



ICAO

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Asia and Pacific Office

Seventeenth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/17)

Bangkok, Thailand, 24-27 January 2022 (Video Teleconference)

Agenda Item 5: Presentations – State / Industry / ICAO

**ESTABLISHMENT OF AN AD-HOCK WORKING GROUP FOR THE DEVELOPMENT OF APAC REGIONAL AVIATION SAFETY PLAN 2023-2025 EDITION.
(AP-RASP: 23-25 EDITION)**

(Presented by the Secretariat)

SUMMARY

AP-RASP 20-22 was adopted by RASG/10 and was published in ICAO APAC website in February 2020 including Appendix A – Implementation Road Maps. Implementation of this Road Map is mainly undertaken by RASG-APAC and APRAST together with all its sub working groups commenced last year.

As the timelines of this first edition is ending in 2022, it is prudent to review and determine the necessity of development of a new edition applicable for the new triennium 2023-2025 introducing new strategies or amending existing strategies in managing Safety in the APAC Region.

This Paper outlines the necessity for establishing an Ad-hock Working Group in order to study the regional strategies and drafting or amending the existing Road Map aligning with new version of Global Aviation Safety Plan - GASP 2023-2025.

Action by the Meeting is in Para 3 below.

1. BACKGROUND

1.1 AP-RASP:20-22 was developed and published in ICAO APAC website February 2020 as the region’s strategy to strengthen the management of aviation safety in the APAC Region to continually reduce aviation fatalities and the risk thereof. By means of AP-RASP, all aviation stakeholders of the APAC Region including States/ Administrations, Industry Partners, International Organizations and Regional Groupings, affirm their commitment to aviation safety and to the resourcing of activities and to increasing collaboration at the regional level to enhance safety, and contribute to the continuous improvement of aviation at the global, regional and state levels.

1.2 AP-RASP 20-22 is available on ICAO APAC website on the hyperlink;

<https://www.icao.int/APAC/RASG/Pages/default.aspx>

1.3 Implementation of the AP-RASP 20-22 Road Map is entrusted to RASG-APAC and its technical arm APRAST and all its subgroups. Road Map consist of two segments OPS and ORG with 17 and 20 Action items respectively of which implementation of each segment is entrusted to SEI WG and ORG Action item group respectively.

1.4. While implementation of both segments is ongoing and work in progress which is planned to be ended by the end of this year 2022, it is considered prudent and timely that assessment of the outcomes in improving regional safety is equally important. Looking at the processes available adopting already approved document is AP-RASP 20-22 indicate a procedure to move forward in chapter 6, AP-RASP 2020-2022.

2. DISCUSSION

2.1 Below is an extract from AP-RASP 20-22 Edition Para 6.3 depicting procedure identified for the amendment of the Document.

6.3 Process for amendment to the AP-RASP

6.3.1 A review of the AP-RASP should be triggered under two circumstances:

a) New Edition.

The ICAO-APAC should prompt RASG-APAC to task APRAST to review the AP-RASP and develop a new Edition for the next triennium. An ad-hoc WG should be formed for this purpose, and adhere to the recommended Modalities of AP-RASP ad-hoc WG at Appendix C. Issued: 24 February 2020 Page 21

b) Ad-hoc amendment.

At any time during the triennium, if new critical regional issues are identified and reasonable measures are required to mitigate the safety risks as soon as practicable, RASG-APAC and/ or APRAST may make changes to the existing AP-RASP Edition on an ad-hoc basis, without forming an ad-hoc WG. The amended version of the AP-RASP should be indicated as a revised Edition.

6.3.2 Key aspects to be considered during the Review include the following:

- a) Ensure continuity with the existing AP-RASP Edition*
- b) Causes for any Actions not implemented or Targets not met, and any mitigation actions to be taken*
- c) Ensure alignment with new draft GASP Edition and revised APAC Ministerial Declaration, including conduct gap analysis to identify gaps between these documents and the existing AP-RASP*
- d) AP-RASPAT is integrated into AP-RASP and will be updated as part of the AP-RASP review*
- e) Address current regional safety risks and challenges identified by APRAST, COSCAPs, PASO and APAC-AIG*
- f) If any existing AP-RASP Actions and Targets need to be revised or new ones introduced*

6.3.3 Prior to the endorsement of the revised AP-RASP by APRAST and approval by RASG-APAC respectively, adequate consultation of the proposed contents and amendments should be undertaken among APRAST WGs, APAC-AIG, COSCAPs and PASO, APAC States/ Administrations, Industry Partners, International Organizations and the ICAO-APAC. Especially where ATM

issues are involved, other non-safety-centric regional entities such as APANPIRG and its Subgroups should also be consulted. The assistance of the ICAO-APAC can be sought in this respect.

6.3.4 The typical timeline for the review process of the AP-RASP is described in Table 5. In case of an exigency requiring swift major changes to particular Actions, it is recommended that deviations from this process, such as seeking approval in writing instead of at an RASG-APAC meeting, may be allowable depending on the circumstances and upon recommendation by ICAO-APAC and approval by RASG-APAC Co-Chairs.

Time	Task	Custodian
Minimally 2 APRAST meetings or 1 year before end of existing validity period (to coincide with GASP), e.g. at the second APRAST meeting of 2021, or if new critical regional issues are identified and reasonable measures are required to mitigate the safety risks as soon as practicable	Trigger the formation of an ad-hoc WG to review AP-RASP in accordance with the above stated guidelines, and insert this as an agenda item in the upcoming APRAST meeting.	ICAO-APAC
	Ensure the formation of an ad-hoc WG to review AP-RASP and develop revised Edition.	APRAST Co-Chairs
At the APRAST meeting preceding the last RASG-APAC meeting before the end of the existing validity period, e.g. at APRAST meeting before RASG-APAC/12 in 2022	Submit the revised AP-RASP for endorsement by APRAST.	Ad-hoc WG
At RASG-APAC meeting before end of existing validity period, e.g. at RASG-APAC/12 in 2022	Seek approval for the revised AP-RASP. Upon approval, AP-RASP to be put into implementation.	APRAST Co-Chairs
At every APRAST, RASG and DGCA meeting during validity period	Report achievement of AP-RASP milestones and targets as a routine agenda item.	SRP WG, ICAO-APAC
Within validity period, e.g. 2020-2022	Propose changes to the Actions and Targets if necessary for APRAST's endorsement and RASG-APAC's approval.	APRAST Co-Chairs

Table 5. Typical timeline for AP-RASP review process

2.7 Based on forgoing discussion and following global trends according to GASP 2023-2025, it is appropriate and prudent to managing safety in the APAC region through reviewing and continuous assessment and adjustments. Having recognized the need for improvement and amendment, probably the best way to proceed is to follow the same method used in the past, in drafting first edition, through establishing an Ad-Hock WG. In this regard, Experts States, International partner Organizations and Industry are encouraged to make their vivid contributions by constituting members to the proposed Ad-Hock Working Group.

3. ACTION BY THE MEETING

3.1 Meeting is invited to:

- a) Consider the importance and the need for development of next Edition of AP-RASP 2023-2025 aligning with GASP 2023-2025 in a timely manner; and
- b) Establish an Ad-Hock Working Group through nominations from the volunteer expert States, International Organizations and Industry assigning the task of drafting the new edition of the document and submitting it for next APRAST.

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