Secretariat
WP/18	4	Potential Interference to Aircraft Radio Altimeter by 5G Telecommunications System	Singapore, Bangladesh, Fiji, Indonesia, New Zealand and Thailand

RASG-APAC/11
Attachment 2 to the Report

WP No.	Agenda	Title	Action
WP/19	4	5G Application Interference with Aircraft Altitude Equipment	Hong Kong SAR China
WP/20	4	Recommendations to further enhance safety in the Transport of Lithium Batteries contained in equipment	Hong Kong SAR China
WP/21	4	Strengthening Aviation Safety Resilience in the Asia Pacific Region	Singapore, Bangladesh & IATA
WP/22	4	Establishment of Safety Risk Management System (SRMS) and Implementation of Data-based SMS	Republic of Korea
WP/23	4	State Safety Programme – India Updates	India
WP/24	5	Proposed RASG-APAC 2021-2022 Yearly and Standing Work Programmes	Secretariat
WP/25	6	Update on Innovation	Secretariat

INFORMATION PAPERS

IP NO.	AGENDA	TITLE	PRESENTED BY
IP/1	4	Implementation of the outcomes of High-Level Conference on COVID-19 in Hong Kong, China	Hong Kong SAR China
IP/2	4	Regulation of small unmanned aircraft in Hong Kong, China – Update on the latest development	Hong Kong SAR China
IP/3	4	Advanced Data Analytics in Aviation Safety	United States
IP/4	4	Progress Report on the Accident/Incident Data Reporting (ADREP) System [AN-WP 9501 dated 27 May 2021]	Secretariat
IP/5	4	Sharing experience of selection and management of High Risk Category (HRCs) – focusing on international air operators	Republic of Korea

LIST OF DECISIONS AND CONCLUSIONS OF THE RASG-APAC/11

List of Decisions

Decision RASG-APAC 11/1 — Progress of development of Annual Safety Report (WP/5)	
<p>That, RASG-APAC/11 endorsed the Annual Safety Report 2021 and agreed on the proposed timeline for the Annual Safety Report 2022 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 type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry</p>	

Decision RASG-APAC 11/2 — Review of Decisions and Conclusions Adopted at APRAST-15 & 16 and Progress (WP/7)	
<p>That, the Decisions adopted at APRAST/15 and APRAST/16 as described in Attachments A & B of the WP/7 be endorsed.</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 checked="" 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 type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

RASG-APAC/11
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Decision RASG-APAC 11/3 — Review of Decisions and Conclusions Adopted at APRAST-15 & 16 and Progress – WP/7

<p>That, Secretariat to arrange a workshop and provide required guidelines to use the Monitoring Tool once it is made live.</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 checked="" 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 11/4 — Progress Update on Beijing Declaration Commitments – WP/8

<p>That, Secretariat and COSCAPs to follow up:</p> <p>a) Issuing a State Letter to encourage States/Administrations to take steps towards achieving the safety related targets set out in the Beijing Declaration, particularly in the areas of augmenting USOAP EI, SSP implementation, Certification of International Aerodromes, and establishment of AAIA.</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 type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental</p>
<p>Why: Implementation of High-Level Regional Commitments in achieving the regional aviation safety priorities and targets.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: Immediate</p>	<p>Status: On going</p>
<p>Who: <input checked="" type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

RASG-APAC/11
Attachment 3 to the Report

Decision RASG-APAC 11/5 — Review of progress of RASG-APAC/10 Decisions and Conclusions (WP/11)	
That, the Meeting endorsed the recommendations of the 8 Decisions and 2 Conclusions of RASG-APAC/10 presented in Attachment A to WP/11.	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 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 checked="" 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:	

Decision RASG-APAC 11/6 — Potential Interference To Aircraft Radio Altimeter By 5G Telecommunications System – WP/17, WP-18 & WP-19	
a) That, States/Administrations share with their telecommunications authorities on possible potential 5G interference with aircraft radio altimeter for 5G installations near airports; b) That, States/Administrations and industry liaise with States of Design and aircraft manufacturers to mitigate the potential interference of 5G networks on aircraft radio altimeters; c) That, States/Administrations and industry provide feedback to RASG-APAC and APANPIRG, and its sub-groups on reports of interference from 5G networks.	Expected impact: <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 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: To collaborate to prevent any potential safety risk to the aviation safety system from 5G Interference.	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	

RASG-APAC/11
Attachment 3 to the Report

Decision RASG-APAC 11/7 — Strengthening Aviation Safety Resilience in the Asia Pacific Region (WP /21)	
That, RASG-APAC consider including the challenges and risks associated with post COVID safe recovery in the next update of the Asia-Pacific Regional Aviation Safety Plan (2023-2025 edition), in particular the strategic approach to managing safety and the Organisational (ORG) and Operational (OPS) Roadmaps.	Expected impact: <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 checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: To identify and address post COVID Recovery Challenges on Safety and Strategic Approach for next triennium	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	

Decision RASG-APAC 11/8 — RASG-APAC Yearly/Standing Work Programme 2020/2021 (proposed) – WP/24	
That, the proposed RASG-APAC 2021/2022 Yearly and Standing Work Programme is approved, as in Attachment A of WP/24.	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 type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: To achieve global and regional aviation safety priorities and targets.	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	

LIST OF CONCLUSIONS

Conclusion RASG-APAC 11/1 — Review of the action taken by the ANC/Council on the Report of RASG/10 Meeting – WP/2	
That, ICAO, to update the information for States/Administrations and validate the available tools on the iSTARS platform as a matter of urgency,	Expected impact: <input type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input checked="" type="checkbox"/> Monitoring and administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: Authenticated data collection to fulfil the GASP Goals and Targets	Follow-up: <input type="checkbox"/> Required from States
When: Immediate	Status: Under Process
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:	

Conclusion RASG-APAC 11/2 — Outcomes of the High-Level Conference on COVID-19 (HLCC 2021) – Safety Stream – WP/3	
That, States in the APAC Region to provide the most recent version of their National Aviation Safety Plan (NASP) to ICAO for posting on the ICAO GASP public website; actively participate and support the work of the contributory bodies of PIRGs and RASGs; and support for a RASGs’ data-driven, State-industry collaboration model to continue to reduce fatality risk in a post-pandemic environment.	Expected impact: <input type="checkbox"/> Ops/Technical <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP effective implementation <input type="checkbox"/> Monitoring and administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-regional <input type="checkbox"/> Political / Global <input type="checkbox"/> Economic <input type="checkbox"/> Environmental
Why: Implementation of global and regional aviation safety priorities and targets aligning with the NASP.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: Immediate	Status: On going
Who: <input type="checkbox"/> Sub-groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

RASG-APAC/11
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Conclusion RASG-APAC 11/3 — Potential Interference to Aircraft Radio Altimeter by 5G Telecommunications System – WP/17, WP-18 & WP-19	
<p>That, the ICAO Regional Office to refer the subject to the relevant ICAO Panels and Expert groups to conduct further studies to assess the potential impacts from 5G implementation on aircraft radio altimeters and address this global issue.</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 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: To collaborate to prevent any potential safety risk to the aviation safety system from 5G Interference.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When:</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>	

RASG-APAC/11
Attachment 4 to the Report

PROPOSED RASG-APAC 2021/2022 YEARLY AND STANDING WORK PROGRAMME

TASKS	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description
TASK-1	RASG-APAC Decision 8/14. Task-6 of RASG/8 2018-19 Work Prog.	APRAST-13, Agenda 8	Open item from 2020/2021	Related APRAST Working group	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. APRAST/15 update: APRAST Co-Chairs- <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>Carried Forward (Open) –</p> <p>ICAO-APAC will carry out the pre-coordination meeting once the date is set for Ministerial Conference 2021/2022 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, when needed.</p>					
TASK-2	Decision RASG-APAC 9/2.	Decision APRAST 14/9		SRP WG	Revise Plan of AP-RASP: <ul style="list-style-type: none"> - Inclusion of Mid-Air Collision (MAC) in AP-RASP with data to be aligned with the GASP priorities. - Better coordination with Air Navigation Capacity Building counterparts for ATM and Aerodromes and set out the risks and actions with targets integrating focal points from APANPIRG sub-groups.

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STATUS TASK-2:

Carried Forward (Open) –

PROGRESS & ACTION: MAC needs a thorough study and data analysis by SRP WG involving related APANPIRG Subgroups like RASMAG, APSHARE and then decide on developing any related SEI for MAC working with the SEI WG and present in APRAST-16 for updates. The issue was discussed during the SEI WG and SRP WG Break-Out Sessions of APRAST-16 and Decision 16/10 addresses the same issue for MAC.

TASK-3		<p>Decision APRAST 16/4</p> <p>Implementation of Asia-Pacific Regional Aviation Safety Plan 2020-2022 Edition (AP-RASP: 20-22 Edition) – WP/12</p> <p>Decision APRAST 16/5</p> <p>Implementation of Asia-Pacific Regional Aviation Safety Plan 2020-2022 Edition (AP-RASP: 20-</p>		<p>All APRAST WG & AP-RASP Custodians & APAC RO</p>	<p>1. With the support of identified Volunteers/ Champions, APRAST to consider incorporating the following tasks related to AP-RASP by the Custodians as mentioned in AP-RASP and Volunteers nominated through the State Letter;</p> <ul style="list-style-type: none"> a. Implementation of OPS ROADMAP given in Appendix A of AP-RASP 2020-22 Document. b. Implementation of ORG ROADMAP given in Appendix A of AP-RASP 2020-22 Document. <p>2. SRP-working group to identify risk areas currently not covered by the existing safety initiatives and therefore enable APRAST to address unmitigated risk in the aviation system in a proactive manner</p>
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		22 Edition) – WP/12 Decision APRAST 15/14 Implementation of a Risk Register addressing Unmitigated Risks – WP/21			
<u>STATUS TASK-3:</u>					
New task : Open –					
TASK-4	-	Decision APRAST 16/3 Implementation of Asia-Pacific Regional Aviation Safety Plan 2020- 2022 Edition (AP-RASP: 20- 22 Edition) – WP/12.		All APRAST WG & APAC RO	APRAST to consider the need to amend the existing RASG-APAC Procedure Handbook ToRs of SEI WG, SRP WG or any other relevant group for the effective and timely implementation of AP-RASP as AP-RASP was published after the last amendment of RASG procedure Handbook. The revision also should encompass the empowerment of different sub groups under the RASG-APAC after the WP on the APRAST Empowerment is Tabled in APRAST-17.

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		Decision APRAST 15/12			
		Delegation of Certain Decision Making from RASG-APAC to APRAST – WP/19.			
<u>STATUS TASK-4:</u>					
New task : Open –					

— END —