



ICAO

International Civil Aviation Organization  
Asia and Pacific Office

## Twelfth Meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/12)

*Bangkok, Thailand, 17-18 November 2022 (Hybrid Platform)*

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

#### REVIEW OF THE ACTION TAKEN BY THE ANC AND THE COUNCIL ON THE REPORT OF APANPIRG/32 AND RASG-APAC/11 MEETINGS

*(Presented by the Secretariat)*

##### SUMMARY

The Air Navigation Commission (ANC) and the Air Navigation Bureau (ANB) jointly present a consolidated annual report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) that covered the period from April 2021 to March 2022 including the RASG-APAC/11 Report to the Council.

The action by the Meeting is in **paragraph 4**.

*Strategic Objectives:* This working paper relates to Strategic Objectives **A and B**.

## 1. INTRODUCTION

1.1 Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) have established regional priorities, implementation indicators and targets in aviation safety and air navigation for the regional implementation of the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP). They also address regional safety and air navigation concerns. This is reflected in the work programmes of PIRGs and RASGs.

1.2 A consolidated annual report on the progress and outcomes of the PIRG and RASG activities, as well as progress made in the regional implementation of the GANP and GASP is first presented to the ANC and thereafter to the Council. The Council considered this item on Monday 13 June 2022 (C-DEC 226/10) on the basis of C-WP/15370.

## 2. DISCUSSION

2.1 The Commission noted that the majority of regional PIRG and RASG meetings during this reporting cycle were held via virtual meeting arrangements by the Regional Offices. These arrangements were necessitated by the exceptional circumstances related to the COVID-19 pandemic and the related global travel and meeting restrictions which prevented face-to-face meetings.

2.2 During the development of a common methodology to report and manage common challenges, the Commission considered that the criteria to categorize a regional challenge as a global challenge should include, inter alia, interoperability issues that affect adjacent regions, a challenge reported by more than one region or items related to ICAO provisions. It was agreed that the ANC should have the flexibility to identify any other circumstance that may have a global impact. Challenges other than technical such as a lack of human/financial resources within States or political issues will be referred to the Council for consideration (AN-WP/9503 refers).

2.3 With regard to the overall reporting of the progress made with the elimination of all reported global challenges identified in previous reporting periods, the Commission agreed to develop a new table that will provide the Council with a dashboard-type snapshot of the actions taken to date.

2.4 The RASG-APAC/11 report was reviewed by the Commission as per the procedures established in 2015, related to remote conferencing for a two-way dialogue with the regions (AN-WP/8993 refers). The review of the Report of the Eleventh Meeting of the Regional Aviation Safety Group Asia and Pacific (RASG-APAC/11) (25 to 26 November 2021) is contained in AN WP/9569.

### **3 REGIONAL AVIATION SAFETY GROUP ASIA AND PACIFIC (RASG-APAC/11)**

3.1 The Commission noted that the challenges imposed by the restrictions related to the COVID-19 pandemic impacted negatively on the work of the RASG-APAC. Furthermore, the postponement of USOAP-CMA activities and the unavailability of on-site technical assistance to the States with SSCs and States with a low level EI score further impacted the activities.

3.2 The Commission noted with satisfaction that notwithstanding these difficulties, the State of Pakistan resolved their SSC on 20 January 2022 and additional Combined Action Team (CAT) Missions is planned in the future for Bhutan to resolve their SSC.

3.3 The Commission noted with satisfaction that the Asia and Pacific (APAC) Office has given high priority to the needs of the PSIDS with action plans already developed. The Commission also recognized that smaller States may have difficulties in establishing an independent aircraft accident and incident investigation authority and encouraged those States to join a regional accident investigation organization (RAIO). The Commission noted that States and industry had difficulties to meet and maintain competency and validation requirements for staff.

3.4 The Commission was informed that even though no known cyberattacks were reported in APAC as yet, the States and the Regional Office remain extremely vigilant to this threat. With regard to the implementation of 5G, the Commission was informed that to date, no interference has been reported. The Commission was informed that only five States completed 100 per cent of SSP implementation and four APAC States have already uploaded their national aviation safety plan (NASP) to date.

3.5 The Commission noted with concern that there exists a low level of reporting to the Accident/Incident Data Reporting (ADREP) system by States. As such, inconsistency between the actual ADREP data and ADREP application on iSTARS is an issue while validating the data produced by Occurrence Validation Study Group (OVSG).

3.6 Some parts of data and information on States' safety performance on iSTARS is outdated. The Commission requested that the Secretariat update the information and validate the individual tools on iSTARS as soon as possible as it is used by States to obtain and share safety data related to the Annual Safety Report.

4. **ACTION BY THE MEETING**

4.1 The meeting is invited to:

- a) Note the actions taken by the Council related to the review of the RASG-APAC/11 report review; and
- b) Take action as appropriate.

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