



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**UPDATE ON APRAST SEI WORKING GROUP ACTIVITIES**

(Presented by SEI WG Co-chair)

SUMMARY

This paper updates the meeting on the activities of the APRAST Safety Enhancement Initiative Working Group (SEI WG) since RASG-APAC/10.

In APRAST/16, 2 Working Papers (APRAST/16 – WP/13 and WP/14) were submitted by SEI WG to ARPAST to provide an update on the APAC Regional Aviation Safety Plan (AP-RASP) 2020-2022 Edition OPS action status and to report the SEI periodic review results of 2 SEI outputs respectively.

As identified from the latest Asia Pacific Region Annual Safety Report 2021 published on 27 Oct 2021, SEI WG will continue to review not only the existing SEIs periodically for those High-Risk Categories of Occurrences (HRCs) but also will analyse if any additional SEI is needed to address those safety risk arising from COVID-19 as identified from the Annual Safety Report.

The Meeting is invited to:

- a) note the activities and outputs of SEI WG; and
- b) request States/Administrations, International and Regional Organisations including COSCAPs continue to support the work of SEI WG and provide experts and champions to assist the development of future Safety Enhancement Initiatives when needed.

1. INTRODUCTION

1.1 In between RASG-APAC/10 and RASG-APAC/11, the Safety Enhancement Initiative Working Group (SEI WG) has held an SEI WG meeting in conjunction with APRAST/16 on 17-18 March 2021 by virtual platform due to the pandemic situation.

1.2 In APRAST/16, 2 Working Papers (APRAST/16 – WP/13 and WP/14) were submitted to ARPAST to provide an update on the AP-RASP OPS actions status and to report the periodic review results of 2 SEI outputs respectively.

2. DISCUSSION

2.1 The objective of the SEI WG, which is established under the RASG-APAC / APRAST, is to assist in the development, implementation, and review of SEIs to reduce aviation risks in the APAC region. The RASG-APAC SEIs could be established based on the analysis of regional data, ICAO initiatives or the initiatives of other relevant organisations or regions, or the risks and issues identified through the USOAP CMA process. The identified SEIs will be prioritized to ensure that those that have the greatest potential for reducing safety risk are examined first. The detailed process is laid down in RASG-APAC Procedural Handbook.

2.2 AP-RASP SEI implementation Status

2.2.1 In accordance with the 2020-2022 Edition of the Global Aviation Safety Plan (GASP), Regions and States are encouraged to develop their respective Regional Aviation Safety Plans (RASPs) and National Aviation Safety Plans (NASPs). These plans should be developed in line with the GASP's goals, targets, indicators and High-Risk Categories of Occurrences (HRCs). Hence, the APAC Regional Aviation Safety Plan (AP-RASP) 2020-2022 Edition was established and it charts the region's strategy to strengthen the management of aviation safety in the APAC region to continually reduce aviation fatalities and the risk thereof.

2.2.2 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 Organisational/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.

2.2.3 SEI WG has acted as the custodian of the Ops actions to review APRAST members' implementation status from the online monitoring tool to gather relevant information and report to the APRAST by the working paper (APRAST/16–WP/13). In summary, as of APRAST/16, there were only 16 out of 42 APRAST members have reported their SEI implementation status in different degrees into the online monitoring tool in the ICAO APAC office website. APRAST encouraged all APRAST members to review and provide their SEI implementation status update to APRAST/RASG-APAC as the stakeholders' action items from our AP-RASP.

2.3 Further enhancements to the online monitoring tools

2.3.1 As the comments and feedback provided by the members during the SEI WG breakout session in the APRAST/16, several observations and suggestions on how to further improve and facilitate APRAST members on using the RASG-APAC online monitoring tools were brought up.

2.3.2 Furthermore, in order for SEI WG to report the SEI implementation status and allow APRAST to have a better picture in detail as presented in the APRAST/16 - WP/13, SEI WG proposed to build a function in the RASG-APAC online monitoring tool to export necessary information from the system into a data file (such as Excel) for report preparation and data analysis. SEI WG will perform the data analysis to identify areas of improvement and subsequently provide a starting point to understand the effectiveness of the SEIs. APRAST adopted the Decision APRAST 16/6 for this proposal and ICAO Secretariat is working on it with the champion.

2.4 Periodic review of SEI outputs

2.4.1 Following the development of SEI outputs, the implementation of completed SEIs is then supported by APRAST members to reduce aviation risk. However, with the technological improvements and the increasing complexity of the operating environment, the completed SEI output(s)

may need to be revised as it is important to keep the completed SEI output(s) current for realistic implementation by APRAST members to cope with the identified risk.

2.4.2 Even APRAST members can provide their feedback of each SEI output to RASG-APAC/APRAST Secretariat individually at any time as recommended, another mechanism is also suggested to ensure those approved SEI outputs remain current and valid for implementation. SEI WG concluded in APRAST/12 to conduct the periodic review on SEI outputs by batch between every APRAST meeting and SEI WG will report the result back to the following APRAST meeting. The priority on which SEI output is to be reviewed is based on the RASG-APAC approval date of each SEI output. To facilitate the SEI outputs review, a standard review form is used for the SEI review group members to provide their feedback.

2.4.3 As of RASG-APAC/11, a total of 11 SEI outputs have been reviewed by the SEI WG 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 Jan 2022.

2.5 SEI WG members update

2.5.1 Due to COVID-19, SEI WG does not have our face-to-face meetings since 2020. Effective communication between members is being a challenge. Email communication is being the only means of communication between SEI WG members. As of APRAST/16, SEI WG has validated the current list of members of SEI WG with all the updates to the contact list.

2.5.2 3 additional members volunteered and newly joined this SEI WG at APRAST/16. As of RASG-APAC/11, 25 APRAST Members States/Administrations and International/Regional Organisations¹ are the members in this SEI WG.

2.6 Reactive information analysis and Safety risks arising from COVID-19 from ASR 2021

2.6.1 In the latest Asia Pacific Region Annual Safety Report 2021 published on 27 Oct 2021, the most common fatal accident categories in the APAC region between 2011 and 2020 were still loss of control in-flight (LOC-I), controlled flight into terrain (CFIT), runway safety and runway undershoot/overshoot. Currently, 17 SEI outputs were developed under RASG-APAC in LOC-I, CFIT and runway safety can address those identified safety risks in the APAC region. SEI WG will continue to review the existing SEIs periodically and provide recommendations to improve the effectiveness and level of implementation.

2.6.2 The COVID-19 pandemic has significantly impacted the aviation industry since its onset. In most parts of the world, aircraft operations have sharply declined, while aircraft are grounded and crew placed on furlough as the industry grapples with the economic impact. A survey was conducted on the key risks faced by States/Administrations in APAC as a RASG-APAC/10 Decision. Several key risk areas were identified in the latest APAC Annual Safety Report 2021. SEI WG will review and analyse if any further SEI need to be developed to address those safety risks arising from COVID-19 as identified from the Annual Safety Report 2021 and to discuss in the coming APRAST/17.

¹ The 25 members of SEI WG are Australia, Bangladesh, Bhutan, Cambodia, China, Macao-China, Hong Kong-China, India, Indonesia, Japan, Lao, Malaysia, Mongolia, Republic of Korea, Singapore, Thailand, AAPA, ACI, CANSO, COSCAP-NA, COSCAP-SA, COSCAP-SEA, IATA, IFALPA and US CAST.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) note the activities and outputs of SEI WG since RASG-APAC/10; and
- b) request States/Administrations, International and Regional Organisations including COSCAPs in this region continue to support the work of SEI WG and provide experts and champions to assist the development of future Safety Enhancement Initiatives when needed.

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