



ICAO

**REPORT OF THE EIGHTEENTH MEETING OF THE ASIA
PACIFIC REGIONAL AVIATION SAFETY TEAM
(APRAST/18)**

Bangkok, Thailand, 20-24 June 2022

on

Virtual Platform

The views expressed in this Report should be taken as those of the
Meeting and not the Organization

Approved by the Meeting
and published by the ICAO Asia and Pacific Office, Bangkok

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APRAST/18
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1. Meeting and Registration

1.1 The Eighteenth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/18) was held at the ICAO Asia and Pacific Office in Bangkok, Thailand from 20 to 14 June 2022 using the virtual platform ‘*Microsoft Team*’ and made Eleven (11) Decisions.

1.2 The APRAST/18 Meeting was attended by 170 participants from 21 States/ Administrations and 07 International Organizations and Industry Partners viz. Australia, Bangladesh, Brunei Darussalam, Cambodia, China, Hong Kong China, Macao China, Fiji, India, Indonesia, Japan, Malaysia, Myanmar, Nepal, Pakistan, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, United States, Airbus, Association of Asia-Pacific Airlines (AAPA), Airports Council International (ACI), Boeing, CANSO, International Air Transport Association (IATA), International Federation of Air Line Pilots Associations (IFALPA). The list of participants is at **Appendix A**.

1.3 Mr. S M Nazmul Anam, Regional Officer/ Flight Safety of ICAO Asia and Pacific Office acted as Secretary to the Meeting supported by Mr. Susantha De Silva, Regional Officer Safety/Implementation and Ms. Matima Ariyachaipanich as Flight Safety Expert.

2. Opening Session

2.1 Mr. Tao Ma, Regional Director ICAO-APAC started the Meeting with his opening remarks in which he reiterated that COVID-19 Pandemic has posed unprecedented challenges to international air transport and recovery in air travel has already started. He appreciated the effort of RASG-APAC as the accident rate has remained lower than the global accident rate over the past decade in the APAC Region. Overall, the five-years moving average accident rate, globally with the exception of a marginal increase in 2020 for RASG-APAC has shown a consistent downward trend. He emphasized APRAST to look into the APAC Region’s EI scores for all categories as compared to the global average where Pacific Island States needs special focus to augment their EI level. Mr. Tao Ma apprised on the progress made on the of Regional Safety Oversight Mechanisms like; Regional Cooperation of Safety Oversight Organizations (RSOOs), Regional Accident and Incident Investigation Organizations (RAIOs) and supporting Pacific Aviation Safety Office (PASO). He congratulated Pakistan for resolving their SSC. Mr. Tao Ma also apprised that APAC Region’s achievement on the Certification of 321 aerodromes out of 355 (i.e. approximately 91%) till date which is a testimony of good work done by the APAC Region.

2.2 He emphasized on the update of AP-RASP for next triennium 2023-2025 in line with the upcoming GASP 2023-2025. At the end of his speech, he thanked the States for their commitment and active participation in the meeting. He also thanked all the Subgroup Co-Chairs and the Secretariat for efficiently arranging all activities of RASG/APRAST and Safety Meetings with different stake holders on virtual platform on time.

2.3 Mr. Alan Foo, APRAST Co-Chair (States) in his Opening Remarks, welcomed all delegates to the Meeting. He noted that Year 2022 marked an important milestone for aviation safety in the Asia-Pacific Region. The Region needed to navigate the safety challenges associated with the COVID-19 pandemic as air travel recovers as well as to continue with the implementation of the Asia-Pacific Regional Aviation Safety Plan 2020-2022. He urged all delegates to intensify their efforts in these areas to support the Region’s journey towards mitigating risks specific to the Asia-Pacific Region and towards strengthening our capabilities in enhancing aviation safety.

2.4 Mr. Jose Fernandez in his Opening Remarks welcomed all delegates to the Meeting. He provided a brief introduction on the current state of the aviation industry and the fast recovery observed once the travel restrictions are lifted. He emphasized that the aviation community must pay special attention to safety, to ensure a smooth and safe ramp-up of aviation operations in support of air

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travel recovery. He also highlighted that It is imperative that all aviation stakeholders monitor emerging and evolving safety risks as a result of the COVID-19 pandemic, to collectively maintain the pre-pandemic high safety level throughout the recovery phase and improve safety post-recovery.

2.5 Mr. S M Nazmul Anam, RO/FS ICAO APAC acted on behalf of the Secretariat and conducted the APRAST/18 Meeting on a virtual platform effectively and successfully with a large group of 170 participants.

REPORT ON AGENDA ITEMS

1. AGENDA ITEM 1: PLENARY SESSION – ADOPTION OF AGENDA

1.1 Adoption of the Provisional Agenda – WP/1

1.1.1 The Secretariat presented the Provisional Agenda, which was adopted by the Meeting.

2. AGENDA ITEM 2: UPDATE, DISCUSS AND REVIEW OF PROGRESS OF APRAST ACTIVITIES

2.1 Update of APRAST/17 Decisions and Conclusions – WP/2

2.1.1 The Secretariat presented the progress of outstanding Decisions and Conclusions adopted at APRAST/17. The Meeting noted and accepted the updates provided by the Secretariat which can be found in **Appendix B**.

3. AGENDA ITEM 3: UPDATE OF RASG-APAC/11 DECISIONS / CONCLUSIONS AND WORK PROGRAMME

3.1 Progress update of the RASG-APAC/11 Decisions and Conclusions – WP/3

3.1.1 The Secretariat presented the progress update of the RASG-APAC/11 Decisions and Conclusions. The Meeting discussed the progress and Secretariat updated the status accordingly as reflected at **Appendix C**.

3.1.2 Update of RASG-APAC/11 Annual & Standing Work Programme 2021/2022 – WP/4

3.1.2.1 The Secretariat presented the progress of RASG-APAC 2021/2022 Work Programme which was approved at RASG-APAC/11 in November 2021. The Meeting discussed the progress and Secretariat updated the status accordingly as reflected at **Appendix D**.

4. AGENDA ITEM 4: PRESENTATIONS – STATE / INDUSTRY / ICAO

4.1 Update on Submission of TE Acceptability Form (TEAF) APAC States for 25 Hour CVR SARP ANNEX 6 – WP/5

4.1.1 Secretariat presented WP/5 and the Meeting noted the complex situation arose due to continuation of ICAO Targeted Exemptions (TEs) for 25 Hour CVR until the end of the year 2022 impacting most of the airlines destination points of the States. Therefore, Meeting strongly urged all APAC States/Administrations to proactively submit TEAF on the ICAO Targeted Exemption System (TES) in order to harmonizing and facilitating the restart of commercial aviation in the APAC Region, if not done so.

4.2 Updates on the AP-RASP 2020-2022 ORG Action Groups Progress – WP/6

4.2.1 Secretariat presented WP/6. Excellent work done by the ORG Road Map Action Groups of AP-RASP 2020-22 which was appreciated by the meeting and agreed on the progress made in achieving the timelines and targets. In particular, the six (06) Action Groups have updated the progress are:

- a) A.I.20 – Develop an Inspector’s Competency Building Framework (ICBF), and carry out development of any related ICBF SEIs to address urgent risks;
- b) A.III.1 – Support the robust implementation and continuous improvement of SMS and SSP;
- c) A.IV.1 – Establish a mechanism to collect and analyze SSP SPI data from APAC States/Administrations and common industry indicators;
- d) A.IV.3 – Develop guidance on governance framework for cross-border aviation safety data sharing projects;
- e) A.IV.4 – Establish a mechanism for regional aviation safety data collection and sharing and support States’/Administrations’ participation in regional aviation safety data-sharing projects; and
- f) A.V.4 – Establish a means for States/Administrations to informally share information and coordinate on operational issues in the USOAP Audit Areas of OPS, ANS and AGA.

4.2.2 In addition, the six groups updated the Meeting on the outcome of their breakout session’s which is reflected in paragraph 5.5 to 5.8 below.

4.3 Periodic Review of SEI Outputs – WP/7

4.3.1 Co-Chair of SEI WG presented the paper. Pursuant to the Decision APRAST 17/2, SEI WG reported the reviewed results for the outputs of SEI’s.

- a) SEI RI 2 – “Model Advisory Circular — Runway Incursion Prevention and Pilot Training”
- b) SEI LOC2/LOC4 – “Guidance Material on Flight Crew Proficiency”.

4.3.2 Based on the received feedback and suggestions from six APRAST members (Cambodia, Hong Kong China, Macao China, Singapore, Thailand, and US CAST) in the SEI WG, SEI WG considers that above SEI outputs are still current and valid.

4.3.3 In order to ensure the validity of all the rest of SEI outputs are maintained, SEI WG proposed to conduct the next periodic review for the outputs of SEI LOC6 – Guidance material on Upset Prevention and Recovery Training (UPRT) and to report the result in APRAST/19. As few APRAST members only provided their feedbacks on the last batch of SEI reviews, APRAST encourages States/Administrations and Industries to join the SEI WG and actively participate in the SEI activities, and continue to support SEI implementation for the actions cited in the Asia Pacific – Regional Aviation Safety Plan 2020-2022.

4.3.4 The Meeting endorsed the review result on RI 2 and LOC2/LOC4 conducted by the SEI WG and agreed on SEI WG to review the SEI outputs LOC6 and report to APRAST/19 after review. The Meeting adopted the following Decisions:

Decision APRAST 18/1 – Periodic Review of SEI Outputs – WP/7	
That, APRAST endorsed the review result conducted by the SEI WG that the outputs of SEIs RI 2 and LOC2/LOC4, and the Secretariat to update the review status of these SEI outputs under the safety tools sessions in the ICAO APAC webpage.	Expected impact: <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
Why: To endorse the review result conducted by the SEI WG for SEIs implementation.	
When: Immediately	Status: In Progress
Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry	

Decision APRAST 18/2 – Periodic Review of SEI Outputs – WP/7	
That, SEI WG to conduct the next periodic review for the output of SEI LOC6, and report the review result in APRAST/19.	Expected impact: <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
Why: Ensure the currency of the completed SEI outputs is maintained.	
When: APRAST/19	Status: In Progress
Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry	

4.4 Update on the Monitoring Tools – WP/8

4.4.1 Secretariat presented WP/8. The Meeting was informed that ‘*Monitoring Tools*’ software initially was developed by Bangladesh to monitor the implementation progress of the SEIs for all APAC States/Administrations through the APRAST Conclusion 5/7, RASG-APAC 4/23 and APRAST Decision 6/3. The application was hosted LIVE in ICAO-APAC Website till 2019. Later, it was decided through the Decision RASG/APAC 9/6, 10/8 and Task-4 of Yearly Work Programme 2020-21 to upgrade and enhance the scope of the ‘*Monitoring Tools*’ tracking to include the NASP development and implementation in line with AP-RASP and GASP through a mapping mechanism. Bangladesh further volunteered and completed the job by end 2021. But it is a challenge now to host the Monitoring Tools in ICAO Website due to strict ICAO ICT Requirements and Policy.

4.4.2 As the Monitoring Tools development is completed, CAA Bangladesh suggested to use the tools through an independent link (<https://monitoring-tools.org/monitoring-tool/>) and Bangladesh shall take care of the information security hosted in the cloud and also maintain the application.

4.4.3 The Meeting agreed to the proposal and directed to activate the ‘*Monitoring Tools*’ using the independent link in coordination with Regional Office and Bangladesh till the time ICAO compliance is achieved and host the application in ICAO Portal.

4.4.4 The Meeting endorsed the following Decision:

Decision APRAST 18/3 – Update on the Monitoring Tools – WP/8	
That, Bangladesh to activate the Monitoring Tools in coordination with the Regional Office as soon as possible through an independent link till ICAO Compliance is achieved to host the application in ICAO website.	<p>Expected impact:</p> <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
Why: Ensure the SEIs and NASP-RASP-GASP are implemented.	
When: APRAST/19	Status: In Progress
Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry	

Decision APRAST 18/4 – Update on the Monitoring Tools – WP/8	
That, Regional Office in coordination with Bangladesh shall organize a workshop and training sessions on the use of the ‘ <i>Monitoring Tool</i> ’ for the States/Administration once the application is made LIVE.	<p>Expected impact:</p> <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
Why: Ensure the SEIs and NASP-RASP-GASP are implemented.	
When: APRAST/19	Status: In Progress
Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry	

4.5 Proposed Updates to AP-RASP for the next Triennium 2023 – 2025 – WP/9

4.5.1 ACI as one of the Co-Lead of the AP-RASP Ad-hoc Working Group presented the WP/9 with USA and India. The Ad-Hoc WG, created and tasked to update AP-RASP for the next triennium 2023-2025, also held a breakout session in the morning of 22 June 2022. The WG noted that a plenary session of APRAST/18, held on 20 June 2022, had approved the updates to the AP-RASP that the WG proposed in WP/9. The members of the Ad Hoc WG then discussed and assigned the review and editing work of AP-RASP amongst themselves and agreed to hold regular meetings to review progress, the next Meeting has been scheduled for 28 June 2022. It was also agreed that, subject to the endorsement of APRAST, key updates to the 2020 – 2022 edition of AP-RASP should not be included in the new 2023-2025 Edition as amendments but should rather be documented separately in a table, similar to the one for GASP 2023-2025, and that future amendments to 2023-2025 edition should nonetheless be registered in the new Edition.

4.6 2021 Safety Data and Emerging and Evolving Safety Risks on the COVID-19 Recovery – WP/10

4.6.1 IATA presented WP/10 on emerging and evolving safety risks during the aviation recovery period from COVID-19. IATA highlighted that the post-pandemic aviation system is not the same as the one which was operating previously, and any perception of what can safely be achieved should be challenged. IATA urged that the industry must pay attention to emerging and evolving safety risks as a result of the COVID-19 pandemic to collectively maintain the pre-pandemic high safety level throughout the recovery phase and improve safety post-recovery. The paper proposed that the aviation community works together and focuses on strengthening safety fundamentals such as safety oversight and safety management.

4.6.2 Through the paper, IATA presented Global Aviation Data Management (GADM) data on key safety metrics and outcome of the survey conducted following RASG-APAC/10 (Decision 10/6) on the key risks areas.

4.6.3 The Meeting noted the information provided and the member States were encouraged to implement proactive safety mitigation measures to ensure a safe recovery based on data driven decisions. Additionally, the Meeting also urged the Member States and industry to implement safety enhancement initiatives to address emerging and evolving safety risks.

4.7 Controlled Flight Into Terrain (CFIT) – Detailed Implementation Plan – WP/11

4.7.1 IATA presented WP/11 to inform the meeting about the IATA Detailed Implementation Plan (DIP) to improve the use of the EGPWS and mitigate the CFIT risk. IATA CFIT DIP is a global initiative. In the paper, IATA recommended actions through which States and aviation regulators can support the mitigation of CFIT risk. FAA complemented the paper and agreed that State's support is paramount in the mitigation of CFIT risk.

4.7.2 The Meeting noted the information provided in the paper and requested the Member States to support IATA in the implementation of the recommendations specified in the guidance material published by IATA and Honeywell.

4.8 Progress Update – ICAO APAC Annual Safety Report 2022 – WP/12

4.8.1 SRP WG Co-Chair (State) presented WP/12. The WP provided a progress update on the development of the ICAO APAC Annual Safety Report (ASR) for 2022 as per the timeline below:

TIMELINE	TASK
25 March 2022	Data received from data providers (ICAO, IATA, CAST and OAG)
27 May 2022	Draft report produced
3 June 2022	Draft report circulated to SRP WG to comment
17 June 2022	Final comments from the SRP WG Co-chairs
1 July 2022	Revised report to be produced based on SRP WG feedback
8 July 2022	Circulate to APRAST Co-Chairs
22 July 2022	Final comments from APRAST Co-Chairs
29 July 2022	Provide Final Draft to ICAO APAC Regional Office
5 August 2022	Final report to be submitted to RASG-APAC Co-Chairs for approval
12 August 2022	Approved by RASG-APAC Co-Chairs
28 September 2022	Formatting and publication of Final Report
30 September 2022	Publish Final Report

4.8.2 The ASR 2022 shall include data from the APAC Regional Airspace Monitoring and Advisory Group (RASMAG) and use the validated data from ICAO Occurrence Validation Study Group (2021) including COVID Risk Survey.

5. AGENDA ITEM 5 & 6: BREAK OUT SESSIONS AND UPDATES

5.1 Break Out Session: Proposed Framework for the Empowerment of RASG-APAC Subsidiary Bodies:

5.1.1 The Meeting discussed the matter in the Plenary during Break-out session in line with the WP/14 presented during APRAST/17 by the APRAST Co Chair (States), which proposed a framework empowering APRAST to adopt certain Decisions and Conclusions, in relation to Decision APRAST 15/12 and Task 4 of the RASG-APAC 2021/2022 Yearly Work Programme.

5.1.2 The meeting endorsed the revised empowerment framework as below, which would be submitted to RASG-APAC/12 for consideration:

- a) APRAST to adopt Decisions and Conclusions related to:
 - i. Any amendment to TORs, including extension of time of WG/TF, formed under APRAST.
 - ii. All technical and operational aspects of APRAST work within its TORs including the development of regional guidance material for publication in ICAO APAC website.
- b) APRAST to formulate Draft Decisions and Draft Conclusions and submit to RASG-APAC for adoption for actions that:
 - i. Require attention of the ANC/Council, RASG-APAC or other regional bodies.

- ii. Require additional political, social and economic considerations or, if there is any doubt whether further consideration is required.
 - iii. Relate to previous decisions taken by RASG-APAC.
 - iv. Relate to the development/amendment of RASG-APAC Yearly and Standing work programmes.
 - v. Relate to any amendment to TORs, including an extension of time of WG/TF, formed directly under RASG-APAC, as well as reviews of its subordinate structure
- c) Secretariat to indicate clearly in the report of the APRAST meeting on the Decisions and Conclusions that are adopted by APRAST and the Draft Decisions and Draft Conclusions that required RASG-APAC's endorsement

5.1.3 The Meeting endorsed the following Decision:

Decision APRAST 18/5 : Proposed Framework for the Empowerment of RASG-APAC Subsidiary Bodies	
That, APRAST to Submit the revised empowerment framework to RASG-APAC/12 for considerations and approval;	Expected impact: <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
Why: To empower the RASG-APAC Subsidiary Bodies and simplify the processes and shorten development time for APRAST work.	
When: Immediately	Status: In Progress
Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input checked="" type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry	

Decision APRAST 18/6 : Proposed Framework for the Empowerment of RASG-APAC Subsidiary Bodies	
That, Secretariat to update the RASG-APAC Procedural Handbook compiling the inputs of empowerments and Sub Groups for the approval of RASG-APAC/12. The Sub-Groups to submit the revised ToRS and inputs by 30 August 2022.	Expected impact: <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
Why: To empower the RASG-APAC Subsidiary Bodies and simplify the processes and shorten development time for APRAST work.	

When: Immediately	Status: In Progress
Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input checked="" type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry	

5.1.4 The Meeting discussed in length that AP-RASP shall keep updating every three years to align with the GASP. In addition, concurrent AP-RASP has to be implemented keeping the integrity of NASP developed by the States and map with the SEIs in GASP. Such continuing challenging tasks cannot be performed by a short term Ad-Hoc Working Group, hence needs a ‘AP-RASP Standing Working Group’ permanently. After elaborate discussion, the meeting adopted the following Decision:

Decision APRAST 18/7 : Proposed Framework for the Empowerment of RASG-APAC Subsidiary Bodies	
That, APRAST to endorse the AP-RASP Ad-Hoc Working Group as the AP-RASP Standing Working Group giving a permanent status outlining their ToRs in RASG-APAC Procedural Hand Book.	Expected impact: <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
Why: To empower the RASG-APAC Subsidiary Bodies and simplify the processes and shorten development time for APRAST work.	
When: Immediately	Status: In Progress
Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input checked="" type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry	

5.2 Breakout Sessions – SEI WG

5.2.1 There are approximately 40 participants joined the SEI WG breakout session and SEI WG discussed the following issues:

Periodic Review of SEI Outputs

5.2.2 As of APRAST/18, 16 SEI outputs have been reviewed by the SEI WG since APRAST/12. US CAST and India, as the volunteered champions for revising SEI LOC1/CFIT2 and CFIT4, provided an update and highlighted the major changes on the revision respectively during the SEI WG breakout session.

5.2.3 SEI LOC1/CFIT2 revised output has been circulated within SEI WG for comments and it is ready for all APRAST members to review. SEI WG proposed to circulate this final draft of LOC1/CFIT2 to all APRAST members to review. After the APRAST members' review, the revised SEI LOC1/CFIT2 is ready to submit to RASG-APAC for approval.

5.2.4 Regarding the first draft of CFIT4 output, it will be circulated within SEI WG for comments after the ARPAST/18. SEI WG also proposed to submit the CFIT4 to RASG-APAC for approval subject to SEI WG and all APRAST members have completed their review as the process of revising the SEI LOC1/CFIT2 outputs since APRAST/19 will be after the RASG/12.

5.2.5 Considering the lack of SEI WG members providing their feedback in the last batch of SEI outputs review and reporting the challenges on SEI implementation, SEI WG encouraged members to support the SEI WG activities and to report any challenges during implementation or reporting implementation status.

5.2.6 For the SEI LOC6 output review, besides SEI WG will review those ICAO Documents with the current SEI review process, SEI WG also suggested obtaining if there is any update or plan from ICAO for revising those ICAO documents via ICAO APAC Regional Office. As the next batch of SEI review on LOC6 will complete the first round of all 17 SEI outputs review, SEI WG also discussed and considered the next step should review the effectiveness of the current SEI outputs. US CAST has shared their experience during the SEI WG breakout session and SEI WG will further study and work out the process.

Online monitoring tool and SEI Implementation Status

5.2.7 Due to the unavailability of the online monitoring tool, SEI WG was unable to report the SEI implementation status to APRAST as the custodian of OPS actions under the AP-RASP. As endorsed in APRAST/17, SEI WG developed a standard reporting form for all APRAST Members to report their SEI implementation status together with their implementation challenges and ICAO Secretariat sent reporting forms out to all APRAST Members. As ICAO Secretariat reported in WP/2 in APRAST/18, only 5 APRAST Members submitted their feedback so far. However, SEI WG has not received the submitted implementation status and challenges from Secretariat yet, SEI WG will request ICAO Secretariat to provide those feedback to understand and follow up on the reported challenges.

5.2.8 SEI WG encouraged SEI WG members to provide updates and report any challenges. During the breakout session, SEI WG Members update SEI WG that there are several activities, such as workshops in COSCAPs and it is suggested that COSCAPs can assist to follow up with their COSCAP Members regarding the SEI implementation and challenges.

5.2.9 ICAO Secretariat proposed in WP/8 to use the SEI online tools through an independent link and shall take care of the information security hosted in the cloud. In this case, the Secretariat believes that the online monitoring tools can be online earlier. As soon as ICAO Secretariat announces the re-launch of the SEI online monitoring tools, SEI WG will inform all SEI WG members accordingly for action.

Review and update SEI TOR and Process

5.2.10 Taking the opportunity of APRASP is reviewing the RASG-APAC Handbook, SEI WG proposed to review the chapter(s) of SEI WG in the RASG-APAC Handbook to enhance our SEI WG process and update the reference since ICAO is updating the current GASP.

Updated Point of Contact of SEI WG

5.2.11 During the breakout session, SEI WG validated and updated the SEI WG contact list to facilitate and keep effective communication within SEI WG between the APRAST Meetings.

Decision APRAST 18/8 – Revision of SEI Outputs LOC1/CFIT2	
That, APRAST to circulate the final revised SEI output LOC1/CFIT2 for all APRAST Members review and submit to RASG for approval.	Expected impact: <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
Why: Ensure the currency of the completed SEI outputs is maintained.	
When: after APRAST/18	Status: In Progress
Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input checked="" type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry	

Decision APRAST 18/9 – Revision of SEI Outputs CFIT/4	
That, APRAST to circulate the final revised SEI output CFIT/4 for all APRAST Members review and submit to RASG-APAC for approval subject to SEI WG and APRAST review is completed.	Expected impact: <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
Why: Ensure the currency of the completed SEI outputs is maintained.	
When: after APRAST/18	Status: In Progress
Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input checked="" type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry	

5.3 Breakout Session - SRP WG

5.3.1 Key discussion points during the SRP WG Break Out Session included:

- a) A review of SRP WG Core Group membership.
- b) An overview of the status of the Annual Safety Report for 2022 and modifications that will be made to the latest edition.
- c) The importance of face-to-face meetings and the limitations of a virtual format from a data sharing perspective
- d) Further discussion subsequent to APRAST/17 on the development of a regional risk register and process to identify and manage unmitigated risk in the APAC Region.

5.3.2

Actions to note, include:

- a) Proposed changes to the current ICAO APAC Annual Safety Report (ASR):
 - i. The APAC ASR for 2022 will retain a similar format and content to previous reports but will consider style cues from the ICAO Safety Report (Global) and include dashboard style indicators when appropriate.
 - ii. Further, it is hoped that the report will also include data from the APAC Regional Airspace Monitoring and Advisory Group (RASMAG). SRP Co-Chair (State) has liaised with the Chair of RASMAG who has provided some safety data and analysis for the APAC region on airspace matters. Additional work is required to interpret and properly understand the data before this is included in Annual Safety Reports. The RASMAG Chair, as owner of the data, will review and approve any data that is to be used in the ASR.
 - iii. There was discussion in relation to the focus on lagging indicators in the Annual Report and the need to source data on pre-cursor events and or lead indicators to alert regional stakeholders of emerging issues. This cannot be achieved through the use of lagged indicators only.
 - iv. Data from the second COVID risk survey will also be provided in the 2022 ASR. Findings from the latest survey are expected to be available soon. Three States have already provided completed surveys with responses (thank you) from other States required as soon as possible. Some 14 States responded last year. Results from the survey help to support aviation safety in our region so urge States to please complete and return to the ICAO secretariat **apac@icao.int, asirivichitvorakarn@icao.int**
- b) Data Sharing
 - i. IATA and the FAA raised the issue of virtual APRAST meetings and the inability to share data that would normally be possible in a face-to-face format. Such data is of a sensitive nature so cannot be shared in any other way other than a live presentation.
 - ii. There was added concern given that the next APRAST will not occur until January 2023. To this end, IATA proposed that a meeting be convened in Singapore to include the SRP WG's Information Analysis Team (IAT) immediately prior to the IATA Safety Conference to be held by the end of August.
 - iii. Both IATA and the FAA committed to sharing various data sources to support APRAST in identifying risks in the APAC Region that may not otherwise be possible using existing sources. Data sharing can also assist in achieving a more proactive stance in understanding risk in the APAC Region post COVID-19. Important discussion occurred in relation to moving beyond reactionary data/analysis based on safety outcomes to a more proactive stance, identifying safety issues prior to the occurrence of accidents, including:
- c) Development of a Risk Register (Unmitigated Risks)
 - i. SRP WP Co-Chair (Industry) provided information on the development of a risk register and a process to identify and manage unmitigated risk. SRP Members also shared their current approaches to measuring/analysing risk with most using Excel to monitor risks and hazards and or Bowtie Analysis.

- ii. The initiative is driven by the current limitations of existing data and reporting, including that in the ICAO APAC Annual Safety Report and is based on the premise that the absence of recent accidents does not mean there is no underlying risk within the APAC Region.
- iii. ICAO's High-Risk Categories (HRC) such as LOC-I, CFIT and Runway Safety are each well-known, with various risk management/mitigation measures in place to reduce the likelihood of such accidents, evidenced by sharp declines in accident rates. Fatality risk does however exist in other areas, so it is proposed that a risk register be developed and that the register initially includes:
 1. Go-Around (LOC-I)
 2. Misconfiguration on take-off (Runway Excursion)
 3. Approach misalignment (Mid-air collision / Undershoot / Overshoot)

5.3.3 The Meeting decided the following:

Decision APRAST 18/10 – SRP WG Break Out Session Outcome	
That, Secretariat to support a face to face Meeting, convened by IATA and the FAA to share data on emerging issues that cannot be shared and discussed via a virtual platform.	Expected impact: <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
Why: To address the issues of Unmitigated Risks for APAC Region	
When: after APRAST/18	Status: In Progress
Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input checked="" type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry	

Decision APRAST 18/11 – SRP WG Break Out Session Outcome	
That, APRAST SRP WG to develop the template of the APAC Risk Register with the explicit purpose of managing unmitigated risk.	Expected impact: <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
Why: To address the issues of Unmitigated Risks for APAC Region	
When: after APRAST/18	Status: In Progress

Who: APRAST APAC-AIG SRP WG SEI WG APAC States/Administrations
 ICAO APAC RO ICAO HQ Other: Industry

5.4 Breakout Session – AP-RASP 2023-2025 Ad-hoc Working Group

5.4.1 The Ad Hoc WG reported to the plenary of APRAST/18 on the outcome of its breakout session held on 22 June 2022. It reported on the assignment of the review and editing of the new edition of RASP as follows (this can be put in an Appendix to the APRAST/18 Report):

- Chapters 0 to 2 (summary, introduction, strategic approach)
 - Co-leads: India, USA, ACI
- Chapter 3 (Ops Risks)
 - All
 - ACI to focus on AGA and RWY safety
 - AAPA and IATA on to focus on OPS
- Chapter 4 (ORG and Oversight)
 - India, USA and other State members of the Ad Hoc WG
- Chapter 5 (Responsibilities)
 - All
- Chapter 6 (Monitoring)
 - All
- Appendix A (Roadmap)
 - Goal 1 (Ops Risks)
 - CFIT and LOC-I: AAPA and IATA
 - RS: ACI
 - Goal 2 (Oversight)
 - Hong Kong
 - Goal 3 (SSP and SMS)
 - Hong Kong
 - Goal 4 (Data Sharing)
 - Singapore
 - Goal 5 (Infrastructure)
 - ACI
- Appendix B (Ad Hoc WG membership)
 - Secretariat
- Appendix C (Terms of Reference of Ad Hoc WG)
 - To be moved to procedural manual of RASG-APAC without the reference to “Review Group” as per WP9.
- Appendix D (references)
 - Thailand
- Appendix E (GASP ORG SEIs used in RASP)
 - India
- Appendix F (mapping RASP GASP)
 - Sri Lanka
- Appendix G (Resources)
 - USA
- Appendix H (Process to prioritize risks and issues)
 - ACI
- Appendix I (Accidents and Incidents)
 - Australia, Boeing

- Appendix J (Oversight)
 - Hong Kong
- New Appendix on Regional Aviation Safety Priorities and Targets (RASPAT)
 - To be determined

5.4.2 The ad hoc WG also made two editorial proposals as reported above and presented a work plan for the next few weeks. The meeting noted and endorsed the action plan.

5.5 Breakout Session – AP-RASP 2022 ORG Roadmap Action Group-1 [A.I.20]

5.5.1 A.I.20 - Develop an Inspector’s Competency Building Framework (ICBF), and carry out development of any related ICBF SEIs to address urgent risks,

- a) **TARGET:** Sub Group is committed to develop the manual for ‘Inspector Competency Based Framework (ICBF)’, in line with the approved ICBF Document of COSCAP-SEA published in 2019. ICBF will complement existing Standardized Capacity Building Program (SCBP) 2017 approved by RASG-APAC. ICBF to be developed in-line with SCBP incorporating detailed training programme in order to assist States/Administration in implementing their training program in accordance with the organizational structure and system.
- b) **STATUS:** Draft ICBF has been provided and distributed to members of the sub group, yet to receive the feedback. Sub-group shall continue to coordinate with the current members and keeps open option for any State/Administration or Industry partners to join the group anytime. The work shall continue till implementation for the APAC Region.

5.6 Breakout Session – AP-RASP 2022 ORG Roadmap Action Group-2 [A.III.1]

5.6.1 The Break-Out Session of AP-RASP SEI Action A.III.1 on the ‘Support the robust implementation and continuous improvement of SMS and SSP’ discussed the tasks amongst group members of comprising 10 States/Administrations and 2 International Organizations (i.e. Australia, Bangladesh, Hong Kong China, India, Malaysia, Pakistan, Papua New Guinea, Philippines, Republic of Korea, United States, ACI and IATA). The details are in the **Appendix E**.

5.7 Breakout Session – AP-RASP 2022 ORG Roadmap Action Group-3 [A.IV.1]

5.7.1 **Action Item 1: Common Industry SPIs:** It was decided that the ICAO Catalog containing suggested Safety Performance Indicators may be shared with the all the States in APAC Region for their evaluation and submitting additional SPIs being used by Industry/service provider to measure and monitor the safety performance.

5.7.2 **Action Item 2: Establish a mechanism to collect and analyze SSP SPI data from APAC States:** As ICAO already hosts the NASP of different States on the link (Pages - GASP Library (icao.int)). This ICAO platform may be considered as a mechanism to collect and analyze SSP SPI data for APAC States. ICAO-APAC Regional Office may alternatively consider modification of APAC Implementation Monitoring Tool for periodic update on State SPIs.

5.7.3 In view of the above, the task of Action Item Implementation Sub-group (AAIISG) "A.IV.1-Establish a mechanism to collect and analyze SSP SPI data from APAC States/Administrations and common Industry indicator" may be considered as implemented.

5.8 Breakout Session – AP-RASP 2022 ORG Roadmap Action Group-4 [A.IV.3 and A.IV.4]

5.8.1 The Break-Out Session of AP-RASP SEI Action A.IV.3 and A.IV.4 comprising 3 States/Administrations and 1 international organization (i.e. Philippines, Singapore, United States and IATA) discussed and agreed on the tasks and timeline for the delivery of the action items by the end of 2022. As a next step, the Working Group would start drafting the guidance material and hold regular meetings, including possibly an out-of-session physical meeting in October/November period, to review the document.

6. AGENDA ITEM 7: ANY OTHER BUSINESS

6.1 The Meeting agreed to continue for five days of APRAST face to face meeting in future if the COVID situation is under control. There was no other point from the participants under this agenda.

7. AGENDA ITEM 8: PRESENTATION OF APRAST/17 DRAFT REPORT

7.1 The Meeting reviewed and discussed the Draft APRAST/18 Report and adopted Eleven (11) Decisions. A list of APRAST/18 Decisions and Conclusions can be found at **Appendix F** to this Report.

8. AGENDA ITEM 9: DATE AND VENUE OF NEXT MEETING

8.1 The Meeting noted that APRAST/19 Meeting would be tentatively scheduled in 06-10 February 2023 at Bangkok, Thailand if COVID situation is under control.

8.2 The APRAST Co-chairs thanked the ICAO Asia and Pacific Office for hosting this Meeting as Secretariat and specially thanked all the delegates for their active participation and contribution.

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150 Registered Participants

12 States / Administrations

7 International Organizations and Industry Partners

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

	States / Administrations / International Organizations / Industry Partners	No. of participants
13.	Myanmar	3
14.	Nepal	4
15.	Pakistan	5
16.	Philippines	10
17.	Republic of Korea	11
18.	Singapore	10
19.	Sri Lanka	3
20.	Thailand	21
21.	United States	6
	<i>Int'l Org / Industry Partners</i>	
1.	AAPA	2

	States / Administrations / International Organizations / Industry Partners	No. of participants
2.	ACI	1
3.	Airbus	2
4.	Boeing	4
5.	CANSO	1
6.	IATA	4
7.	IFALPA	1
	ICAO APAC, RSO and COSCAPs	
Total		

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LIST OF PARTICIPANTS

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UPDATE ON APRAST/17 DECISIONS AND CONCLUSIONS

APRAST Decision / Conclusion Number	Description	Status
<p>Decision APRAST 17/1 – Periodic Review of SEI Outputs – WP/10</p>	<p>That, APRAST endorsed the review result conducted by the SEI WG that the 3 outputs of SEIs CFIT 2, CFIT 4 and CFIT 7, and Secretariat to update the review status of the 3 SEI outputs under the safety tools sessions in the ICAO APAC webpage.</p>	<p>Open.</p> <p><i>Update:</i></p> <p><i>APRAST 17 has endorsed our review result during the APRAST in this Decision, it is pending Secretariat to update the review result status on the ICAO APAC webpage.</i></p>
<p>Decision APRAST 17/2 – Periodic Review of SEI Outputs – WP/10</p>	<p>That, SEI WG to conduct the next periodic review for the outputs of SEIs RI 2 and LOC 2/LOC 4, and SEI WG to report the review result in APRAST/18.</p>	<p>Proposed to be Closed.</p> <p><i>Update:</i></p> <p><i>SEI WG received feedback from SEI WG members on RI2 and LOC2/4 and Working Paper WP/7 was presented in APRAST/18 for reporting the review result.</i></p>

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**Decision APRAST 17/3 –
AP-RASP ad-hoc Working Group
– WP/13**

That, APRAST to establish additional, task oriented, sub group; cited as “AP-RASP ad-hoc Working Group” for drafting AP-RASP 2023-25 edition and require them to submit an initial draft document in APRAST/18. Secretariat shall send out the relevant State Letter to that effect to finalize the ad-hoc WG by April 2022.

Proposed to be Closed.

Update:

RO has sent a State Letter on the subject [T 6/8.11 – AP065/22 (FS) dated 20 April 2022] inviting States/Administrations and Industry Partners to nominate for the APRASP Adhoc WG. 09 States including USA and 03 International partners volunteered to contribute as below. India, USA and ACI volunteered to Co-Lead the AP-RASP Ad-hoc WG for 2023-2025.

State/ Administrations		Industry Partners and International Organizations	
Australia	Singapore	ACI (Co Lead)	AAPA
China	Sri Lanka	Airbus	ICAO (incl. COSCAPs)
Hong Kong China	Thailand	IATA	PASO
India (Co Lead)	USA (Co-Lead)		
ROK			

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APRAST Decision / Conclusion Number	Description	Status
		<p><i>The newly formed Adhoc WG shall continue to develop the updated version of AP-RASP inline with GASP 2023-25 and present the updates in APRAST-18. Subsequently shall keep working through emails and VTCs to present the outcome in RASG-APAC/12 for approval.</i></p> <p><i>1st meeting held : 26 May 2022</i></p> <p><i>2nd Meeting held : 09 June 2022</i></p> <p><i>AP-RASP Ad-Hoc WG is formed and started the work programme presented WP/9 during APRAST/18.</i></p>
<p>Decision APRAST 17/4 –</p> <p>Proposed Framework for the Empowerment of RASG-APAC Subsidiary Bodies – WP/14</p>	<p>That, APRAST;</p> <p>(a) Endorses the revised empowerment framework as shown in paragraph 5.9 of the APRAST/17 Report;</p> <p>(b) Submit the revised empowerment framework to RASG-APAC/12 for consideration;</p>	<p>Proposed to be Closed.</p> <p><i>Update:</i></p> <p><i>APRAST Co-Chairs to present in RASG-12 the final empowerment framework for approval including updates in the RASG-APAC Procedural Handbook. The issue is captured in Decision APRAST 18/5, 18/6 and 18/7.</i></p>

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<p>Decision APRAST 17/5 –</p> <p>Proposed Framework for the Empowerment of RASG-APAC Subsidiary Bodies – WP/14</p>	<p>That, Secretariat to update the RASG-APAC Procedural Handbook compiling the inputs of empowerments and Sub Groups for the submission in RASG-APAC/12 for approval.</p>	<p>Proposed to be Closed.</p> <p><i>Update:</i></p> <p><i>APRAST Co-Chairs to present in RASG-12 the final empowerment framework for approval including updates in the RASG-APAC Procedural Handbook. The issue is captured in Decision APRAST 18/5, 18/6 and 18/7.</i></p>
<p>Decision APRAST 17/6 –</p> <p>Resolve the mismatch information presented in the RASG-APAC online SEI monitoring tool – SEI WG Break-out Session Outcome.</p>	<p>That, Secretariat to coordinate and make the Monitoring Tool LIVE as soon as possible and arrange the followings;</p> <ul style="list-style-type: none"> a) A Workshop to be arranged on the Monitoring Tools. b) Introduce the View/Read Only Mode in the Monitoring Tool for other International Partners/Organization for view only. <p>Use the Standard Form for SEI Implementation updates till the Monitoring Tools is LIVE.</p>	<p>Proposed to be Closed.</p> <p><i>Update:</i></p> <p><i>APAC RO is coordinating Bangladesh for the compliance checklist given by ICAO HQ Information Security and Enterprise Management Division to host the newly updated Monitoring Tools in ICAO APAC Website. Bangladesh volunteered to make the Monitoring Tools, which is completed, but struggling to comply with very strict information security requirement of ICAO. As such, mismatch cannot be addressed in the Monitoring Tools till it is LIVE after necessary compliance.</i></p> <p><i>Considering the delay of Monitoring Tools coming LIVE, APAC RO sent out a State Letter [T 6/8.5 – AP064/22 (FS) dated 19 April 2022] for a manual survey on the SEIs. Only 05 States relied back so far.</i></p> <p><i>The issue is captured under APRAST Decision 18/4.</i></p>

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<p>Decision APRAST 17/7—</p> <p>SRP WG Breakout Sessions Outcome</p>	<p>That, APRAST to support the development of a process to address unmitigated risks in the APAC Region involving the identification of systemic risk topics that may or may not be evident through existing monitoring processes, for subsequent attention by the SEI Working Group, introducing a Regional Risk Register.</p>	<p>Proposed to be Closed.</p> <p><i>Update:</i></p> <p><i>The SRP WG to introduce a standard template to park those unmitigated risks in a Risk Register for APAC Region. SRP WG and SEI WG shall sit together during the APRAST/18 Breakout session to finalize the template and APAC RO shall send out the same in the form of State Letter for all to log and record those risks.</i></p> <p><i>The issue is captured under the Decision APRAST 18/10 and 18/11.</i></p>
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List of Updated RASG-APAC/11 Decisions and Conclusions

Decision Ref.	Description	Remarks
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.	Proposed to be Closed. <i>Update : SRP WG Co-Chair updated that APAC ASR 2022 shall be published on time as discussed in WP/5.</i>
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.	Proposed to be Closed. <i>Update :</i> <i>APRAST 16/8 has been closed during APRAST/17 as the working paper (WP/10) was presented and endorsed by APRAST/17.</i> <i>All action items are Closed except APRAST 16/8 on Periodic Review of SEI Output and endorsed by RASG-APAC/11 which is captured in APRAST Decision 17/1 and 17/2.</i>
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.	Proposed to be Closed. <i>Update : A workshop will be planned once the Monitoring Tools is endorsed and certificated by ICAO HQ Team and made LIVE.</i>

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<p>Decision RASG-APAC 11/4 —</p> <p>Progress Update on Beijing Declaration Commitments – WP/8</p>	<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 AIIA.</p>	<p>Proposed to be Closed.</p> <p><i>Update : A State Letter was sent [T 6/8.1.1 – AP054/22 (FS) dated 17 March 2022] to the States/Administrations.</i></p>
<p>Decision RASG-APAC 11/5 —</p> <p>Review of progress of RASG-APAC/10 Decisions and Conclusions (WP/11)</p>	<p>That, the Meeting endorsed the recommendations of the 8 Decisions and 2 Conclusions of RASG-APAC/10 presented in Attachment A to WP/11.</p>	<p>Closed.</p> <p><i>Update : All action items are Closed and endorsed by RASG-APAC/11.</i></p>
<p>Decision RASG-APAC 11/6 —</p> <p>Potential Interference To Aircraft Radio Altimeter By 5G Telecommunications System – WP/17, WP-18 & WP-19</p>	<p>a) That, States/Administrations share with their telecommunications authorities on possible potential 5G interference with aircraft radio altimeter for 5G installations near airports;</p> <p>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;</p> <p>c) That, States/Administrations and industry provide feedback to RASG-APAC and APANPIRG, and its sub-groups on reports of interference from 5G networks.</p>	<p>Proposed to be Closed.</p> <p><i>Update : The matter was presented to the ANC and Council during the 219 Session.</i></p> <p><i>ICAO HQ already disseminated necessary guideline through the State Letter SP 74/1-21/22 and discussed in the fourteenth FREQUENCY SPECTRUM MANAGEMENT PANEL (FSMP-WG/14 IP/01) 25th February 2022 through the IP.</i></p>

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<p>Decision RASG-APAC 11/7 —</p> <p>Strengthening Aviation Safety Resilience in the Asia Pacific Region (WP /21)</p>	<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>Proposed to be Closed.</p> <p><i>Update : A Survey Questionnaire on Managing Aviation Safety Risks Arising from the COVID-19 Pandemic is sent through the State Letter [6/8.1.1 – AP080/22 (FS) dated 30 May 2022] which may assist to analyze the Strategic Approach in managing the ORG and OPS Roadmaps impacted by COVID.</i></p> <p><i>WP-9 will be presented by the AP-RASP Ad-hoc WG to address the issue.</i></p>						
<p>Decision RASG-APAC 11/8 —</p> <p>RASG-APAC Yearly/Standing Work Programme 2021/2022 (proposed) – WP/24</p>	<p>That, the proposed RASG-APAC 2021/2022 Yearly and Standing Work Programme is approved, as in Attachment A of WP/24.</p>	<p>Open.</p> <p><i>Update : Progress ongoing.</i></p>						
<p>Conclusion RASG-APAC 11/1 —</p> <p>Review of the action taken by the ANC/Council on the Report of RASG/10 Meeting – WP/2</p>	<p>That, ICAO, to update the information for States/Administrations and validate the available tools on the iSTARS platform as a matter of urgency.</p>	<p>Proposed to be Closed.</p> <p><i>Update : The issue was presented to the ANC and Council during the 219 Session.</i></p> <p><i>01 June 2022 –</i></p> <table border="1" data-bbox="1400 1117 2139 1396"> <thead> <tr> <th style="text-align: left;">PART A: CHALLENGE IDENTIFICATION</th> <th style="text-align: left;">ISSUE and ID: 2022-02</th> </tr> </thead> <tbody> <tr> <td>Challenge/ Issue</td> <td>The information on the web-based ICAO integrated Safety Trend Analysis and Reporting System (iSTARS) is not always up to date for use by States in analysing and measuring their progress.</td> </tr> <tr> <td>Link to global</td> <td>Global Aviation Safety Plan (GASP)</td> </tr> </tbody> </table>	PART A: CHALLENGE IDENTIFICATION	ISSUE and ID: 2022-02	Challenge/ Issue	The information on the web-based ICAO integrated Safety Trend Analysis and Reporting System (iSTARS) is not always up to date for use by States in analysing and measuring their progress.	Link to global	Global Aviation Safety Plan (GASP)
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Challenge/ Issue	The information on the web-based ICAO integrated Safety Trend Analysis and Reporting System (iSTARS) is not always up to date for use by States in analysing and measuring their progress.							
Link to global	Global Aviation Safety Plan (GASP)							

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		<p>plans</p> <p>Initially reported by PIRGs/RASGs <input checked="" type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input checked="" type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input type="checkbox"/> APANPIRG <input checked="" type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input type="checkbox"/> EASPG</p> <p>Date first reported 2022</p> <p>Remarks Collection of safety information is critical in measuring the progress achieved towards the goals and targets of the GASP</p> <p style="background-color: #cccccc; text-align: center;">PART B: Action by Council</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">ID</th> <th style="width: 75%;">Action proposed</th> <th style="width: 20%;">Expected Timeline</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td>Request the Secretary General to update the information for States and validate the available tools on the iSTARS platform used by States to obtain and share safety data related to the Annual Safety Report, as a matter of urgency.</td> <td style="text-align: center;">2022</td> </tr> </tbody> </table> <p><i>RASG-APAC Conclusion 11/1 was presented to the ANC on 31st May 2022 in AN WP 9578 and the ANC agreed with RASG APAC on the urgency. It was recognized as a global challenge and will go to the Council in a month time.</i></p>	ID	Action proposed	Expected Timeline	1	Request the Secretary General to update the information for States and validate the available tools on the iSTARS platform used by States to obtain and share safety data related to the Annual Safety Report, as a matter of urgency.	2022
ID	Action proposed	Expected Timeline						
1	Request the Secretary General to update the information for States and validate the available tools on the iSTARS platform used by States to obtain and share safety data related to the Annual Safety Report, as a matter of urgency.	2022						
<p>Conclusion RASG-APAC 11/2 —</p> <p>Outcomes of the High-Level Conference on COVID-19 (HLCC 2021) – Safety Stream – WP/3</p>	<p>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</p>	<p>Proposed to be Closed.</p> <p><i>Update: ICAO Headquarters to issue a State Letter requesting States' NASPs during Q1/2022.</i></p>						

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	<p>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.</p>	<p><i>The SL is dispatched earlier this year and website created for received NASPs: www.icao.int/NASPLibrary</i></p> <p><i>Please note, ICAO HQ shall keep accepting NASPs past the deadline, even in the weeks leading up to A41– BKK Office was cc’d on the reminders for prompting States to send their NASPs to HQ.</i></p>
<p>Conclusion RASG-APAC 11/3 —</p> <p>Potential Interference to Aircraft Radio Altimeter by 5G Telecommunications System – WP/17, WP-18 & WP-19</p>	<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>Proposed to be Closed.</p> <p><i>Update : The matter was presented to the ANC and Council during the 219 Session.</i></p> <p><i>ICAO HQ already disseminated necessary guideline through the State Letter SP 74/1-21/22 and discussed in the fourteenth FREQUENCY SPECTRUM MANAGEMENT PANEL (FSMP-WG/14 IP/01) 25th February 2022 through the IP.</i></p>

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PROGRESS OF 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-18 for updates.

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: 20-22 Edition) – WP/12</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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		Decision APRAST 15/14 Implementation of a Risk Register addressing Unmitigated Risks – WP/21			
<p><u>STATUS TASK-3:</u></p> <p>New Task : Open –</p> <p>1) The Champions and Volunteers are being identified to work on the implementation of OPS and ORG Roadmap. SEI WG has already worked out on the OPS Road Map and Monitoring Tools is developed to monitor the progress of those 17 Action item of SEI implementation under the OPS Roadmap.</p> <p>ORG Road Map progress will be depicted through the WP presented by the Secretariat in APRAST/17 on the implementation of 23 pending ORG Action Items.</p> <p>2) SRP WG to identify any unmitigated risks during the APRAST/18 Break Out Session and update the session.</p>					
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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		<p>Decision APRAST 15/12</p> <p>Delegation of Certain Decision Making from RASG-APAC to APRAST – WP/19.</p>			
<p><u>STATUS TASK-4:</u></p> <p>New task : Open – The APRAST WGs may utilize the time during the Break Out Session of APRAST/18 to draft their respective ToRs to be updated/amended in the RASG-APAC Procedural Hand Book including the empowerment issues.</p>					

Progress Report to ICAO APRAST/18 on 24 June 2022

AP-RASP SEI Action A.III.1 –

Support the robust implementation and continuous improvement of SMS and SSP

A. Introduction

To join forces with the aviation communities in the APAC region in implementing the SEIs under the 2020-22 Edition of AP-RASP, a Group was formed, comprising **10** States/Administrations and **2** international organisations (i.e. Australia, Bangladesh, Hong Kong China, India, Malaysia, Pakistan, Papua New Guinea, Philippines, Republic of Korea, United States, ACI, IATA) to undertake one of the SEI (i.e. Action A.III.1) in the AP-RASP. The ICAO APAC Regional Office (RO) joined as the advisor of the Group. The Group met on 22 June 2022 at the side meeting of APRAST/18 to discuss the action progress, and to review the draft report for updating APRAST/18 at the plenary meeting on 24 June 2022.

B. Summary of Actions Taken

An Action Plan was formulated by the Group, with due consideration to the timeline, metrics and monitoring activities outlined in the AP-RASP. Tasks required to accomplish this Action were reviewed and refined by the Group as the study progressed. Actions taken are as follows :-

1. Task 1 Collect statistics on SSP related workshop –

Statistics were gathered from the ICAO APAC office for considering improvement suggestions.

2. Task 2 Facilitate monitoring of SSP Implementation Assessment (SSPIA) implementation status by State/Administrations –

The ICAO has recently uploaded SSP Protocol Questions (PQs) on the USOAP CMA Online Framework (OLF). There were about **80 SSP PQs** to be completed by States/Administrations. A tool was developed by Australia to track and monitor SSPIA PQ completion status on the ICAO USOAP CMA Online Framework (OLF). The prototype was presented at the side meetings of APRAST/17. **The ICAO APAC RO would arrange sharing with States/Administrations on or before 15 July 2022.**

3. Task 3 Review APAC States/Administrations' feedbacks on ICAO's SMS/SSP implementation Survey

4. Task 4 Consider improvement actions –

With Task 1 to Task 3 completed, the Group conducted a detailed analysis on the information gathered with a view to describing the gaps and proposing improvement suggestions for this region wide arrangements under APRAST and ICAO APAC RO.

C. Observations:

The followings were observed during the study:-

1. SSP/SMS workshop¹ activities –

It is noted that ICAO and COSCAPs have delivered SMS/SSP course and workshops in recent years, ranging from **1** to **5** workshops per year between 2018 and 2021. The actual number could be higher as some workshops / courses were not coined as “SSP/SMS workshops” yet SSP concepts were embedded and delivered to participants, and the RO did not “code” these workshops as SMS/SSP in statistics.

The Group noted that SSP/SMS awareness among CAA and industry personnel underpins the robust implementation of SSP in this region. To ensure SSP/SMS awareness can be maintained on an ongoing basis, it is recommended a regional target for SSP/SMS workshop delivery in the APAC region be established, initially, at least 2 SSP/SMS workshops/courses/webinars a year, to ensure the good training and safety promotion efforts can be continued.

2. SSP/SMS implementation issues -

- Challenges faced by States/Administration and needs –

To understand the gaps of SSP/SMS implementation, the Group reviewed the ICAO report on a survey conducted vide a State Letter in Oct 2021 on the implementation challenges of Annex 19 Safety Management. The topics which may be of interest to the APAC region are summarized in **Paragraph C.2** below to facilitate the planning of SSP/SMS workshops by the ICAO APAC RO and/or COSCAPs.

- Facilitative measures for completion of ICAO SSPIA by States / Administrations –

The ICAO has recently uploaded SSP Protocol Questions (PQs) on the USOAP CMA Online Framework (OLF). There were about **80 SSP PQs** to be completed by States/Administrations. To facilitate the progress review, a tool to track the percentage of PQ completion could be useful. The Group sought advice from the ICAO and learnt that such statistical function may be considered to be developed on OLF in future.

As such, an Excel tool developed by Australia to record and track the completion of SSP PQs was reviewed by the Group and the APRAST/17 side meeting. It was recognized that the tool may be of benefit to APAC States/Administrations, especially those with larger and more complex organizational structure, in tracking the progress of the States/Administrations’ SSP PQ completion.

¹ In this report, “workshop” refers to any courses, workshops or briefings delivered on site or virtually, with interactions between presenters and participants. As ICAO may have a definitions for “workshop”, ICAO APAC RO will be consulted.

A demonstration was provided at the APRAST /17 plenary session about the update and tracking of level of PQ completion for all eight areas of the SSPIA, including the associated maturity level matrices, of the ICAO OLF. Enhancement suggestions by APRAST/17 meeting were incorporated by Australia in the Excel tool as appropriate. **The ICAO APAC RO would share the monitoring tool with States/Administrations on or before 15 July 2022.**

D. Recommendations :

With due considerations of the above observations, the Group recommends the following improvement actions for consideration by the APAC RO and APRAST :-

1. Ongoing arrangement of SSP/SMS related workshops/webinars for the APAC Region
The Group noted that a good SSP/SMS awareness among CAA and industry personnel underpins the robust implementation of SSP in this region. To ensure SSP/SMS awareness can be maintained on an ongoing basis, the followings are recommended:-

- A regional target for workshop delivery in the APAC region be established, initially, at least 2 SSP/SMS workshops/webinars a year, to ensure the good training and safety promotion efforts spearheaded by the ICAO APAC RO can be sustained. To assist in progress checking, statistics should be kept by the ICAO APAC RO for reporting to the APRAST / RASG –APAC when required.

2. Possible SSP/SMS workshop/webinar topics

After reviewing ICAO’s Annex 19 implementation survey, the Group identified issues or challenges which may be of interest to the APAC region. The ICAO APAC RO and/or COSCAPs are invited to review the following list for the future planning of SSP/SMS workshops/webinars:-

- i. **Group 1** - Safety data/information collection, analysis, processing and management

- *SRP WG’s experience on safety data governance and safety protection, and how to develop safety intelligence from safety information –*

It is noted that **14 out of 15** APAC States/Administrations replied to ICAO that they faced challenges in those areas.

- *Safety risk-based surveillance (SRBS) –*

Amongst various safety management concepts, a relatively low number of APAC States/Administrations, i.e. only **7** responded that the SRBS concept was well understood by inspectors and management personnel in the civil aviation authorities

- *Establishment of safety performance targets and monitoring State safety performance -*

APAC survey respondents indicated “High” challenge (i.e. aggregated rating scores of **38 – 40**), when requested to rate the level of challenge on subjects in

implementing a State safety performance management process under **SSP Component 3**.

- *Amendment of primary aviation regulations for safety data and safety information protection –*

It is noted that **9 out of 15** States/Administrations in the region mentioned that they faced challenges in amending those regulations pursuant to **SSP Component 1**

- *Establishment of safety indicators and respective target settings for airports*

It was suggested that aerodrome service providers and CAAs may have an indepth experience sharing on SPI settings (e.g. those for birdstrikes)

- *Difference between compliance-based, performance-based and risk-based surveillance*

ii. **Group 2 - Regulatory related workshop**

- *Establishment of SMS provisions for Approved maintenance organizations (AMOs) and international general aviation (IGA) operators, Commercial Air Transport (CAT) air operators–*

A relatively higher number of APAC States/Administrations indicated challenges in establishing SMS requirements in relation to **SSP Component 2**, i.e. **11** mentioned AMOS, **10** for CAT and **10** for IGA.

iii. **Group 3 - Other Topics**

- ICAO SSPIA Workshop to assist the States/Administrations' completion of SSP PQs. The First workshop will be arranged by the ICAO APAC RO on 13 July 2022.
- SSP awareness training for the Executives or Senior Management of States/Administrations.
- Engagement of PSID Pacific Small Island Developing States (PSIDS), topics of interest to be identified.

E. Way Forward :

To close this action item in 2022, the following actions will be taken by the Group :-

1. Request the ICAO APAC Office to send the link of survey on workshop topics (<https://forms.gle/GOqMChcrbfYCBjUu5>) to APAC States/Administrations and APRAST/18 participants, and request their reply **by 31 August 2022**;
2. Incorporate suggestions of APRAST/18 and workshop survey in the Report, which will be submitted to the next APRAST meeting vide a WP/IP; and
3. Liaise with the WG AP-RASP Adhoc WG on the inclusion of regional target for SSP/SMS workshop in the next edition of AP-RASP.

LIST OF APRAST/18 DECISIONS

Decision APRAST 18/1 – Periodic Review of SEI Outputs – WP/7	
<p>That, APRAST endorsed the review result conducted by the SEI WG that the outputs of SEIs RI 2 and LOC2/LOC4, and the Secretariat to update the review status of these SEI outputs under the safety tools sessions in the ICAO APAC webpage.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <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
<p>Why: To endorse the review result conducted by the SEI WG for SEIs implementation.</p>	
<p>When: Immediately</p>	<p>Status: In Progress</p>
<p>Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry</p>	

Decision APRAST 18/2 – Periodic Review of SEI Outputs – WP/7	
<p>That, SEI WG to conduct the next periodic review for the output of SEI LOC6, and report the review result in APRAST/19.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <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
<p>Why: Ensure the currency of the completed SEI outputs is maintained.</p>	
<p>When: APRAST/19</p>	<p>Status: In Progress</p>
<p>Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry</p>	

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Decision APRAST 18/3 – Update on the Monitoring Tools – WP/8	
<p>That, Bangladesh to activate the Monitoring Tools in coordination with the Regional Office as soon as possible through an independent link till ICAO Compliance is achieved to host the application in ICAO website.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <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
<p>Why: Ensure the SEIs and NASP-RASP-GASP are implemented.</p>	
<p>When: APRAST/19</p>	<p>Status: In Progress</p>
<p>Who: <input checked="" type="checkbox"/>APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry</p>	

Decision APRAST 18/4 – Update on the Monitoring Tools – WP/8	
<p>That, Regional Office in coordination with Bangladesh shall organize a workshop and training sessions on the use of the ‘<i>Monitoring Tool</i>’ for the States/Administration once the application is made LIVE.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <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
<p>Why: Ensure the SEIs and NASP-RASP-GASP are implemented.</p>	
<p>When: APRAST/19</p>	<p>Status: In Progress</p>
<p>Who: <input checked="" type="checkbox"/>APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry</p>	

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Decision APRAST 18/5 : Proposed Framework for the Empowerment of RASG-APAC Subsidiary Bodies	
<p>That, APRAST to Submit the revised empowerment framework to RASG-APAC/12 for considerations and approval;</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <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
<p>Why: To empower the RASG-APAC Subsidiary Bodies and simplify the processes and shorten development time for APRAST work.</p>	
<p>When: Immediately</p>	<p>Status: In Progress</p>
<p>Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input checked="" type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry</p>	

Decision APRAST 18/6 : Proposed Framework for the Empowerment of RASG-APAC Subsidiary Bodies	
<p>That, Secretariat to update the RASG-APAC Procedural Handbook compiling the inputs of empowerments and Sub Groups for the approval of RASG-APAC/12. The Sub-Groups to submit the revised ToRS and inputs by 30 August 2022.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <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
<p>Why: To empower the RASG-APAC Subsidiary Bodies and simplify the processes and shorten development time for APRAST work.</p>	
<p>When: Immediately</p>	<p>Status: In Progress</p>
<p>Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input checked="" type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry</p>	

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Decision APRAST 18/7 : Proposed Framework for the Empowerment of RASG-APAC Subsidiary Bodies	
<p>That, APRAST to endorse the AP-RASP Ad-Hoc Working Group as the AP-RASP Standing Working Group giving a permanent status outlining their ToRs in RASG-APAC Procedural Hand Book.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <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
<p>Why: To empower the RASG-APAC Subsidiary Bodies and simplify the processes and shorten development time for APRAST work.</p>	
<p>When: Immediately</p>	<p>Status: In Progress</p>
<p>Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input checked="" type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: Industry</p>	

Decision APRAST 18/8 – Revision of SEI Outputs LOC1/CFIT2	
<p>That, APRAST to circulate the final revised SEI output LOC1/CFIT2 for all APRAST Members review and submit to RASG for approval.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <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
<p>Why: Ensure the currency of the completed SEI outputs is maintained.</p>	
<p>When: after APRAST/18</p>	<p>Status: In Progress</p>
<p>Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input checked="" type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry</p>	

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Decision APRAST 18/9 – Revision of SEI Outputs CFIT/4	
<p>That, APRAST to circulate the final revised SEI output CFIT/4 for all APRAST Members review and submit to RASG-APAC for approval subject to SEI WG and APRAST review is completed.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <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
<p>Why: Ensure the currency of the completed SEI outputs is maintained.</p>	
<p>When: after APRAST/18</p>	<p>Status: In Progress</p>
<p>Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input checked="" type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry</p>	

Decision APRAST 18/10 – SRP WG Break Out Session Outcome	
<p>That, Secretariat to support a face to face Meeting, convened by IATA and the FAA to share data on emerging issues that cannot be shared and discussed via a virtual platform.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <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
<p>Why: To address the issues of Unmitigated Risks for APAC Region</p>	
<p>When: after APRAST/18</p>	<p>Status: In Progress</p>
<p>Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input checked="" type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry</p>	

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Decision APRAST 18/11 – SRP WG Break Out Session Outcome	
<p>That, APRAST SRP WG to develop the template of the APAC Risk Register with the explicit purpose of managing unmitigated risk.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <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
<p>Why: To address the issues of Unmitigated Risks for APAC Region</p>	
<p>When: after APRAST/18</p>	<p>Status: In Progress</p>
<p>Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input checked="" type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry</p>	

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