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**

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

(Presented by the Secretariat)

SUMMARY

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

1.   INTRODUCTION

1.1   Gathering at the first ICAO's APAC Ministerial Conference on Civil Aviation in Beijing in January 2018, the Ministers in charge of civil aviation representing 36 governments endorsed the Beijing Declaration formalizing their shared commitments on high-priority aviation safety and efficiency objectives. They agreed to pursue cooperative progress on objectives relating to aviation safety oversight, State Safety Programme (SSP) implementation, airport certification, independence of accident investigation authority, the timely implementation of the Asia/Pacific Seamless Air Traffic Management Plan, and the sharing of information and best practices for air navigation and search and rescue services.

1.2   The Beijing Declaration can help the Civil Aviation Authority to make its Minister well aware of the current challenges and needs in human resources and funding to cope with the foreseen traffic growth. It also demonstrates High level commitment to public, industry and investors and can be used as benchmark with other States.

1.3   This paper, initially presented at the DGCA57 in Republic of Korea, is proposing to review the current status of the APAC States' commitments in the field of Aviation Safety. Each commitment with the associated target will first be recalled. Then the way to measure the implementation progress will be defined and results will be provided. A short analysis will then follow to invite States to focus their efforts.

1.4   All the data used in this paper are the ones available in May 2022.
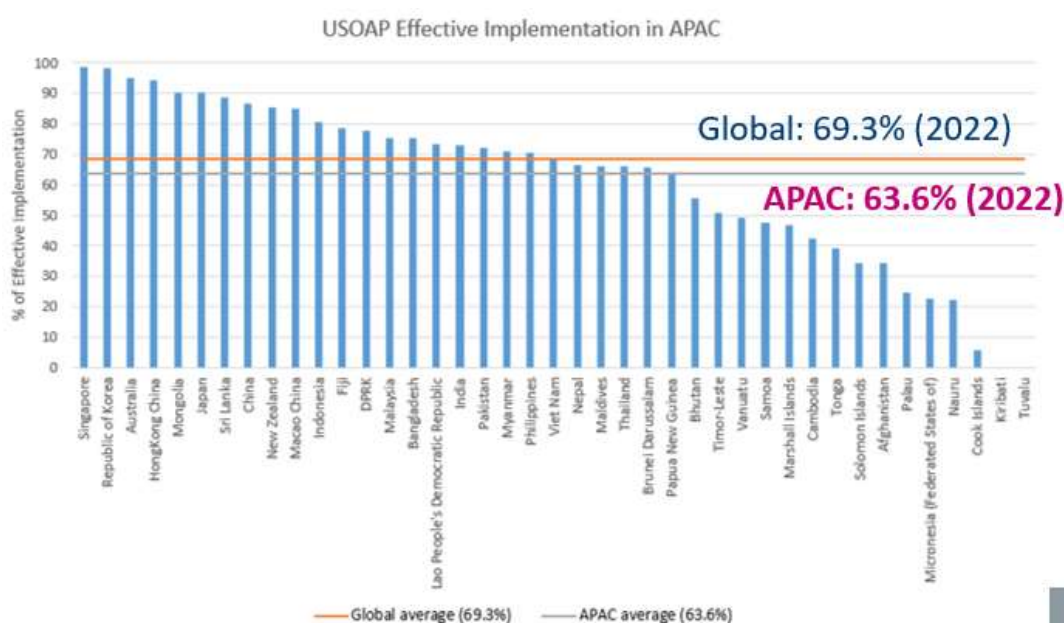
2.   DISCUSSION

2.1   **USOAP Effective Implementation (EI)**

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

Indicator: National Effective Implementation percentage

Source: iSTARS (USOAP Data Tables Implementation Indicators)

Current implementation:

Analysis:

Since June 2019, the Global EI Average has increased from 68% to 69.3%, whereas the APAC EI has increased from 63% to 63.6%. The APAC region is still below the Global average which means that the commitment is not met.

The last recent USOAP audits have shown the following progress:

State / EI %	Before	After	USOAP conducted	Trend
Afghanistan	-	34.17	2019	⬆
Tonga	34.23	39.32	2019	⬆
Fiji	63.95	78.72	2019	⬆
Malaysia	74.97	75.44	2020	⬆
Myanmar	70.67	71.06	2020	⬆

Sri Lanka	88.4	88.7	2020	🔼
Thailand	65.87	66.12	2021	🔼
Pakistan	83.31	72.31	2021	🔽

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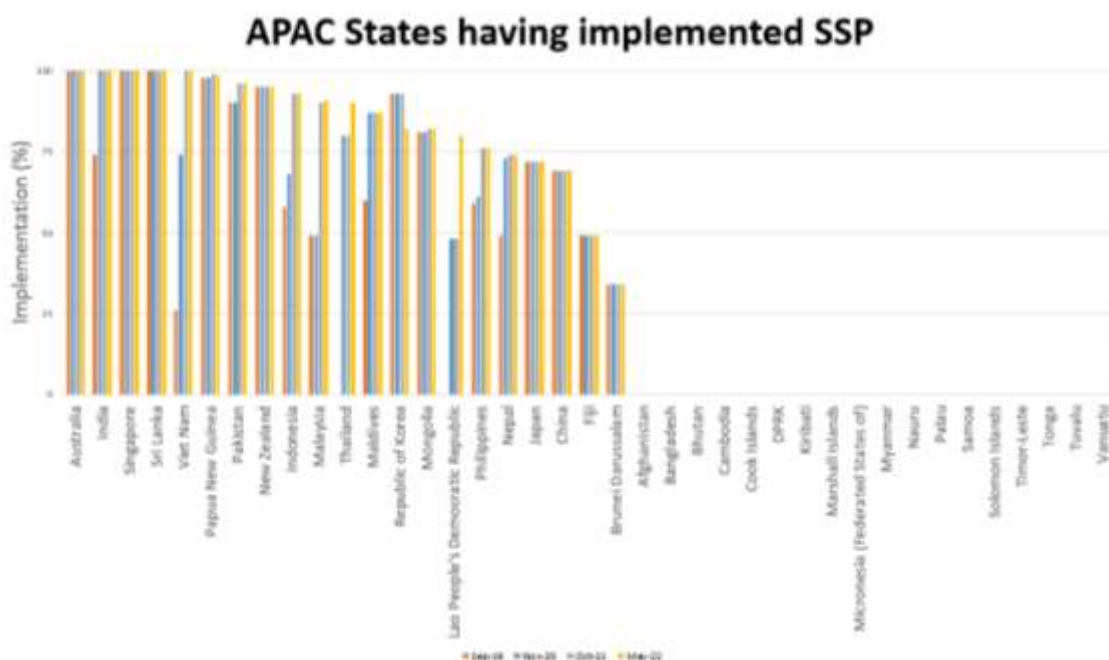
2.2   **State Safety Programme (SSP)**

Commitment: "Implement an effective SSP by 2025"

Indicator: National effective SSP implementation

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

Current implementation:

APAC States having implemented SSP

Analysis: Five States in APAC have completed their SSP implementation. Sixteen States are progressing on their SSP implementation. The reduction of percentage for Republic of Korea is due to the introduction of a new version of Protocol Questions in 2020. The other States are invited to take actions so that all States have implemented SSP by 2025.

2.3   **Significant Safety Concerns (SSCs)**

Commitment: "Endeavour not to have any Significant Safety Concerns (SSCs) under the USOAP Continuous Monitoring Approach (CMA), and to resolve any future SSCs within the time frame agreed with ICAO"

Current implementation: One APAC State has one SSC in Air Navigation.

2.4   **Certification of international aerodromes**

Commitment: "Certify all aerodromes used for international operations by 2020"

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

Source: Aerodromes Operations and Planning Sub-Group (AOP/SG/6)

Current implementation:
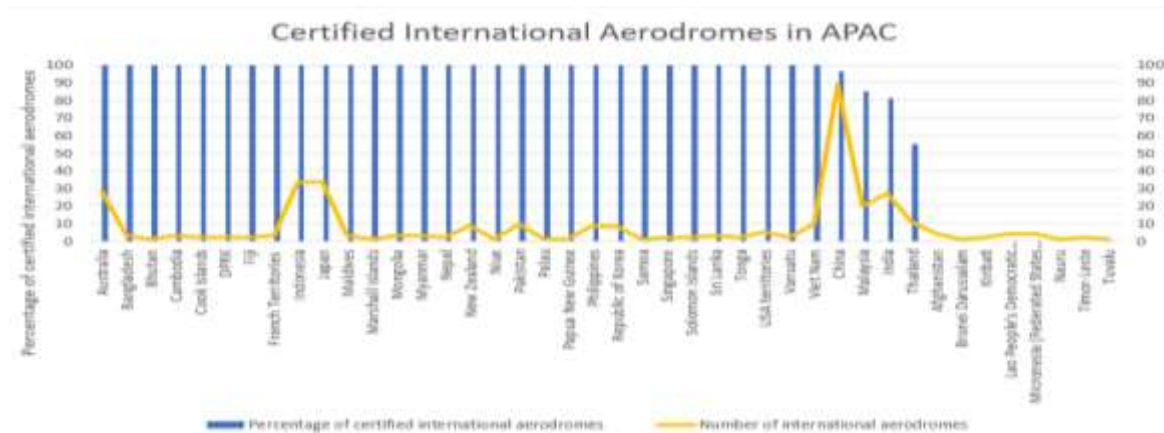
Analysis:

By May 2022, 321 out of 354 aerodromes used for international operations were certified, which corresponds to 90.68 % of aerodromes used for international operations in the Asia & Pacific regions. But only 76 % of these aerodromes (269 out of 354 aerodromes) are listed in the APAC Air Navigation Plan (ANP). States are encouraged to expedite the certification of international aerodromes as the target date was the end of 2020 and to submit Proposal for Amendment (PfA) to amend APAC ANP.

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

2.5   **Accident Investigation**

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

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

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

Source: RASG-APAC monitoring mechanism and 9th Meeting of the Asia Pacific Accident Investigation Group (APAC-AIG/9 in Oct 2021)

Current implementation:

Independent aircraft accident and incident investigation authority (AAIIA)
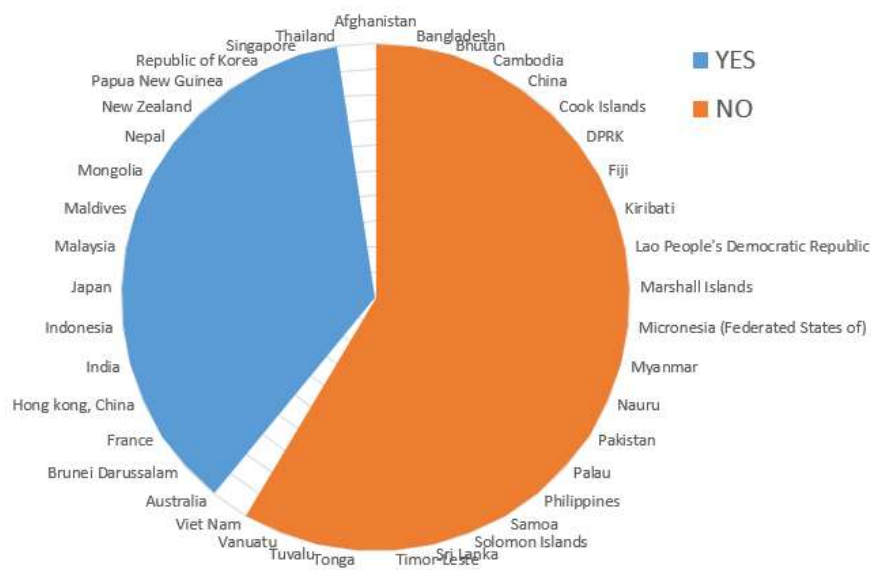
Analysis:

As of May 2022, 40% of APAC States/Administrations have established an independent aircraft accident and incident investigation authority (AAIIA). APAC States/Administrations are reminded to provide, through the RASG-APAC monitoring mechanism, update on their plan and progress pertaining to the establishment of an independent aircraft accident and incident investigation authority (AAIIA) to meet the 2022 target.

3. ACTION BY THE MEETING

3.1   The Meeting is invited to:

a) Note the contents of the paper; and

b) Collaborate and work towards achieving targets of the Beijing Declaration.

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