



ICAO

International Civil Aviation Organization  
Asia and Pacific Office

**Twentieth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/20)**

*(Bangkok, Thailand, 07-11 August 2023)*

---

**Agenda Item 5: Presentations – State /Industry / ICAO**

**MONITORING OF IMPLEMENTATION OF AP-RASP ORG  
ROAD MAP ACTION ITEMS**

*(Presented by the Secretariat)*

**SUMMARY**

AP-RASP 23-25 version is being considered for endorsement by APRAST and adoption by the APAC Region at large as the unified and collaborated course of action for achieving safety targets set forth in it.

Key objective of this WP is to appraise APRAST/20 on the Implementation and monitoring mechanism identified in AP-RASP 23-25 Paragraphs 6.1 and 6.2 and the responsibilities of each stake holder for the implementation.

Additionally appraising the meeting on collective responsibilities of all stake holders to achieve the objective of timely Implementation of the Plan through consolidated and concerted efforts of all stake holders.

**1. INTRODUCTION**

1.1 AP-RASP 20-22 version has been adopted by APRAST/16 in 2021 as a guidance for the APAC States, aligned with the global plans GASP 20-22, in order to develop their own NASP and to collaborate in working together as a safety concerned group. AP-RASP Chapter 6, Paragraph 6.1, indicates the intent of implementation through Monitoring of progress and effectiveness of AP-RASP Actions and Targets

1.1.1 Current Version AP-RASP 23-25 Edition has been adopted by APRAST/19 last February as a guidance for the APAC States, aligned with the global plans GASP 23-25, has replaced 20-22 version. AP-RASP, both said version have been synchronized and have the Chapter 6, Paragraph 6.1, indicates the intent of implementation through Monitoring of progress and effectiveness of AP-RASP Actions and Targets.

**1.2 Plan for Implementation through Monitoring of progress and effectiveness of AP-RASP (both versions) Actions and Targets; (AP-RASP 23-25 Paragraph 6.1 refers)**

1.2.1 The Actions identified in the AP-RASP 20-22 are intended to be implemented through the working arrangements of RASG-APAC/APRAST, activities conducted by APAC regional bodies such as COSCAPs and PASO, as well as the safety oversight entities of APAC States/ Administrations and service providers' Safety Management Systems (SMS) at the individual States'/ Administrations'

level. The safety performance of the civil aviation system within the APAC region will be continuously monitored to ensure that the Actions listed in the AP-RASP, including those related to compliance monitoring and safety risk management, contribute to the enhancement of safety. Successful achievement of the roadmap implementation relies upon close collaboration and cooperation of all stakeholders, especially in contributing the relevant data and information for monitoring purposes in a timely manner.

1.2.2 In addition to the RASG-APAC ASR, the AP-RASP includes a series of Targets to monitor and measure implementation of AP-RASP Actions and the resulting outcomes and safety improvement. These were selected in alignment with GASP Targets applicable to Regions and respective Industry, since only such targets are more appropriately addressed at the RASG-/ APAC regional-level. The Targets also incorporate Targets from the Beijing Declaration and AP-RASPAT, and reflect the intended improvements and outcomes of the Actions under the five Regional Goals of the AP-RASP. The Targets have been selected to ensure a focus on both organisational or systemic improvements and addressing operational safety risks.

1.2.3 The Targets are presented in Appendix A, of AP-RASP and are linked to the Targets and Actions of the five Regional Goals of the AP-RASP.

1.2.4 To gauge the relevance and effectiveness of the AP-RASP Actions, second-order milestones or indicators should be developed, and updated in tandem with the status of progress of the implementation of Actions. Similarly, to measure and track progress of the achievement of the AP-RASP Targets, additional operational safety performance indicators, which are not already covered by the AP-RASP Targets, should be developed to measure and track the reduction of top APAC safety risks and resolution of challenges, as well as the overall improvement of aviation safety in the APAC region. To this end, a standardised approach should be developed and adopted to facilitate reporting of information from individual States/ Administrations and other stakeholders at the regional level, and improving the provision of information to RASG-APAC/APRAST. This will allow the APAC region to receive information and better assess safety risks using common methodologies.

### 1.3 **Communication of progress to RASG-APAC and regional stakeholders (AP-RASP 23-25 Paragraph 6.2 refers)**

1.3.1 The progress of implementation of the AP-RASP Org Actions may be collated from meeting reports of respective regional platforms/ mechanisms, and/ or from the Custodians of the respective Actions. As for the Ops Actions, the Online Monitoring Mechanism will be made available to all APAC States/Administrations, and clearer guidelines should be provided to assist States/ Administrations in indicating their implementation status for each Ops Action.

1.3.2 The abovementioned information will culminate in a report on progress of implementation of the AP-RASP Actions and achievement of Targets will be presented at every APRAST and RASG-APAC meeting. The progress report should cover minimally the following aspects:

- a) Brief overview of the overall implementation of the AP-RASP;
- b) Analysis on delay/ challenges encountered in implementation of Actions; and
- c) If regional safety goals and targets are not met, causes will be addressed and presented to relevant stakeholders.

## 2. DISCUSSION

2.1 Based on the working paper submitted by APAC RO, and the Decision APRAST 16/4 — Implementation of Asia-Pacific Regional Aviation Safety Plan 2020-2022 Edition (AP-RASP: 20-22 Edition) – WP/12, Secretariat disseminated a SL inviting states to nominate Champions and leaders to lead the Action items identified in the said SL. In support of the newly formed Action Item groups secretariat extended and organized few meetings on virtual platforms and groups continued to work on the Action Tasks.

2.2 APRAST/18 availed an agenda item to showcase the work done by the Action groups during breakout sessions and received an excellent update on the progress made.

2.3 However, one Action Group; A.I.20 — Develop an inspector competency building framework, was not able to progress as planned and hence the work was not accomplished until the end of 2022. As a result Action Group now requires reappointment of a champion and members to support the work as determined by APRAST/20. Hence the Action item (e) below.

2.4 As A.I.20 remained dormant over the last few years and has not been able to provide an update of the progress made and hence new version of the Plan has required APRAST to reconsider calling for nominations. In the aforesaid circumstances Implementation of Action items remained challenging.

### 2.5 **Implementation and monitoring Responsibilities: (AP-RASP 23-25 Paragraph 5 and 5.1 refers)**

2.5.1 Entities responsible for governance, development, implementation and monitoring of AP-RASP

2.5.2 RASG-APAC is responsible for the overall development, implementation and monitoring of the AP-RASP, together with APAC States/ Administrations, Industry Partners, International Organizations, regional groupings including the three APAC COSCAPs and PASO, the ICAO-APAC, and APANPIRG. The AP-RASP is to be supported by NASPs developed by States in the APAC region as well as work plans of other stakeholders, such as regional and non-governmental organizations.

2.5.3 The Custodians are the lead entities for the general aspects concerning the implementation of the AP-RASP and its Actions, and assume the roles and responsibilities as summarized in Table 2.

| <b>Custodians</b>                                       | <b>Roles and Responsibilities</b>  |
|---|--|
| ICAO-APAC Regional Office<br>(Administrator of AP-RASP) | <ul style="list-style-type: none"> <li>• Coordinate implementation of AP-RASP Actions and achievement of Targets</li> <li>• Include AP-RASP Actions in yearly Workplans of APRAST and other regional platforms and mechanisms, including APAC COSCAPs</li> <li>• Advise on available Mechanisms/ Tools to facilitate implementation of Actions</li> </ul>  |
| APRAST Co-Chairs  | <ul style="list-style-type: none"> <li>• Oversee that top APAC safety risks and challenges are identified and addressed (especially emerging issues with high and widespread impact), and ensure achievement of objectives and Targets</li> <li>• Report progress status of AP-RASP implementation and achievement of Targets to RASG-APAC</li> <li>• Present proposed revisions to the AP-RASP, following endorsement by APRAST, to RASG-APAC for approval</li> </ul> |
| SRP WG  | <ul style="list-style-type: none"> <li>• Develop second-order indicators, as appropriate, to measure and track progress of the achievement of Targets</li> <li>• Prepare AP-RASP progress reports customized for every RASG-APAC and APRAST meeting</li> </ul>   |
| SEI WG  | <ul style="list-style-type: none"> <li>• Develop clear guidelines for States/ Administrations to indicate their implementation status for each Ops Action</li> <li>• Develop indicators to track and analyse the relevance and effectiveness of Org and Ops Actions, in close coordination with the SRG WG</li> <li>• Work with Action Custodians to track and analyse the progress of implementation of all AP-RASP Actions</li> </ul>                                |
| COSCAPs and PASO  | <ul style="list-style-type: none"> <li>• Support their respective States/ Administrations and industry stakeholders with implementation of the AP-RASP and its Actions</li> </ul>  |
| AP-RASP Standing -WG                                    | <ul style="list-style-type: none"> <li>• Review and update the AP-RASP</li> <li>• Present the updated AP-RASP to APRAST/RASG-APAC for endorsement</li> <li>• Monitor the implementation of AP-RASP Actions and achievement of Targets</li> </ul>   |
| Action Custodians                                       | <ul style="list-style-type: none"> <li>• Appointed by APRAST to lead the group of stakeholders identified in the AP-RASP to further develop specific details for implementation of their respective Actions</li> <li>• Provide updates to SEI and SRP WGs and ICAO-APAC on the progress status of their Actions</li> </ul>   |

**Table 2. Custodians responsible for the administration of AP-RASP, and their roles**

2.6 In view of Reporting of the progress of implementation of AP-RASP, Agenda Item 7 has been designed to facilitate: Updates from the Sub-Groups: Review and Adoption of Decisions and Conclusions, including items for consideration and approval at RASG-APAC by AP-RASP WG.

2.7 Implementation procedure for above 2.6, proposed in this WP is, for AP-RASP WG to consolidate and present to APRAST, the progress reported by Action Item Groups.

2.8 A.I.20 Develop an inspector competency building framework, and any new RASG-APAC/APRAST SEIs for urgent risks — To be determined by APRAST.

**3. ACTION BY THE MEETING**

3.1 The Meeting is invited to:

- a) Request ICAO-APAC Regional Office to consider as the Administrator of AP-RASP, to segregate Tasks for each year from the AP-RASP Actions Items and to develop an Annual Work Programme for APRAST, for the years 2023/2024, 2024/2025 and 2025;
- b) Request Action Custodians, depicted in attachment A to this WP, to consider:
  - i) to continue to work on the Action Items in APRAST week, during breakout sessions and to report back to APRAST updating on the progress during Agenda item 7 through AP-RASP WG,
  - ii) to report challenges, suggestions and comments, if any, in order to improve speedy implementation and achieving targets.
- c) Consider adopting the same procedure of reporting implementation progress by Action Items Custodians in all future APRAST;
- d) Discuss, explore and innovate new ideas and suggestions to reinstating dormant AI Group mentioned in above Paragraph 2.3; Action Group; “A.I.20 -- Develop an inspector competency building framework” by calling for nominations from the experts in the subject; and
- e) With the adoption and Implementation of AP-RASP 23-25, consider proposing to RASG for abolishing of APAC RASG-APAC Regional Aviation Safety Priorities And Targets, Approved by RASG-APAC/8 (Reference: RASG-APAC Decision 8/9) avoiding duplication of work.

-----

Annual Work Plan for APRAST 2023/2024 from OPS Road Map of AP-RASP 23-25 Action Custodian SEI WG,

Annual Work Plan for APRAST 2023/2024 Extracted from ORG Road Map of AP-RASP 23-25;

List of Action Items in focus for 23/24 Plan:

1. Goal II: A.II.1, A.II.2, A.II.3,
2. Goal III: A.III.1, A.III.2, A.III.3,
3. Goal V: A.V.1, A.V.3

| <b>Regional Goal II: Improvements to safety oversight and compliance</b>   |  |                                      |                 |   |  |                        |  |
|--|--|--------------------------------------|-----------------|---|--|------------------------|--|
| <b>Targets</b>   |  |                                      |                 |   |  |                        |  |
| <b>T7:</b> Conduct workshops and seminars relating to ANS, AIG, AGA at least yearly [from 2023 to 2025]  |  |                                      |                 |   |  |                        |  |
| <b>T8*:</b> Endeavour to have no Significant Safety Concerns (SSCs) under the USOAP Continuous Monitoring Approach (CMA), and to resolve any SSCs promptly within the time frame specified in the Corrective Action Plan and agreed to by ICAO [from 2023 to 2025] |  |                                      |                 |   |  |                        |  |
| <b>T9*:</b> Increase the number of IOSA registered APAC airlines and ISAGO registrations by 50% over July 2016 figures (82 and 51 respectively) [by 2025]  |  |                                      |                 |   |  |                        |  |
| <b>T10*:</b> States to progressively enhance safety oversight capability to achieve at least 75% EI in USOAP CMA, and to achieve an APAC average overall USOAP EI score higher or equal to the global average [by 2024]  |  |                                      |                 |   |  |                        |  |
| <b>GASP SEI</b>  | <b>Action</b>  | <b>Action Custodian</b>              | <b>Timeline</b> | <b>Stakeholders</b>                                       | <b>Metrics</b>   | <b>Source/ Fulfils</b> | <b>Monitoring Activity</b>                       |
| 2.1.1 SEI-1;<br>2.1.2 SEI-6  | <b>A.II.1</b> Conduct workshops and courses to promote effective implementation of SARPs, especially in the technical areas of ANS, AIG, AGA | Philippines supported by USA and ACI | 2023-2025       | APRAST, COSCAPs, PASO, ICAO-APAC, States/ Administrations | No. of workshops conducted on areas of ANS, AIG, AGA     | GASP                   | Progress report to APRAST and RASG-APAC meetings |
| 2.1.1 SEI-5;<br>2.1.1 SEI-9  | <b>A.II.2*</b> Establish, enhance and populate COSCAP and RSOO technical expert databases  | APAC COSCAPs                         |                 | COSCAPs, PASO, States/ Administrations                    | No. of qualified technical experts populated in database | GASP, APAC COSCAPs     |  |
| 3.1 SEI-7 (C,D,E,F)  | <b>A.II.3*</b> Encourage IATA's IOSA and ISAGO registrations   | IATA                                 |                 | APRAST, Industry, States/ Administrations                 | No. of IOSA and ISAGO registrations                      | GASP                   |  |

APRAST/20–WP/13  
Attachment A

| <b>Regional Goal III: Effective SMS and SSP</b><br><b>Targets</b><br><b>T11*: States should implement an SSP that is present [by 2025]</b><br><b>T12*: States should publish national aviation safety plans (NASP)</b><br><b>[by 2024]</b> |  |  |           |   |   |                           |  |
|--|--|--|-----------|---|---|---------------------------|--|
| GASP SEI   | Action   | Action Custodian   | Timeline  | Stakeholders  | Metrics   | Source/ Fulfils           | Monitoring Activity                              |
| 2.2 SEI-10;<br>2.2 SEI-11;<br>2.2 SEI-12;<br>3.1 SEI-7<br>(C,D,E,F)  | <b>A.III.1*</b> Support the robust implementation and continuous improvement of SMS and SSP  | ICAO APAC RO, COSCAPs<br><br>Australia;<br>Hong Kong,<br>China, India<br>& Philippines | 2023-2025 | DGCA-APAC, RASG-APAC, APRAST, SEI WG, SRP WG, APAC-AIG, COSCAPs, PASO, ICAO-APAC, other regional platforms/ bodies, States/ Administrations, Industry | RO/COSCAPs to conduct at least 2 SSP/SMS-related courses/workshops/webinars for APAC region a year. (RO may include relevant events hosted by other States / Administrations, IATA, ACI etc.)<br>No. of SSP-related courses/ workshops conducted for region (not including domestic);<br>No. of States participated in workshop | GASP                      | Progress report to APRAST and RASG-APAC Meetings |
| 2.2 SEI-11;<br>3.1 SEI-1<br>(C,D);<br>3.1 SEI-7<br>(C,D,E,F)   | <b>A.III.2</b> Improve the sharing of best practices in safety management, safety data and analyses among regional platforms including APANPIRG Sub-groups via RASG-APAC | ICAO APAC RO   | 2023-2025 | RASG-APAC, APRAST, APAC-AIG, COSCAPs, ICAO-APAC, other regional platforms/ bodies, APANPIRG, PASO   | No. of SSP-related sharing sessions/ presentations;<br>No. of SSP areas covered;<br>No. of States which presented   | GASP, Beijing Declaration |  |
| 2.2 SEI-11   | <b>A.III.3*</b> Support the development of NASPs   | ICAO APAC RO   | 2024      | ICAO HQ, ICAO-APAC, APRAST, States/ Administrations, PASO   | No. of States who have published their NASP   |                           |  |

| Regional Goal V: Enhanced aviation infrastructure (physical and institutional)   |  |  |             |   |   |                 |  |
|--|--|--|-------------|---|---|-----------------|--|
| Targets  |  |  |             |   |   |                 |  |
| T15* States should achieve at least 75% EI in AGA of USOAP CMA, and an APAC average USOAP EI score in AGA higher or equal to the global average [by 2025]                                  |  |  |             |   |   |                 |  |
| T16* States should achieve at least 75% EI in AIG of USOAP CMA, and an APAC average USOAP EI score in AIG higher or equal to the global average [by 2025]                                  |  |  |             |   |   |                 |  |
| T17* Certify all aerodromes the APAC region that are used for international operations [by 2025]   |  |  |             |   |   |                 |  |
| T18* States should establish an independent accident and incident investigation authority (AIIA) as required by Annex 13, as well as related investigation system and procedures [by 2025] |  |  |             |   |   |                 |  |
| GASP SEI   | Action   | Action Custodian   | Timeline    | Stakeholders  | Metrics   | Source/ Fulfils | Monitoring Activity                              |
| 2.1.1 SEI-4;<br>2.1.2 SEI-8  | A.V.1 Integrate the existing basic building blocks of RASG-APAC/ APRAST towards the envisioned safety data collection and processing system (SDCPS) for the APAC region                      | Lead<br><br>Pakistan:<br>Philippines:<br><br>Support<br><br>Pakistan:<br>Philippines:<br>US-FAA:<br>India:<br>I. | 2023 - 2025 | APRAST, SEI WG, SRP WG, APAC-AIG, COSCAPs, ICAO-APAC  | Completion of documented clear lines and procedures for communication of respective types of data/ information between APRAST and other regional groups | GASP            | Progress report to APRAST and RASG-APAC meetings |
| 2.1.1 SEI-4;<br>2.1.2 SEI-8  | A.V.3 Improve the communication of activities and coordination of schedules among regional bodies and meetings, regional workshops/ courses, e.g. via a one-stop calendar of regional events |  | 2024        | DGCA-APAC, RASG-APAC, APRAST, SEI WG, SRP WG, APAC-AIG, COSCAPs, ICAO-APAC, other regional platforms/ bodies, States/ Administrations, Industry, PASO | Completion of documented clear lines and procedures for communication of respective events; completion of regional one-stop calendar                    | GASP            |  |

— END —