



ICAO

**REPORT OF THE NINETEENTH MEETING OF THE ASIA
PACIFIC REGIONAL AVIATION SAFETY TEAM
(APRAST/19)**

Bangkok, Thailand, 6-10 February 2023

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/19
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1. Meeting and Registration

1.1 The Nineteenth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/19) was held at the ICAO Asia and Pacific Office in Bangkok, Thailand from 6 to 10 February 2023 in Hybrid format and made Eleventh (11) Decisions.

1.2 The APRAST/19 Meeting was attended by 85 participants from 21 States/Administrations and 06 International Organizations and Industry Partners viz. Australia, Bangladesh (virtual), Bhutan, Cambodia, Hong Kong China, Macao China, Fiji (virtual), India (virtual), Indonesia, Japan, Malaysia, Maldives, Myanmar (virtual), Nepal, Pakistan, Philippines (virtual), Republic of Korea, Singapore, Sri Lanka, Thailand, United States, Airbus, Association of Asia-Pacific Airlines (AAPA), Airports Council International (ACI), Boeing, Flight Safety Foundations (FSF), International Air Transport Association (IATA), and COSCAP-South Asia. 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 Officer.

2. Opening Session

2.1 Mr. S M Nazmul Anam started the Meeting and delivered opening remarks on behalf of Mr. Tao Ma, Regional Director ICAO-APAC. He welcomed and thanked all the participants and the Organizations for their participation in hybrid mode especially for those travelled to ICAO Bangkok Office after a long break due to COVID.

2.2 Mr. Anam urged the APRAST to look into the USOAP EI level, which is below the global average and apprised the audience that only five States completed 100 per cent of SSP implementation 16 are in progress, which will delay the audit process of SSPIA. He appreciated the progress made by the APAC States to upload their national aviation safety plan (NASP) in the ICAO Portal.

2.3 Mr. Anam concluded his remarks with a high note that APRAST under RASG-APAC has formed the Ad-hoc AP-RASP WG timely for the development and implementation of Asia-Pacific Regional Aviation Safety Plan (AP-RASP) objected to align the new version of GASP and the revision of 2023-2025 AP-RASP, which is at the final stage of drafting for next triennium. He thanked the Co-Leads and all who contributed immensely to finalize this tedious task and appreciated the Working Paper proposed for the AP-RASP Permanent Working Group instead of Ad-hoc WG for future. Finally, he thanked all the Chairs and the Co-chairs of APRAST, AIG, SEI, SRP and AP-RASP Working Groups for their concerted efforts over the years. He encouraged States/Administrations to make good use of all the information and guidance materials developed by those Groups to further enhance safety.

2.4 Mr. Jose Fernandez, APRAST Co-Chair (Industry) in his Opening Remarks welcomed all delegates to the Meeting. He apprised on the number of accidents globally across all airline operational categories and aircraft sizes which increased from 1.13 accident per million of on 2021 to 1.21, and also the number of fatalities compared with 2021. Over decades, the safety improvements happened by assembling data that enabled to identify the causes of the accidents and that knowledge allowed to design strategies to reduce risk and the number of accidents. He also highlighted that the recently published APAC Annual Safety Report 2022 which summarized the safety performance of the Region and identified some areas requiring attention and proactive actions. He emphasized that it is particularly important that all States/Administrations as well as the industry partners should continue to work together to ensure an orderly return-to-normal operation while maintaining aviation safety. He finally encourage all APRAST 19 participants to work together for the next five days to have a fruitful Meeting.

2.5 Mr. S M Nazmul Anam, RO/FS ICAO APAC acted on behalf of the Secretariat and conducted the APRAST/19 Meeting effectively and successfully with a group of 85 participants, 25 of which joined virtually.

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/18 Decisions and Conclusions – WP/2

2.1.1 The Secretariat presented the progress of outstanding Decisions and Conclusions adopted at APRAST/18. 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/12 DECISIONS / CONCLUSIONS AND WORK PROGRAMME

3.1 Progress update of the RASG-APAC/12 Decisions and Conclusions – WP/3

3.1.1 The Secretariat presented the progress update of the RASG-APAC/12 Decisions and Conclusions. The Meeting discussed the progress and Secretariat updated the status accordingly as reflected at Appendix C.

3.2 Update of RASG-APAC/12 Annual & Standing Work Programme 2022/2023 – WP/4

3.2.1 The Secretariat presented the progress of RASG-APAC 2022/2023 Work Programme which was approved at RASG-APAC/12 in November 2022. 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 Periodic Review of SEI outputs – WP/5

4.1.1 Co-Chair of SEI WG presented the paper. Pursuant to the Decision APRAST 18/2, SEI WG reported the review result conducted by the SEI WG for the output of SEIs LOC6.

4.1.2 Based on the received feedback and suggestions from five APRAST members (Macao China, Singapore, Thailand, IATA and US CAST) in the SEI WG, SEI WG considers that the output of SEI LOC6s are still current and valid. SEI WG also received observations and suggestions from members to further enhance this SEI output. One observation which was already completed is uploading the latest revision of the ICAO Doc 9868 - Procedures for Air Navigation Services-Training under the SEI LOC6 Safety Tools under the ICAO Regional Office website. SEI WG has drafted a survey to identify the challenges and difficulties faced by aviation regulatory authorities, approved training organizations and air operators during the UPRT implementation in this Region. SEI WG reviewed and discussed during the SEI WG breakout session in APRAST/19 and noted their suggestions.

4.1.3 With the completion of this SEI LOC6 output review, SEI WG has completed all the SEI outputs review as planned since APRAST/13. SEI WG discussed during the breakout session in APRAST/19 on how to conduct the second round of the SEI outputs review which is highlighted in paragraph 4.1.

4.1.4 The Meeting adopted the following Decisions:

Decision APRAST 19/1 – Periodic Review of SEI Outputs – WP/5	
That, APRAST endorsed the review result conducted by the SEI WG that the outputs of LOC6 is still current and valid for implementation, and the Secretariat to update the review status of SEI output under the safety tools sessions in the ICAO APAC webpage as Appendix 1 to WP/5.	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	

4.2 Progress Update – ICAO APAC Annual Safety Report 2023 – WP/6

4.2.1 SRP WG Co-Chair (State) presented WP/6. The WP provided a progress update on the development of the ICAO APAC Annual Safety Report (ASR) for 2023 as per the timeline below:

TIMELINE	TASK
31 March 2023	Data received from data providers (ICAO, IATA, CAST and OAG)
26 May 2023	Draft report produced
9 June 2023	Draft report circulated to SRP WG to comment
23 June 2023	Final comments from the SRP WG Co-chairs
7 July 2023	Revised report to be produced based on SRP WG feedback
14 July 2023	Circulate to APRAST Co-Chairs
28 July 2023	Final comments from APRAST Co-Chairs
4 August 2023	Provide Final Draft to ICAO APAC Regional Office
18 August 2023	Final report to be submitted to RASG-APAC Co-Chairs for approval
25 August 2023	Approved by RASG-APAC Co-Chairs

15 September 2023	Formatting and publication of Final Report
22 September 2023	Publish Final Report

4.3 Update on the Monitoring Tools – WP/7

4.3.1 Secretariat presented WP/7. 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 2022.

4.3.2 The Monitoring Tools was launched in January 2023 providing the login credentials to the States/Administrations Focal Points through an independent link (<https://monitoring-tools.org/monitoring-tool/>). States/Administrations are urged to insert data related to SEI and NASP.

4.3.3 ICAO APAC Regional Office in coordination with Bangladesh organized a workshop and training sessions on the use of the ‘*Monitoring Tool*’ for the States/Administration on 25 January 2023 in virtual platform. There were 66 participants including NCMCs from 18 States/Administrations namely Afghanistan, Australia, Bhutan, Brunei Darussalam, Cambodia, Macao China, Fiji, Indonesia, Japan, Kiribati, Malaysia, Pakistan, Philippines, the Republic of Korea, Singapore, Sri Lanka, Thailand, and Timor-Leste participating in the Workshop.

4.3.4 SEI WG Co-chairs, Cambodia and Indonesia appreciated the voluntary effort of Bangladesh in developing the Monitoring Tools. FAA and Macau, China suggested to introduce login mechanism for the focal points other than States/Administrations and suggested to brainstorm on producing summary report formats.

4.3.5 The Meeting endorsed the following Decision:

Decision APRAST 19/2 – Update on the Monitoring Tools – WP/7	
That, APAC RO shall communicate through a State Letter to all States/Administrations nominating their focal points and insert/upload data related to SEI and NASP in the Monitoring Tools.	<p><i>Expected impact:</i></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/20	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 19/3 – Update on the Monitoring Tools – WP/7	
That, APAC RO to send a State Letter to Bangladesh requesting to: <ul style="list-style-type: none"> a) Introduce summary reporting tools for the purpose of monitoring the progress made by the region as a whole; and b) Create a mechanism for multiple login credentials with read-only privilege. 	<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/20	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 ICAO APAC Safety Implementation Support Road Map (SISRM) 23-25 – WP/8

4.4.1 ICAO APAC Secretariat presented the WP/8 based on the recently developed Safety Implementation Support Policy, procedure and Implementation Road Map for the Triennium 2023-2025 SISRM (23-25).

4.4.2 SISRM has been established based on the AP-RASP 23-25 which has identified as a very important Safety Goal; T10 to achieve 75% regional average EI Level by 2024.

4.4.3 FAA/USA, Singapore, Bangladesh and Boeing supported the initiative and FAA suggested to expand the plan for building capacity in the States and in the APAC Region.

4.4.4 Meeting discussed and agreed the APAC SISRM 23-25, Attachment 1 to WP/8 for implementation in the Region as a plan to achieve T10 of AP-RASP 23-25.

Decision APRAST 19/4 – ICAO APAC Safety Implementation Support Road Map (SISRM) 23-25 – WP/8	
That, APAC RO to disseminate a State Letter seeking support from States/Administrations and International Partners in terms of finance, expertise, and training opportunities (organized training courses on PEL/OPS/ AIR and provision of OJT) for the implementation of SISRM.	<p>Expected impact:</p> <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP Effective Implementation <input type="checkbox"/> Monitoring and Administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional
Why: To achieve AP-RASP Target 10.	
When: Immediately	Status: In Progress
Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input 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 Amendments to AP-RASP 2023-2025– WP/9

4.5.1 AP-RASP Ad hoc WG Co-Leads presented WP/9. This paper proposed amendments based on the newly published ICAO Doc 10161, Doc 10162 and Doc 10131, inter alia, and the need to align with GASP 2023-2025 version. The meeting agreed with the proposed amendments and instructed the Ad Hoc WG to work with APAC RO to finalize and publish the AP-RASP 2023 – 2025 in the ICAO APAC website by mid-2023.

4.5.2 The Meeting endorsed the following Decision:

Decision APRAST 19/5 – Proposed Amendments to AP-RASP 2023-2025– WP/9	
<p>That, the AP-RASP Ad hoc WG work with APAC RO to incorporate the proposed amendments to the draft AP-RASP 2023 – 2025 as endorsed by APRAST/19 for consultation with States by end of March, and publication by in the ICAO APAC website by mid-2023.</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 checked="" 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 publish a revised AP-RASP 2023-2025 edition.</p>	
<p>When: Mid-2023</p>	<p>Status: In Progress</p>
<p>Who: <input checked="" type="checkbox"/>APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input 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>	

4.6 AP-RASP Standing Working Group and Terms of Reference (TOR) – WP/10

4.6.1 Secretariat presented WP/10 providing an update on transition from AP-RASP Ad hoc Working Group to AP-RASP Standing Working Group. The Meeting endorsed the draft ToRs for the AP-RASP Standing Working Group as initial outline and agreed to discuss in the breakout session to develop further which is highlighted in paragraph 4.3.

4.6.2 The Meeting endorsed the following Decision:

Decision APRAST 19/6 – AP-RASP Standing Working Group and Terms of Reference (TOR) – WP/10	
<p>That, the Meeting encouraged APRAST members to:</p> <ul style="list-style-type: none"> a) Nominate one Co-Chair of the AP-RASP Standing Working Group from States/Administration and one from Industries; and b) Volunteers to support the AP-RASP Standing Working Group and nominate members with relevant expertise. 	<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 ensure drafting, revising and implementation monitoring of the AP-RASP as a continuous process to align with the GASP.</p>	

When: Post publication of AP-RASP 2023-2025	Status: In Progress
Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input 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	

4.7 Outcome of APANPIRG and AOP/SG Meetings – WP/11

4.7.1 Secretariat presented the WP/11 providing outcomes of Asia and Pacific Air Navigation and Planning Implementation Regional Group (APANPIRG) and Aerodrome Operations Planning Sub Group (AOP/SG) Meetings since APANPIRG/31 in the areas of aerodrome certification, runway safety including runway safety team, ICAO new methodology on assessing and reporting runway surface conditions and wildlife hazard management on or in the vicinity of the aerodromes. The paper also provided a list of Asia Pacific Regional Guidance Materials on aerodromes and ground aids (AGA) areas developed by various working groups and approved by the AOP/SG and APANPIRG and published on ICAO APAC Website eDocuments under AGA heading at <https://www.icao.int/APAC/Pages/eDocs.aspx> for reference or use by Asia Pacific States/Administrations. The paper invited States/Administrations to take note of the APANPIRG's Conclusions presented in the paper and take appropriate actions.

4.7.2 India supported the paper and suggested that the elements highlighted in the paper could be considered as part of the RASP and NASP considering the criticality of the elements.

4.8 Need to Establish APRAST New Safety Enhanced Initiatives Focused Implementation and Monitoring – WP/12

4.8.1 IATA presented WP/12 informing the Meeting that there is a need to develop new SEI(s) to focus on implementation, monitoring and continuous improvement involving other industry partners and encouraged APRAST and SEI Working Groups under APRAST to revise the existing SEI(s) or develop new SEI(s) to address safety issues and ensure a proper implementation of the existing SEI involving other industry partners.

4.8.2 SEI tools were proposed to be developed or revised on following:

- a) To focus on airport signage, runway marking, runway pavement, maintenance, rubber removal and runway drainage involving Airport Authorities and Airport Operators, including guidance on the implementation of the new ICAO Global Reporting Format (GRF) for runway surface conditions involving Airport Operators, Meteorological Services and Air Navigation Safety Providers;
- b) To involve OEMs and States to ensure the accuracy of the published terrain databases, the publication of terrain coordinates on the WGS-84 and ensure no interferences to the Global Positioning Systems (GPS);
- c) To include the Air Navigation Safety Providers to ensure flight crew and ATC must be Go-Around minded, Go-Arounds (G/A) following a non-stabilized approach are performed without interferences and/or questions from the ATC, and advocate to increase ATC's flight deck familiarity for a better workload understanding;
- d) To provide insights about why the UPRT is not fully implemented, including Regulators and Authorized Training Organizations (ATO) to understand the regulatory problems and the lack of readiness of the simulator training devices.

4.8.3 Furthermore, three other safety areas of improvement arising from ASPAC Safety Seminar organized by IATA in Singapore in August 2022 should be considered to develop SEI(s):

- a) A new SEI to guide airport operators and States to ensure glide slope alignment with visual aids (PAPI, VASI).
- b) A new SEI to guide States in developing model regulation for the use of Electronic Flight Bag (EFB) by the aircraft operators.
- c) A new SEI to guide airport operators and States to enhance wildlife management.

4.8.4 India, Macao China and Singapore supported the content of the WP. The Meeting agreed to discuss further and review the necessity and priority to revise the existing SEI(s) or develop new SEI(s) to address safety issues in SEI WG Breakout session and report to APRAST/19 after review.

4.9 **Flight Safety Foundation Regional Safety Assessment– Phase Two – WP/13**

4.9.1 The Flight Safety Foundation (FSF) presented WP/13 on its Regional Safety Assessment project- Phase Two. The second phase was initiated following its Global Safety Assessment in 2021 and 2022 that included the assessment of safety risks in the APAC Region. The initial assessment revealed the need for a further, more detailed review that could help the Region better understand regional safety needs and trigger targeted assistance through existing and new regional safety platforms.

4.9.2 The Meeting was informed that FSF will undertake this comprehensive study in the APAC Region throughout 2023 and will report its progress and outcomes to the ICAO APRAST as well as RASG-APAC meetings throughout 2023 and early 2024. Information will be collected from existing surveys that have already been performed or new survey(s) that will be launched to appropriate authorities and organizations to elicit the needed information. The information gathered would be validated by engaging with States, air navigation service providers, airports and industry through meetings, workshops and /or focus group activities, as required.

4.9.3 The Meeting welcomed the initiative by FSF and felt that this important work would complement nicely the work currently performed through the RASG and its subgroups. The Chair also encouraged participants to participate in the upcoming Asia Pacific Summit for Aviation Safety (AP-SAS) organized by FSF and CAAS. On that note, the meeting supported the ongoing work of the FSF to conduct a comprehensive regional safety assessment in 2023, encouraged States and industry to support the FSF initiative and for FSF to participate at future APRAST and RASG-APAC Meetings to report its progress.

4.10 **Implementation of A-SMGCS Level 5 to Strengthen Runway Safety in Response to the Recovery of Aviation Demand – WP/14**

4.10.1 The Republic of Korea presented WP/14 to share the experience of A-SMGCS Level 5 implementation process that provides real-time route guidance to pilots and vehicle drivers with on-board equipment in the cockpit & data link system to connect A-SMGCS & on-board equipment for strengthening runway safety and improve airport capacity.

4.10.2 The Meeting noted the information provided in this paper and suggested to take up the matter with APANPIRG AOP SG and/or Aerodrome Design and OPS WG as appropriate.

4.11 **Studying Quantitative Risk Assessment Methodology for Data-Driven Safety Risk Management– WP/15**

4.11.1 The Republic of Korea presented WP/15 sharing their experience of operating their SDPCS and conducting risk assessment as part of its SSP by the recently developed and being piloted quantitative risk assessment methodology for improving data-based risk management. If APAC States/Administrations require any assistance in this regard may contact the focal point (Ms. Park So Hyun, psohyon@korea.kr).

4.11.2 The Meeting noted the information provided in this paper.

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

5.1 Breakout Sessions – SEI WG

5.1.1 This was the first meeting which was held in-person in addition to being on-line (hybrid) post COVID-19 related issues, hence it was decided that all Working Groups briefed the attending members of APRAST/19 a broad overview of each Working Group which would help set the context and seek volunteer in supporting the function of Working Groups. SEI WG provided introduction of SEI WG to the APRAST/19 attending members in order to facilitate the discussion in SEI WG breakout session. The presentation on Introduction of SEI WG is attached as Appendix F.

5.1.2 The SEI WG reported to the plenary of APRAST/19 on the outcome of its breakout session. There are approximately 35 participants joined the SEI WG breakout session and SEI WG discussed the following issues:

Periodic Review of SEI Outputs

5.1.3 SEI WG has completed the revision of SEI LOC/1/CFIT/2 output and it was approved by RASG-APAC/12. The new revision of SEI output has been uploaded on the Safety Tools website.

5.1.4 For the revision of SEI CFIT/4 output, the Champion completed the revised draft and was agreed by SEI WG members after review. SEI WG considered this revised draft is ready to be circulated to all APRAST members for review and submit to RASG-APAC for approval.

5.1.5 The Meeting decided the following:

Decision APRAST 19/7 – Periodic Review of SEI Outputs	
That, APRAST to circulate the revised draft output of SEI CFIT/4 for all APRAST Members review and submit to RASG-APAC 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: 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	

5.1.6 SEI WG reviewed and discussed the observations and suggestions from SEI WG members after they reviewed the outputs of SEI LOC/6:

- a) The latest revision of ICAO Doc 9868 - Procedures for Air Navigation Services-Training was updated under the SEI LOC/6 Safety Tools on the ICAO Regional Office website.

- b) SEI WG has drafted a survey to identify the challenges and difficulties faced by aviation regulatory authorities, approved training organizations and air operators during the UPRT implementation in this Region. A revised survey will be released to all APRAST members and having their inputs before APRAST/20.
- c) A cover letter is suggested and agreed to accompany the AUPRTA document to describe the background and the rationale behind this SEI LOC/6 output. India volunteered as a Champion for this action.
- d) Further inputs and update from ICAO is needed on whether any update and plan to amend the ICAO Doc 10011 as well as the UPRT website. SEI WG will follow-up with ICAO APAC RO.

5.1.7 The Meeting decided the following:

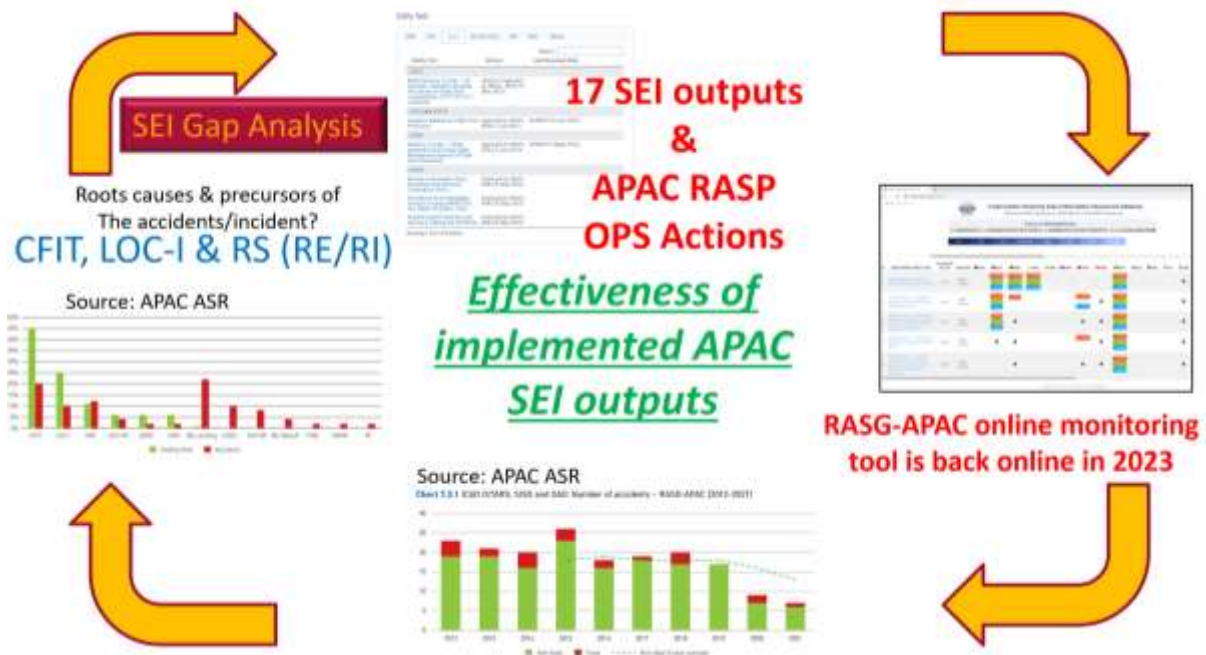
Decision APRAST 19/8 – SEI WG Breakout Session	
That, the Secretariat to circulate the UPRT Survey to all APRAST members to identify the challenges and difficulties faced by all stakeholders.	<p>Expected impact:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Achievement of 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
Why: Ensure the currency of the completed SEI outputs is maintained.	
When: Post finalization of UPRT survey	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	

SEI Implementation Status

5.1.8 SEI WG provided the update of the SEI outputs implementation status in accordance with the information from the ICAO online Monitoring Tools. SEI WG highlighted that the online Monitoring Tools was just reactivated since January 2023. At commencement of APRAST/19, only 18 out of 41 members States/Administrations have registered to the online Monitoring Tools. SEI WG suggested the Meeting to urge all APRAST members to register and provide their SEI implementation status in order to facilitate the work of SEI WG and AP-RASP 23-25 OPS Roadmap as discussed in WP/7.

Measure the Effectiveness of the SEI Outputs

5.1.9 SEI WG proposed preliminary concept of how to measure the effectiveness of the SEI outputs as depicted in diagram below during the breakout session. SEI WG also reviewed safety information extracted from Annual Safety Reports in APAC Region.



5.1.10 The US CAST volunteered to present their work model in the next APRAST / SEI WG meeting, post which the SEI WG will consider and consolidate. Further suggestions from SEI WG were provided. SEI WG appreciated the offer from US CAST and agreed the preliminary concept as presented.

5.1.11 SEI WG also agreed that the effectiveness of SEI outputs should be measured by reviewing and analyzing information such as SEI implementation status, root causes of the incident/accident and precursors etc., from various sources. However, the analysis process is yet to be finalized and SEI WG will continue working on this.

Challenges and Solutions

5.1.12 SEI WG presented the challenges in the past particularly during the COVID-19 period. SEI WG urged the members to actively participate in and support the SEI WG activities. SEI WG members found the face to face meeting to be more productive and gave increased opportunities of interaction among members.

Updated Point of Contact of SEI WG

5.1.13 During the breakout session, SEI WG validated the SEI WG contact list to facilitate and keep effective communication within SEI WG between the APRAST Meetings. SEI WG will follow up with 7 SEI WG members who did not attend the APRAST/19 meeting neither in-person or virtual mode.

Second round of SEI Outputs Review and the Proposal of New and Revised SEI Outputs

5.1.14 As of APRAST/19, SEI WG has completed all 17 SEI outputs review which were conducted based on the sequence of the date of the SEI outputs approved/endorsed by RASG-APAC. For the sequence to conduct the second round of the SEI outputs review, SEI WG suggested to set the priority of which the SEI outputs to be reviewed while reviewing the proposal in WP/12.

5.1.15 In WP/12, the suggestions for new SEI outputs focusing on airport signage, runway marking, runway pavement, maintenance, rubber removal and runway drainage involving Airport Authorities and Airport Operators and SEI outputs focusing on better flight deck workload management (without interferences and/or questions from the ATC) following the Go-Arounds, SEI WG found that existing outputs of SEI (SEI RE/7 and RE/2) cover the abovementioned issues. SEI WG decided to review the SEI RE/7 and RE/2 in the second round review.

5.1.16 The proposal for having a new SEI to include guidance on the implementation of the new ICAO Global Reporting Format (GRF), in addition to WP/11, ICAO Secretariat further supplement during the SEI WG breakout session that the program and the guidance are available to all APAC members. SEI WG decided that those guidance is sufficient and SEI WG will coordinate with ICAO AOP/SG to provide update information in the forthcoming APRAST meetings.

5.1.17 The proposal for having a new SEI to guide airport operators and States to enhance wildlife management, in addition to WP/11, ICAO Secretariat further supplement during the SEI WG breakout session that the program and the guidance are available to all APAC members. SEI WG decided that those guidance is sufficient and SEI WG will coordinate with ICAO AOP/SG to provide update information in the forthcoming APRAST meetings.

5.1.18 SEI WG has drafted a survey to identify the challenges and difficulties faced by all stakeholders during their UPRT implementation. The result from the survey will determine if a new or revised SEI is needed.

5.1.19 For others proposal of developing new SEI outputs in WP/12, after the discussion during the SEI WG breakout session, the need to develop new SEI outputs may not be necessary or further clarification is needed.

5.1.20 The Meeting decided the following:

Decision APRAST 19/9 – SEI WG Breakout Session and WP/12	
That, SEI WG to conduct the second round of SEI Outputs review for the outputs of SEI (RE/7 and RE/2) and report to APRAST/20.	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 ensure the currency of the completed SEI outputs is maintained.	
When: APRAST/20	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	

Any Other Business

5.1.21 SEI WG members also raised a suggestion to review other developing risk such as in-flight turbulence. SEI WG agreed and will look in to the safety information particularly the root causes and safety precursors in order to consider the issue can be brought in as a new SEI.

5.2 Breakout Session - SRP WG

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

- a) SRP WG – Core Member Group
 - a. SRP’s core group has diminished, with some members either leaving APRAST or simply no longer able to participate in the forum.
 - b. It is important that a cross-section of perspectives can be harnessed to support SRP priorities
 - c. The SRP core group is critical to the SRP WG ‘s ability to deliver the defined outcomes, including:
 - i. Identification of safety issues for progression to SEI Working Group to develop SEI’s
 - ii. Delivery of ICAO APAC Annual Safety Report
 - d. It was refreshing to see new members from different States / areas of expertise etc. joining the SRP WG; and
 - e. Also fortunate that several new APRAST attendees have expressed an interest in participating in the Core Group activities.
- b) Impact of concurrent meetings AP-RASP and SRP
 - a. Members of SRP not able to attend AP-RASP and vice versa;
 - b. SRP WG does not have a large member base RASP given the more specialised nature of the work, so the impact of concurrent meetings, even if involving a few people, can be significant and should be addressed for subsequent APRAST meetings given the limited opportunities available for face-to-face participation during the year.

5.2.2 The Meeting decided the following:

Decision APRAST 19/10 – SRP WG Breakout Session	
That, Secretariat to ensure AP-RASP breakout sessions do not occur at the same time as SEI and or SRP working group breakout sessions to ensure all APRAST members are able to attend desired meetings placing a Generic ToR in the RASG-APAC Procedure Handbook.	<i>Expected impact:</i> <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 allow participation by all APRAST members (as required) in working group breakout sessions and minimize flow on impacts.	
When: APRAST/20	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	

- c) Collaboration between SEI and SRP Working Groups
 - a. Prior to APRAST conversations occurred between SEI and SRP Co-Chairs to consider options for closer collaboration, including information sharing.
 - b. Current functions of the working groups, while connected with the identification of safety issues (SRP) and subsequent development of safety enhancement initiatives may also support other activities of the SEI working group, e.g. performance (impact on safety) of SEI's when implemented
 - c. Look forward to pursuing this further following APRAST and working with the SEI Co-Chairs
- d) Safety Issue Identification / Prioritisation
 - a. Proposal to develop a more rigorous framework/process to more effectively identify safety issues and prioritise progression to the SEI WG for development of appropriate Safety Enhancement Initiative(s).
 - b. More broadly, the SRP Working Group would like to call on APRAST members to bring issues forward that can then be reviewed and corresponding action taken, such as SEI development where appropriate. Issues may not always be evident in the data.

5.2.3 The Meeting decided the following:

Decision APRAST 19/11 – SRP WG Breakout Session	
<p>That, SRP WG to present a conceptual paper outlining the recommended methodology for approval to provide a more robust mechanism to more effectively identify safety issues and prioritize progression to the SEI WG for the development of appropriate Safety Enhancement Initiatives.</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 provide a more robust mechanism to more effectively identify safety issues and prioritize progression to the SEI WG for the development of appropriate safety enhancement initiatives.</p>	
<p>When: APRAST/20</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 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>	

5.2.4 APAC Annual Safety Report (ASR):

5.2.4.1. Some valuable discussion on the current approach to populating the ASR was discussed during the Break Out Session of SRP WG:

- Data sources traditionally focused on reactionary measures of safety outcomes;
- Some information is also dated such as when comparing EI scores for States when States may not have been audited for some time through the USOAP CMA process. Other States may have been recently audited.

- There is a need to move beyond reactionary data and safety outcomes.
- This may include supplementing reactionary information with information on pre-cursor/lead indicator data to identify latent issues, which may not have resulted in an accident to date (blind spots), but could be considerably more serious than known accident types.
 - An example quoted in the SRP WG was incorrect take off aircraft configuration with flaps up/retracted.
- Data Sharing
 - Sharing of ASIAs data pre-COVID expected to be re-instated at APRAST/20;
 - CAST Info Share may also be available but in a controlled safe-space;
 - SRP Co-Chair Industry advised data sharing through the AP-Share platform was likely to be some time away; and
 - More broadly, the SRP Working Group would like to call on APRAST members to bring issues forward that can then be reviewed, corresponding action taken where appropriate.

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

5.3.1 The Ad Hoc WG reported to the plenary of APRAST/19 on the outcome of its breakout session as following:

5.3.2 On 8 February 2023, the ad hoc AP-RASP WG met in a breakout session to discuss matters on finalizing the amendments to the AP-RASP 2023-2025, documenting lessons learned during the updating of AP-RASP, and to draft the terms of reference for a new AP-RASP Standing Working Group per Decision RASG-APAC 12/5.

5.3.3 Member and Observing States and Industry Organizations in attendance were: Australia, Cambodia, India, Indonesia, Japan, Hong Kong China, Maldives, the Republic of Korea, Singapore, United States, AAPA, ACI, and Boeing.

5.3.4 A draft terms of reference found in **Appendix E** together with a report on the breakout session was submitted to APRAST/19 on 10 February 2023 for due consideration as the intention was to disband the ad hoc AP-RASP WG by mid-2023. Before the dissolution of the ad hoc WG, a call of nominations would be made to create the new AP-RASP Standing Working Group which would then be inaugurated at APRAST/20 in the second half of 2023. The new State and Industry Co-chairs would also be elected at the inauguration (Refer to Decision APRAST 19/7).

6. AGENDA ITEM 7: ANY OTHER BUSINESS

6.1 Election of APRAST Co-Chair SEI WG (Industry) – WP/16

6.1.1 Mr. Hugues Laloe from Airbus Industries has tendered resignation from Co-chair of SEI WG (Industry) position. According to the TOR of SEI WG, the Meeting elected Captain Dhruv REBBAPRAGADA – Regional Safety Director for South Asia from Airbus as the new Co-chair of SEI WG (Industry) based on nomination by ACI and seconded by Boeing and AAPA. The APRAST Co-Chair and Co-chair of SEI WG (State) congratulated and welcomed Captain Dhruv to SEI WG. SEI WG Co-Chair (State) appreciated the continued support of the outgoing SEI WG Co Chair (Industry) and for his enormous contributions for the APAC Region.

6.1.2 The election took place under the Agenda item 5 at the beginning of the session on the second day of the APRAST/19.

7. AGENDA ITEM 8: PRESENTATION OF APRAST/19 DRAFT REPORT

7.1 The Meeting reviewed and discussed the Draft APRAST/19 Report and adopted Eleventh (11) Decisions. A list of APRAST/19 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/20 Meeting would be tentatively scheduled in 07-11 August 2023 at Bangkok, Thailand.

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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85 Registered Participants (in-person and virtual)
21 States / Administrations
6 International Organizations and Industry Partners

	States / Administrations / International Organizations / Industry Partners	No. of participants
1.	Australia	2
2.	Bangladesh – <i>Virtual</i>	5
3.	Bhutan	2
4.	Cambodia	4
5.	Hong Kong, China	2
6.	Macao, China	4
7.	Fiji – <i>Virtual</i>	1
8.	India – <i>Virtual</i>	2
9.	Indonesia	3
10.	Japan	1
11.	Malaysia	3
12.	Maldives	5
13.	Myanmar – <i>Virtual</i>	6
14.	Nepal	3
15.	Pakistan – <i>Virtual</i>	2
16.	Philippines – <i>Virtual</i>	2
17.	Republic of Korea	4

	States / Administrations / International Organizations / Industry Partners	No. of participants
18.	Singapore	4
19.	Sri Lanka – <i>Virtual</i>	3
20.	Thailand	11
21.	United States	6
International Organization / Industry Partners		
1.	AAPA	1
2.	ACI	1
3.	Airbus	3
4.	Boeing	2
5.	FSF	2
6.	IATA	1
	ICAO APAC and RSO	
	COSCAP-SA	1
	Total	

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LIST OF PARTICIPANTS

STATE / NAME		DESIGNATION / ORGANIZATION
1.	Australia	
	1.	Mr. Richard GREGOR Manager Safety Intelligence and Analysis Safety Risk and Intelligence Branch / Safety Systems / Safety Intelligence and Analysis
	2.	Mr. Michael BURGESS Manager Safety Systems Group Transformation & Safety Systems Division / Safety, Risk & Intelligence Branch / Safety Systems Civil Aviation Safety Authority (CASA)
2.	Bangladesh	
	3.	Engr. Md Anwar HOSSAIN Assistant Director (CNS-ANS Inspection) & Asst. NMC Civil Aviation Authority of Bangladesh
	4.	Mr. S M Lutful Kabir Deputy Director Flight Safety & Regulations Division Civil Aviation Authority of Bangladesh
	5.	Capt. Salahuddin M RAHMATULLAH Head of Aircraft Accident Investigation Committee of Bangladesh (AAIC-BD)
	6.	Mr. Md Harunur RASHID Member Operations Aircraft Accident Investigation Committee of Bangladesh (AAIC-BD)
	7.	Mr. M M ASADUZZAMAN Member Engineering Aircraft Accident Investigation Committee of Bangladesh (AAIC-BD)
3.	Bhutan	
	8.	Mr. Kencho TSHERING Aeronautical Information Service (AIS) Officer Air Navigation and Aerodrome Division Air Navigation Services Section Bhutan Civil Aviation Authority
	9.	Mr. Samten Dorjee Flight Safety Bhutan Civil Aviation Authority
4.	Cambodia	
	10.	Mr. PHANNA MEN Deputy Director General for Technical/Inspector Standard and Flight Safety Department State Secretariat of Civil Aviation
	11.	Mr. Sophondarith TAN Director of Security/Safety Management and Quality Assurance Department State Secretariat of Civil Aviation
	12.	Mr. Cheav VIN Director of Airport Standard and Safety Department State Secretariat of Civil Aviation
	13.	Mr. EM SARAN Deputy Director of Airworthiness/Inspector State Secretariat of Civil Aviation

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STATE / NAME		DESIGNATION / ORGANIZATION
5.	Hong Kong, China	
	14.	Mr. Yuk Hou LEUNG Aviation Safety Inspector Flight Standards and Airworthiness Department Civil Aviation Department
	15.	Ms. Fung Kwan LAI Acting Senior Safety and Quality Officer (Terminal) Air Traffic Management Division Civil Aviation Department
6.	Macao, China	
	16.	Mr. PUN Wa Kin (Stanley) Vice President Civil Aviation Authority of Macao
	17.	Mr. WONG Weng Kei Safety Officer (Flight Standards) Flight Standards and Licensing Civil Aviation Authority of Macao
	18.	Mr. Seng Chao IP, Justin Safety Manager Airport Operations Department CAM Macau International Airport Co., Ltd.
	19.	Mr. Wang De Jun Safety Investigator Aviation Safety Air Macau
7.	Fiji	
	20.	Ms. BOLANAVATU Controller Standards Standards Department Civil Aviation Authority of Fiji
8.	India	
	21.	Mr. Rahul AGARWAL Assistant Director Air Safety DGCA
	22.	Mr. Maneesh KUMAR Joint Director General DGCA
9.	Indonesia	
	23.	Mr. Dony Prasetyo National Continuous Monitoring Coordinator Directorate Airworthiness and Aircraft Operations Directorate General of Civil Aviation
	24.	Mr. Alfin Bastian Firdaus Flight Operation Inspector Directorate Airworthiness and Aircraft Operations Directorate General of Civil Aviation
	25.	Mr. Muhamad Dian Manunggal International Cooperation Officer Secretariat Directorate General of Civil Aviation Directorate General of Civil Aviation
10.	Japan	
	26.	Mr. Yosuke SHIMIZU Deputy Director for International Coordination Aviation Safety and Security Planning Office Aviation Safety and Security Department Japan Civil Aviation Bureau

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STATE / NAME		DESIGNATION / ORGANIZATION
11.	Malaysia	
	27.	Mr. Mohamad Yusri Bin Mohamed Ali Assistant Director Air Navigation Services and Aerodrome (ANSA) / Air Navigation Services (ANS) Civil Aviation Authority of Malaysia (CAAM)
	28.	Captain Edward Tang Thim Seng Assistant Director Flight Operations Division Civil Aviation Authority of Malaysia (CAAM)
	29.	Mr. Mohd Zaidi Bin IBRAHIM Deputy Director Airworthiness Airworthiness Division Civil Aviation Authority of Malaysia (CAAM)
12.	Maldives	
	30.	Ms. Fathimath Ramiza Director Air Navigation & Aerodromes Maldives Civil Aviation Authority
	31.	Mr. Mohamed Husnee Associate General Manager/ ATS AAMS/ Air traffic Service Maldives Airports Company Ltd.
	32.	Mr. Ali Rasheed Associate General Manager Aeronautical & Aerodrome Management Services / Aerodrome & Ground Aids Maldives Airports Company Ltd.
	33.	Mr. Adam Haneef Senior Manager – Safety and Security Trans Maldivian Airways
	34.	Mr. AHMED NAZIM Head of Aerodromes Flight Operations Trans Maldivian Airways
13.	Myanmar	
	35.	Mr. Tun Tun Linn Assistant Director Air Navigation Safety Division Department of Civil Aviation
	36.	Mr. Nyunt Shwe Deputy Director Air Navigation Safety Division Department of Civil Aviation
	37.	Mr. Min Sein Deputy Director Air Navigation Safety Division Department of Civil Aviation
	38.	Mr. Min Min Maung Assistant Director Air Navigation Safety Division Department of Civil Aviation
	39.	Mr. Thein Naing Director Air Navigation Safety Division Department of Civil Aviation

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STATE / NAME		DESIGNATION / ORGANIZATION
	40. Mr. Yan Aung Oo	Deputy Director Air Navigation Safety Division Department of Civil Aviation
14.	Nepal	
	41. Ms. Manju Paudyal Gyawali	Dy. Director Safety Management Division Civil Aviation Authority of Nepal
	42. Ms. Mallik Prabhakar CHANDRA	Deputy Director Flight Safety Standards Department / Flight Operations Division Civil Aviation Authority of Nepal
	43. Ms. Munankarmi SHAILAJA	Manager Flight Safety Standards Department / Flight Operations Division Civil Aviation Authority of Nepal
15.	Pakistan	
	44. Mr. Hasan Mujahid	Additional Director SSP State Safety Branch/Regulatory Division Pakistan Civil Aviation Authority
	45. Mr. Faisal Safdar Khan	Sr. Joint Director SSP State Safety Branch/Regulatory Division Pakistan Civil Aviation Authority
16.	Philippines	
	46. Mr. Frank Edward Marty	Civil Aviation Authority of the Philippines
	47. Mr. John F. De La Cruz	Civil Aviation Authority of the Philippines
17.	Republic of Korea	
	48. Mr. Goo Junghoi	Deputy director Flight Standard Division Ministry of Land, Infrastructure and Transport
	49. Ms. Mia Minjung JI	Assistant Director Ministry of Land, Infrastructure and Transport
	50. Ms. So Hyun PARK	Assistant Director for Division Aviation Safety Policy & Licensing Ministry of Land, Infrastructure and Transport
	51. Mr. Jaehong Jung	Assistant Director Ministry of Land, Infrastructure and Transport
18.	Singapore	
	52. Mr. Alan FOO	Senior Director (Safety Regulation Group) / Director (Flight Standards) Civil Aviation Authority of Singapore (CAAS)
	53. Ms. Amanda TAN	Senior Manager (Safety Assurance) Safety Policy and Planning, Safety Assurance Civil Aviation Authority of Singapore (CAAS)

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STATE / NAME			DESIGNATION / ORGANIZATION
	54.	Mr. Nick LEOW	Head (Safety Assurance) Safety Policy and Planning, Safety Assurance Civil Aviation Authority of Singapore (CAAS)
	55.	Captain Paul MARTIN	Flight Operations Inspector Flight Standards, Flight Operations Civil Aviation Authority of Singapore (CAAS)
19.	Sri Lanka		
	56.	Capt. Fernando	Director Aircraft Operations Civil Aviation Authority Sri Lanka
	57.	Mr. Shehan Wattewewa	Flight Operations Inspector (Aircraft Flight Operations) Civil Aviation Authority Sri Lanka
	58.	Ms. Priyasha Ransrini Hettiarachchi	Air Traffic Controller (ANS) Airport and Aviation Services (Sri Lanka) (Private) Limited
20.	Thailand		
	59.	Mr. Kajonpat MAKLIN	Manager Aviation Safety Management and Standards Assurance Office The Civil Aviation Authority of Thailand
	60.	Mr. Konthiang NATTAPONG	Airworthiness Officer Airworthiness and Aircraft Engineering Department / Air Operator Inspection Division The Civil Aviation Authority of Thailand
	61.	Ms. Kantaya OSATHANOND	Senior Officer/ ATO Inspector Personnel Licensing Department/ Training Organisation Division The Civil Aviation Authority of Thailand
	62.	Ms. Angsana PANMONGKO	Public Aerodrome Standards Division Senior Officer Aerodrome Standards Department Public Aerodrome Standards Division The Civil Aviation Authority of Thailand
	63.	Ms. Chayanun BENJASUPATTANANUN	Senior Flight Operations Standards Officer Flight Operations Standards Department/ General Aviation and Aerial Work Division The Civil Aviation Authority of Thailand
	64.	Ms. Pimchada Srithip	Unmanned Aircraft Standards and Technology Development Division Officer Unmanned Aircraft Standards and Technology Development Division, Unmanned Aircraft Standards Department The Civil Aviation Authority of Thailand
	65.	Ms. Ploykaprib SORALUMP	Transport Technical Officer - Professional Level Airport Standards Control Division / Airport Safety Standards Group Department Of Airports (DOA)

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STATE / NAME			DESIGNATION / ORGANIZATION
	66.	Ms. Oranee Phiphitaphanda	Safety Management System Manager Aeronautical Radio of Thailand Ltd. (AEROTHAI)
	67.	Ms. Staratee Nuangwang	Director of Aerodrome Safety Division Aerodrome Standards and Safety Department Airports of Thailand Public Company Limited (AOT)
	68.	Capt. Thammarat Thammalikhit	Administrative Assistant Safety Management System / Corporate Safety and Quality Assurance Department Thai Airways International Public Company Limited
	69.	Capt. Somchai Sopanon	Senior Manager – Safety Safety Division Bangkok Airways
21.	United States		
	70.	Mr. Chad Brewer	Operational Safety Analyst Federal Aviation Administration Integrated Safety Teams Branch Aviation Safety Washington, DC 20591
	71.	Mr. Shayne A. Campbell	Senior Air Traffic Representative, Asia Pacific Federal Aviation Administration Air Traffic Organization, Mission Support American Embassy, Singapore Singapore INTL 258508
	72.	Ms. Almira Ramadani	Aviation technical System Specialist Federal Aviation Administration Asian-Pacific Region Group Federal Aviation Administration Washington, DC 20591
	73.	Ms. Brian Hutchins	Foreign Affairs Specialist Federal Aviation Administration Flight Standards Service - Regulatory Affairs and Technical Agreements Branch American Embassy, Singapore Singapore, INTL 258508
	74.	Mr. Daniel Jacob	Senior Foreign Affairs Specialist Federal Aviation Administration Asia-Pacific Area Office, Singapore American Embassy, India Shanti Path Chanakaya Puri New Delhi, INTL 110021
	75.	Mr. Micah Lyman	Foreign Affairs Specialist Federal Aviation Administration International Integration Staff Aviation Safety Huntsville, AL 35824-3000

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STATE / NAME		DESIGNATION / ORGANIZATION
International Organization / Industry Partners		
1. Association of Asia Pacific Airlines (AAPA)		
	76.	Mr. Desmond YEOH Manager - Technical Affairs Technical Affairs Department
2. Airport Council International (ACI)		
	77.	Mr. SL WONG Head – Technical Affairs, Safety, Capacity and ATM
3. Airbus		
	78.	Mr. Hugues Laloe Director International Safety Programmes
	79.	Mr. Dhruv Rebbapragada Regional Safety Director – South Asia Flight Safety
	80.	Capt. Adrian ABRAHAM Regional Safety Director Airbus – South East Asia
4. Boeing		
	81.	Mr. Gunter Ertel System Safety – Associate Technical Fellow
	82.	Ms. Michelle LOW Senior Regulatory Affairs Engineer / Senior Program Manager for Southeast Asia Global Safety & Regulatory Affairs
5. Flight Safety Foundation (FSF)		
	83.	Mr. Henry Gourджи MSC CD Director, Safety Strategy and Policy
	84.	Mr. Mitchell Fox Director, Flight Safety Foundation
6. International Air Transport Association (IATA)		
	85.	Mr. Jose Fernandez De La Morena Assistant Director Safety and Flight Operations Operations, Safety & Security
COSCAPs		
	86.	Ms. Marie Helene ZUBRYCKYJ Chief Technical Advisor COSCAP – South Asia
ICAO APAC		
	87.	Mr. Tao MA Regional Director
	88.	Mr. Manjit SINGH Deputy Regional Director
	89.	Mr. S M Nazmul ANAM Regional Officer, Flight Safety
	90.	Mr. Susantha DESILVA Regional Officer, Safety Implementation
	91.	Ms. Matima ARIYACHAIPANICH Flight Safety Officer
	92.	Mr. Punya Raj SHAKYA Regional Officer, Aerodromes and Ground Aids

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STATE / NAME			DESIGNATION / ORGANIZATION
	93.	Mr. Shane SUMNER	Regional Officer, Air Traffic Management
	94.	Mr. Hiroyuki TAKATA	Air Traffic Management Officer
	95.	Mr. Peter DUNDA	Regional Officer, Aeronautical Meteorology/ Environment
	96.	Mr. Sayuta SENOBUA	Regional Officer, Environment and Climate Change
	97.	Mr. Luo YI	Regional Officer, Communications, Navigation and Surveillance
	98.	Ms. Soniya NIBHANI	Regional Officer, Communications, Navigation and Surveillance
	99.	Ms. Nancy Wenhan ZHONG	Regional Officer, Communications, Navigation and Surveillance
	100.	Mr. Parakrama DISSANAYAKE	Regional Officer, Technical Assistance

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UPDATE ON APRAST/18 DECISIONS AND CONCLUSIONS

APRAST Decision / Conclusion Number	Description	Status
<p>Decision APRAST 18/1 – Periodic Review of SEI Outputs – WP/7</p>	<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>Closed. <i>Update:</i> <i>The review status of SEI outputs of SEIs RI 2 and LOC2/LOC4 under the safety tools sessions in the ICAO APAC webpage has been updated.</i></p>
<p>Decision APRAST 18/2 – Periodic Review of SEI Outputs – WP/7</p>	<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>Closed. <i>Update:</i> <i>SEI WG has completed the review for the output of SEI LOC6. WP/5 will be presented on the review result in APRAST/19.</i></p>
<p>Decision APRAST 18/3 – Update on the Monitoring Tools – WP/8 Decision APRAST 16/3 —</p>	<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>Closed. <i>Update:</i> <i>A separate Link is created by Bangladesh for the Monitoring Tools (https://monitoring-tools.org) and emails are sent to gather necessary information to identify the focal points for each State/Administration.</i></p>

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<p>Decision APRAST 18/4 – Update on the Monitoring Tools – WP/8Decision APRAST 16/4 –</p>	<p>That, Regional Office in coordination with Bangladesh shall organize a workshop and training sessions on the use of the ‘Monitoring Tool’ for the States/Administration once the application is made LIVE.</p>	<p>Closed. <i>Update:</i> <i>The Monitoring Tool is made LIVE and the Workshop is conducted on 25th January 2023, 10 am -12 pm Bangkok time in VTC.</i></p>
<p>Decision APRAST 18/5 – Proposed Framework for the Empowerment of RASG-APAC Subsidiary Bodies</p>	<p>That, APRAST to Submit the revised empowerment framework to RASG-APAC/12 for considerations and approval;</p>	<p>Closed. <i>Update:</i> <i>The revised empowerment framework RASG-APAC has been incorporated into Draft RASG-APAC Procedure Handbook Appendix A and endorsed by RASG-APAC/12.</i></p>
<p>Decision APRAST 18/6 - Proposed Framework for the Empowerment of RASG-APAC Subsidiary Bodies</p>	<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>Proposed to be Closed. <i>Update:</i> <i>Secretariat has updated the RASG-APAC Procedural Handbook compiling the inputs of empowerments and Sub Groups for the approval of RASG-APAC/12. RASG-APAC/12 endorsed the changes made and instructed to update further and present in RASG-APAC/13.</i></p>

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<p>Decision APRAST 18/7 –</p> <p>Proposed Framework for the Empowerment of RASG-APAC Subsidiary Bodies</p>	<p>That,</p> <p>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>Proposed to be Closed.</p> <p><i>Update:</i></p> <p><i>RASG-APAC/12 endorsed the changes made and instructed to update the Procedure Hand Book further and present in RASG-APAC/13. The TORs to reflect a permanent status of AP-RASP Standing Working Group needs to be incorporated into the RASG-APAC Procedure Handbook under appropriate Appendix and table it in RASG-APAC/13 for considerations and approval. WP-10 was presented in APRAST/19 and APRAST Decision 19/6 was adopted to address the issue.</i></p>
<p>Decision APRAST 18/8 –</p> <p>Revision of SEI Outputs LOC1/CFIT2</p>	<p>That,</p> <p>APRAST to circulate the final revised SEI output LOC1/CFIT2 for all APRAST Members review and submit to RASG for approval.</p>	<p>Closed.</p> <p><i>Update:</i></p> <p><i>Revised SEI output LOC1/CFIT2 was approved by RASG/12.</i></p>
<p>Decision APRAST 18/9 –</p> <p>Revision of SEI Outputs CFIT/4</p>	<p>That,</p> <p>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>Closed.</p> <p><i>Update:</i></p> <p><i>The SEI output CFIT/4 was revised in accordance with the comments and suggestions from the SEI WG members. The final draft is being circulated within SEI WG for the final review. SEI WG presented WP/5 for approval at APRAST/19.</i></p>

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<p>Decision APRAST 18/10 –</p> <p>SRP WG Break Out Session Outcome</p>	<p>That,</p> <p>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>Closed.</p> <p><i>Update:</i></p> <p><i>Scheduled meeting of the Information Analysis Team (IAT) was held in Singapore right after the IATA Safety Seminar. The IAT meeting was attended by FAA representing US CAST, CAAS and IATA. Meeting notes were shared with the SRP WG. No further Action Pending.</i></p>
<p>Decision APRAST 18/11 –</p> <p>SRP WG Break Out Session Outcome</p>	<p>That,</p> <p>APRAST SRP WG to develop the template of the APAC Risk Register with the explicit purpose of managing unmitigated risk.</p>	<p>Closed.</p> <p><i>Update:</i></p> <p><i>The issue is captured in the Yearly Work Program 2021/2022 TASK-3(b) as SRP WG shall require a face-to-face meeting for such effort, which is endorsed by RASG-APAC/12.</i></p>

— END —

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List of Updated RASG-APAC/12 Decisions and Conclusions

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status as of February 2023	Action by RO/HQ/ANC
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Decision RASG-APAC 12/1 — A & B	A41 Endorsement of the 2023-2025 Edition of the Global Aviation Safety Plan (GASP) – WP/4	That, Secretariat to take actions to circulate a State Letter; a) Urging States/Administrations to note the amendments to the GASP and related ICAO Docs on RASP and NASP to develop their NASP aligning to the new version, b) Review their national aviation safety plan (NASP) if already published NASP, c) States/ Administrations to provide the most recent version of their NASP for posting on the ICAO GASP public website (www.icao.int/NASPLibrary)	RO	Action in accordance with the Decision.	Feb 2023	State Letter to be sent apprising the States/Administration on the latest development. Action: On Going Open	RO

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<p>Decision RASG-APAC 12/2 —</p> <p>A & B</p>	<p>A41 Outcome Related to Safety Management (WP/5)</p>	<p>That, RASG-APAC/12 encouraged the States from APAC Region to submit the practical examples and tools related to management of change at State level, State’s civil aviation system description and SMS implementation on the ICAO Safety Management Implementation website. A State Letter will be issued with relevant guidance to that effect by APAC RO coordinating ICAO HQ.</p>	<p>APRAST, APAC RO</p>	<p>Action in accordance with the Decisions.</p>	<p>By RASG 13</p>	<p>State Letter to be sent encouraging the States/Administration to promote uploading the practical examples in the Safety Implementation Website.</p> <p>Action:</p> <p>On Going</p> <p>Open</p>	<p>RO</p>
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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status as of February 2023	Action by RO/HQ/ANC
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Decision RASG-APAC 12/3 — A & B	Progress of development of Annual Safety Report (WP/7)	That, RASG-APAC/12 agreed on the proposed timeline for the Annual Safety Report 2023 as discussed in WP/7 and APAC RO shall follow on the progress in coordination with SRP WG and APAC AIG WG.	SRP WG	Action in accordance with the WP timeline	Sep 2023	Action: On Going Open	RO to Follow up
Decision RASG-APAC 12/4 — A & B	Update on APRAST Safety Enhancement Initiative (SEI) WG Activities – WP/8	That, RASG-APAC/12 approved the proposed LOC1/CFIT2 SEI's output revision as attached in the WP/8, and Secretariat will update the safety tools session in ICAO APAC webpage and inform all RASG-APAC members of the SEI's LOC1/CFIT2 output revision for implementation.	APAC RO, SEI WG	Upload in ICAO APAC Website	By APRAST 19	Action: The safety tools website is updated with the revised SEI output LOC1/CFIT2. (Closed) COMPLETED PROPOSED TO BE CLOSED	RO, SEI WG

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status as of February 2023	Action by RO/HQ/ANC
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Decision RASG-APAC 12/5 — A & B	RASG-APAC Procedure Handbook : Proposed Framework for Empowerment and ToRs of APAC Subsidiary Bodies - WP/10	That, a) RASG-APAC meeting endorsed the Empowerment Framework for APRAST as proposed in WP-10. b) Secretariat shall review the RASG-APAC Procedure Handbook in coordination with all Chairs and Co-Chairs of RASG-APAC and Sub-Groups for the content of the Draft ToRs including ToRs for AP-RASP Standing Working Group and make necessary Amendments to table it in RASG-APAC/13.	All	Action in accordance with the Decisions.	By RASG 13	Discussed during APRAST/19 Break Out Sessions and Decision 19/6 was adopted for AP-RASP ToRs. Action: On Going Open	<i>RO shall table the changes in RASG-APAC/13 for approval</i>
Decision RASG-APAC 12/6 — A & B	AP-RASP 2023-2025 – WP/11	That, the draft AP-RASP 2023–2025 be approved pending the publication of GASP 2023-25 and related ICAO Docs subject to any final amendments necessary as the AP-RASP Ad-hock WG feels deem appropriate until then.	- APAC RO - AP-RASP Adhoc WG	Action in accordance with the Decisions.	By RASG 13	WP-09 was presented during APRAST/19 AP-RASP Adhoc WG Co-Leads and AP-RASP 2023-25 will be published by June 2023. Action: On Going Open	RO, Co-Leads of AP-RASP

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status as of February 2023	Action by RO/HQ/ANC
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Decision RASG-APAC 12/7 — A & B	Review of Decisions and Conclusions Adopted at APRAST-17 & 18 – WP/12	That, the Decisions adopted at APRAST/17 and APRAST/18 as described in Attachments A & B of the WP/12 be endorsed.	All	Action in accordance with the Decisions.	By RASG 13	No Pending Action from APRAST 17 and 18. COMPLETED PROPOSED TO BE CLOSED	RO
Decision RASG-APAC 12/8 — A & B	Review of progress of RASG-APAC/11 Decisions and Conclusions (WP/13)	That, the Meeting endorsed the recommendations of the 08 Decisions and 03 Conclusions of RASG-APAC/11 presented in Attachment A to WP/13.	All	Action in accordance with the Tasks	By RASG 13	Action: No Pending Action from RASG-APAC/11. COMPLETED PROPOSED TO BE CLOSED	RO

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date	Status as of February 2023	Action by RO/HQ/ANC
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
<p>Decision RASG-APAC 12/9 —</p> <p style="text-align: center;">A & B</p>	<p>Guidance to Develop the Discussion Paper (DP) – WP/15</p>	<p>That, the Secretariat shall:</p> <p>a) Circulates the draft guidance given in Attachment B through a State Letter inviting States/Administrations to put further comments; and</p> <p>b) Consolidate all the inputs from different forums on the ‘Guidance for preparation of Papers for the APAC DGCA Conference’ as shown in Attachment B and table it in the next DGCA Conference for approval by the DGs.</p>	<p>ICAO RO ICAO TA All APAC DGCA</p>	<p>Action in accordance with the Decisions.</p>	<p>By next DGCA Conference</p>	<p>APAC RO shall consolidate the inputs from RASG-APAC and APANPIRG, discuss internally and then issue a State Letter inviting the inputs of the States/Administration to be tabled as a Discussion/Working Paper in the next DGCA Conference for all DG’s concurrence.</p> <p>Action:</p> <p style="background-color: yellow;">On Going</p> <p style="background-color: red; color: white;">Open</p>	<p>RO, DGs</p>

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<p>Decision RASG-APAC 12/10 —</p>	<p>APAC Activities on ATM Safety Management – WP/21</p>	<p>That, APAC RO shall coordinate to organize Workshops on Safety Culture in the region.</p>	<p>ICAO RO</p>	<p>Action in accordance with the Tasks</p>	<p>By RASG 13</p>	<p>ROSI shall coordinate to organize a Workshop on Safety Culture for the APAC Region involving Boeing/Airbus/IATA or any other International Organization.</p> <p>Action:</p> <p>On Going</p> <p>Open</p>	<p>RO</p>
<p>Decsion RASG-APAC 12/11 —</p> <p style="text-align: center;">A & B</p>	<p>State Safety Programme Implementation – Sharing of Experience and Lessons Learnt – WP/30</p>	<p>That, the Secretariat to work with APRAST to organize a workshop for States to share experience and knowledge in key SSP implementation topics to strengthen SSP implementation in the Region.</p>	<p>APAC RO</p>	<p>Action in accordance with the Decisions.</p>	<p>By RASG 13</p>	<p>ROSI shall coordinate to organize a Workshop on SSP Implementation involving Singapore, Boeing/Airbus/IATA or any other International Organization.</p> <p>Action:</p> <p>On Going</p> <p>Open</p>	<p>RO, Singapore (volunteered)</p>
<p>Decsion RASG-APAC 12/12 —</p>	<p>RASG-APAC Yearly/Standing Work Programme 2022/2023 (proposed) – WP/31</p>	<p>That, the proposed RASG-APAC 2022/2023 Yearly and Standing Work Programme is approved, as in Attachment A of WP/31.</p>	<p>APAC RO</p>	<p>Action in accordance with the Decisions.</p>	<p>By RASG 13</p>	<p>Action:</p> <p>On Going</p> <p>Open</p>	<p>Report for next Ministerial Conference : RO/RSO, APRAST, RASG.</p> <p>AP-RASP Road Map : AP-RASP Standing WG</p>

PROGRESS OF RASG-APAC/12 – ANNUAL & STANDING WORK PROGRAMME 2022/2023

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. 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.

STATUS TASK-1: On Going.

Carried Forward (Open) –

The next Ministerial Conference is set 20-21 September 2023 to be held in India and RASG-APAC needs to prepare a Report on the last Ministerial Meeting outcome so far where APRAST shall assist through the relevant Working Groups.

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TASKS	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description
TASK-2		<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</p> <p>&</p> <p>AP-RASP Custodians</p> <p>&</p> <p>APAC RO</p>	<p>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 Document b. Implementation of ORG ROADMAP given in Appendix A of AP-RASP Document.

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		Decision APRAST 15/14			
		Implementation of a Risk Register addressing Unmitigated Risks – WP/21			
<p><u>STATUS TASK-2: On Going</u></p> <p>Carried Forward from Task-3 of 2021/22 Program : Open –</p> <p>1) The Champions and Volunteers are being identified to work on the implementation of OPS and ORG Roadmap. SEI WG has working out on the OPS Road Map and Monitoring Tools is developed to monitor the progress of those Action item of SEI implementation under the OPS Roadmap. 23 Actions items of ORG Road Map is a continuous process, which is also captured for next triennium version of AP-RASP 2023-25.</p>					

**DRAFT TERMS-OF-REFERENCE FOR THE
AP-RASP STANDING WORKING GROUP**

1. Mandate of the AP-RASP Standing Working Group

The mandate of the RASP Standing Working Group (AP-RASP-WG) shall be to:

1.1 Review and update the AP-RASP every three years as per the ICAO triennium, and anytime as required, based on its foundation documents such as the GASP, the latest aviation safety risks analyses and other circumstances;

1.2 In coordination with the SEI-WG and other relevant ICAO regional bodies, monitor the progress of the SEIs called for in the current AP-RASP; and

1.3 Support implementation of the SEIs called for in the current AP-RASP.

2. Membership

2.1 The following States and Organizations shall be eligible to join the working group:

- All Contracting States and Administrations of ICAO APAC;
- States, International Organizations, Industry Partners in close liaison with ICAO APAC such as United States, EASA, AAPA, ACI, CANSO, IATA and PASO; and
- Other relevant ICAO APAC bodies such as COSCAPs and APAC-AIG.

2.3 The composition of the working group shall be to the extent practicable geographically balanced with at least one State from each APAC subregion.

2.4 Two Co-Chairs, each representing the States and the Industry, shall be elected amongst and by the members of the working group for a term of three years.

2.5 States shall as much as possible nominate representatives directly involved in the development and implement of their respectively National Aviation Safety Plan to the working group.

3. Relationship with other ICAO Bodies

3.1 The working group shall report to APRAST.

3.2 The working group shall liaise closely with other relevant bodies of ICAO APAC such as APANPIRG, SRP-WG, SEI-WG on the development, monitoring and implementation of the RASP.

4. Secretarial Support

4.1 Subject to resource availability, the Regional Office of ICAO APAC shall provide as much as possible secretarial services to this working group, e.g.

- Organize meetings;
- Draft meeting notes; and
- Edit, maintain and publish the AP-RASP.

5. Work Methods

5.1 Subject to practical circumstances and as required, the working group shall meet twice a year in concurrence with the APRAST meetings.

5.2 The working group may as required hold online meetings in between the face-to-face meetings.

5.3 Agenda and objectives of meetings should be circulated in advance with the aim to achieve specific outcomes and deliverables at each meeting.

- End -

Drafted by RASP Ad Hoc WG for review by APRAST/19, February 2023.

LIST OF APRAST/19 DECISIONS

Decision APRAST 19/1 – Periodic Review of SEI Outputs – WP/5	
<p>That, APRAST endorsed the review result conducted by the SEI WG that the outputs of LOC6 is still current and valid for implementation, and the Secretariat to update the review status of SEI output under the safety tools sessions in the ICAO APAC webpage as Appendix 1 to WP/5.</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 19/2 – Update on the Monitoring Tools – WP/7	
<p>That, APAC RO shall communicate through a State Letter to all States/Administrations nominating their focal points and insert/upload data related to SEI and NASP in the Monitoring Tools.</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/20</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 19/3 – Update on the Monitoring Tools – WP/7	
<p>That, APAC RO to send a State Letter to Bangladesh requesting to:</p> <ul style="list-style-type: none"> a) Introduce summary reporting tools for the purpose of monitoring the progress made by the region as a whole; and b) Create a mechanism for multiple login credentials with read-only privilege. 	<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
Why: Ensure the SEIs and NASP-RASP-GASP are implemented.	
When: APRAST/20	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 19/4 – ICAO APAC Safety Implementation Support Road Map (SISRM) 23-25 – WP/8	
<p>That, APAC RO to disseminate a State Letter seeking support from States/Administrations and International Partners in terms of finance, expertise, and training opportunities (organized training courses on PEL/OPS/ AIR and provision of OJT) for the implementation of SISRM.</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 checked="" type="checkbox"/> Enhancement of USOAP Effective Implementation <input type="checkbox"/> Monitoring and Administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional
Why: To achieve AP-RASP Target 10.	
When: Immediately	Status: In Progress
Who: <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input 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	

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Decision APRAST 19/5 – Proposed Amendments to AP-RASP 2023-2025– WP/9	
<p>That, the AP-RASP Ad hoc WG work with APAC RO to incorporate the proposed amendments to the draft APRASP 2023 – 2025 as endorsed by APRAST/19 for consultation with States by end of March, and publication by in the ICAO APAC website by mid-2023.</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 checked="" 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 publish a revised AP-RASP 2023-2025 edition.</p>	
<p>When: Mid-2023</p>	<p>Status: In Progress</p>
<p>Who: <input checked="" type="checkbox"/>APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input 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 19/6 – AP-RASP Standing Working Group and Terms of Reference (TOR) – WP/10	
<p>That, the Meeting encouraged APRAST members to:</p> <ul style="list-style-type: none"> a) Nominate one Co-Chair of the AP-RASP Standing Working Group from States/Administration and one from Industries; and b) Volunteers to support the AP-RASP Standing Working Group and nominate members with relevant expertise. 	<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 ensure drafting, revising and implementation monitoring of the AP-RASP as a continuous process to align with the GASP.</p>	
<p>When: Post publication of AP-RASP 2023-2025</p>	<p>Status: In Progress</p>
<p>Who: <input checked="" type="checkbox"/>APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input 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 19/7 – Periodic Review of SEI Outputs	
That, APRAST to circulate the revised draft output of SEI CFIT/4 for all APRAST Members review and submit to RASG-APAC for approval.	<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 currency of the completed SEI outputs is maintained.	
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 19/8 – SEI WG Breakout Session	
That, the Secretariat to circulate the UPRT Survey to all APRAST members to identify the challenges and difficulties faced by all stakeholders.	<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 currency of the completed SEI outputs is maintained.	
When: Post finalization of UPRT survey	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	

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Appendix F to the Report

Decision APRAST 19/9 – SEI WG Breakout Session and WP/12	
<p>That, SEI WG to conduct the second round of SEI Outputs review for the outputs of SEI (RE/7 and RE/2) and report to APRAST/20.</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 ensure the currency of the completed SEI outputs is maintained.</p>	
<p>When: APRAST/20</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 19/10 – SRP WG Breakout Session	
<p>That, Secretariat to ensure AP-RASP breakout sessions do not occur at the same time as SEI and or SRP working group breakout sessions to ensure all APRAST members are able to attend desired meetings placing a Generic ToR in the RASG-APAC Procedure Handbook.</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 allow participation by all APRAST members (as required) in working group breakout sessions and minimize flow on impacts.</p>	
<p>When: APRAST/20</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>	

APRAST/19
Appendix F to the Report

Decision APRAST 19/11 – SRP WG Breakout Session	
<p>That, SRP WG to present a conceptual paper outlining the recommended methodology for approval to provide a more robust mechanism to more effectively identify safety issues and prioritize progression to the SEI WG for the development of appropriate Safety Enhancement Initiatives.</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 provide a more robust mechanism to more effectively identify safety issues and prioritize progression to the SEI WG for the development of appropriate safety enhancement initiatives.</p>	
<p>When: APRAST/20</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 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>	

— END —



International Civil Aviation Organization

Introduction of Safety Enhancement Initiative Working Group (SEI WG)

The 19th Meeting of the Asia Pacific Regional Aviation Safety Team



Objectives

To provide background and update status of what SEI WG is doing, done and the challenges to SEI WG participants, particularly to who is the first time participating in this SEI WG breakout session after the COVID-19 pandemic.

To facilitate our discussion of SEI WG agenda items in this breakout session.

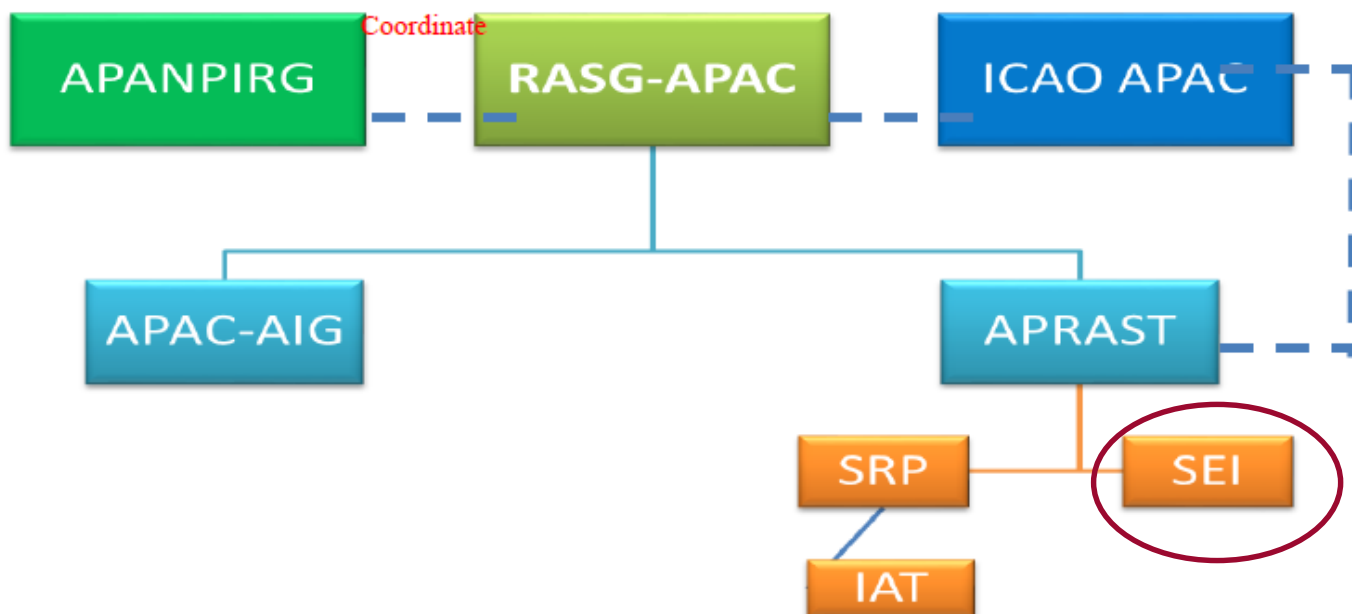


Overview

1. Background of SEI WG
2. Objectives of SEI WG and Modalities
3. SEI Development Process
4. Relationship between SEI Outputs and Ops actions in the AP-RASP
5. SEI Implementation Assistance
6. SEI Periodic Review
7. Current Challenges
8. Next Step

Background of SEI WG

Organizational structure of RASG-APAC and its subsidiary bodies, and their coordination with APANPIRG and ICAO APAC Office



Background of SEI WG

❖ Formation of SEI WG

SEI WG was officially formed in the APRAST/6



APRAST/1
(Feb 2012)

- SEIs development was carried out by SEI champions and discussed under the APRAST breakout sessions chaired by the COSCAP CTAs for the three areas of CFIT, LOC & Runway Safety

RASG-APAC/3
(Jun 2013)

- APRAST to review the meeting structures and mechanisms

RASG-APAC/4
(Nov 2014)

- APRAST structure with SEI WG is approved

APRAST/6
(Apr 2015)

- SEI WG was formed with elected co-chairs
- The COSCAP CTAs will support the SEI WG in its activities as facilitators.



Objectives of SEI WG and Modalities & SEI Development Process



Objectives of SEI WG

The objectives of the SEI WG, which will be established under the RASG-APAC/APRAST, are to assist in the development, implementation and review of SEIs to reduce aviation risks. To accomplish the objectives, the SEI WG will:

- Assist APRAST in the identification and development of SEIs, for application within the Asia and Pacific regions, which are aligned with the regional priorities and targets. The focus of these SEIs is to effectively and economically mitigate regional safety risks identified by the Asia Pacific Safety Reporting and Programme Working Group (AP SRP WG);
- Assist APRAST in the provision of generic implementation guidance related to the SEIs to guide members through the SEI implementation process;
- Assist APRAST in the identification of assistance programmes such as, but not limited to, workshops and seminars to improve the level of implementation of developed SEIs, with the support of the Secretariat;
- Develop and conduct a process to review existing SEIs and provide recommendations to improve the effectiveness and level of implementation.



SEI WG Modalities

The SEI WG will work with the ICAO APAC Office to obtain information on the state of implementation of the SEIs.

Co-chairs are elected from the nominated members. One Co-chair may be elected from member State/Administration and the other Co-chair may be elected from industry.

The Regional Officer, Flight Safety, ICAO Asia Pacific Office will serve as the Secretary to the SEI WG.

The COSCAP CTAs will support the SEI WG in its activities as facilitators.



SEI WG Modalities

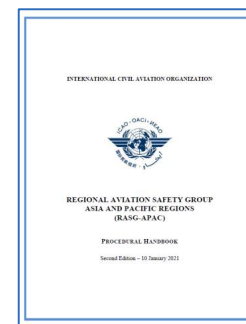
Membership of the SEI WG includes the regulatory authorities (flight operations, airworthiness and ATM representatives), air operators, service providers, manufacturers and industry organizations. Others may be invited to participate as appropriate to the subjects under consideration.

The SEI WG will normally meet twice each year in conjunction with APRAST meetings. Additional meetings may be organized when needed to address pressing safety issues. The on-going work/coordination may be accomplished through electronic communications and regular teleconferences.

SEI Development Process

SEI Development Process

SEI development process was subsequently documented in the RASG-APAC Procedural Handbook in the RASG-APAC/6



APRAST/1
(Feb 2012)

- SEIs development was carried out by SEI champions and discussed under the APRAST breakout sessions chaired by the COSCAP CTAs for the three areas of CFIT, LOC & Runway Safety

APRAST/6
(Apr 2015)

- SEI WG was formed

APRAST/7
(Sep 2015)

- APRAST agreed that the content of the RASG-APAC handbook shall include the process for the development of SEIs

RASG-APAC/6
(Aug 2016)

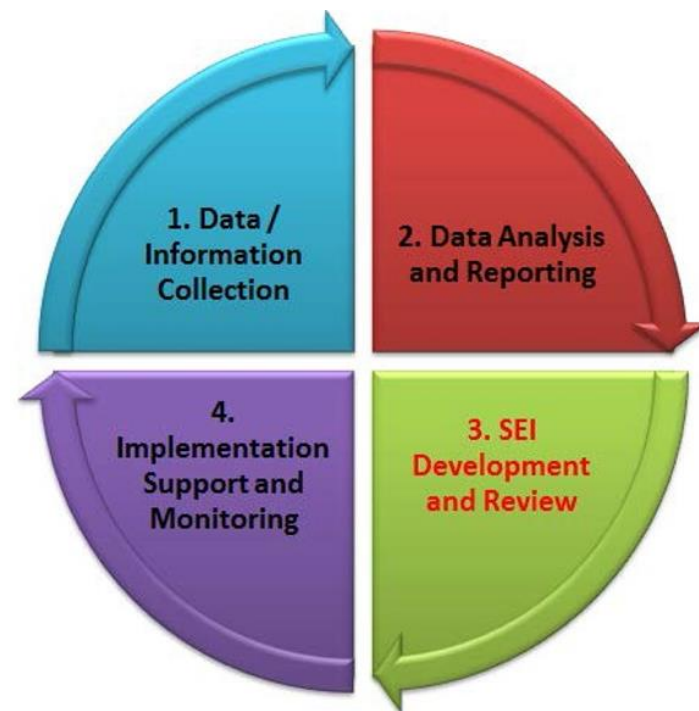
- RASG-APAC Procedural Handbook with SEI development process is approved

SEI Development Process

SEI WG should assist APRAST in the development of SEIs to reduce aviation risk.

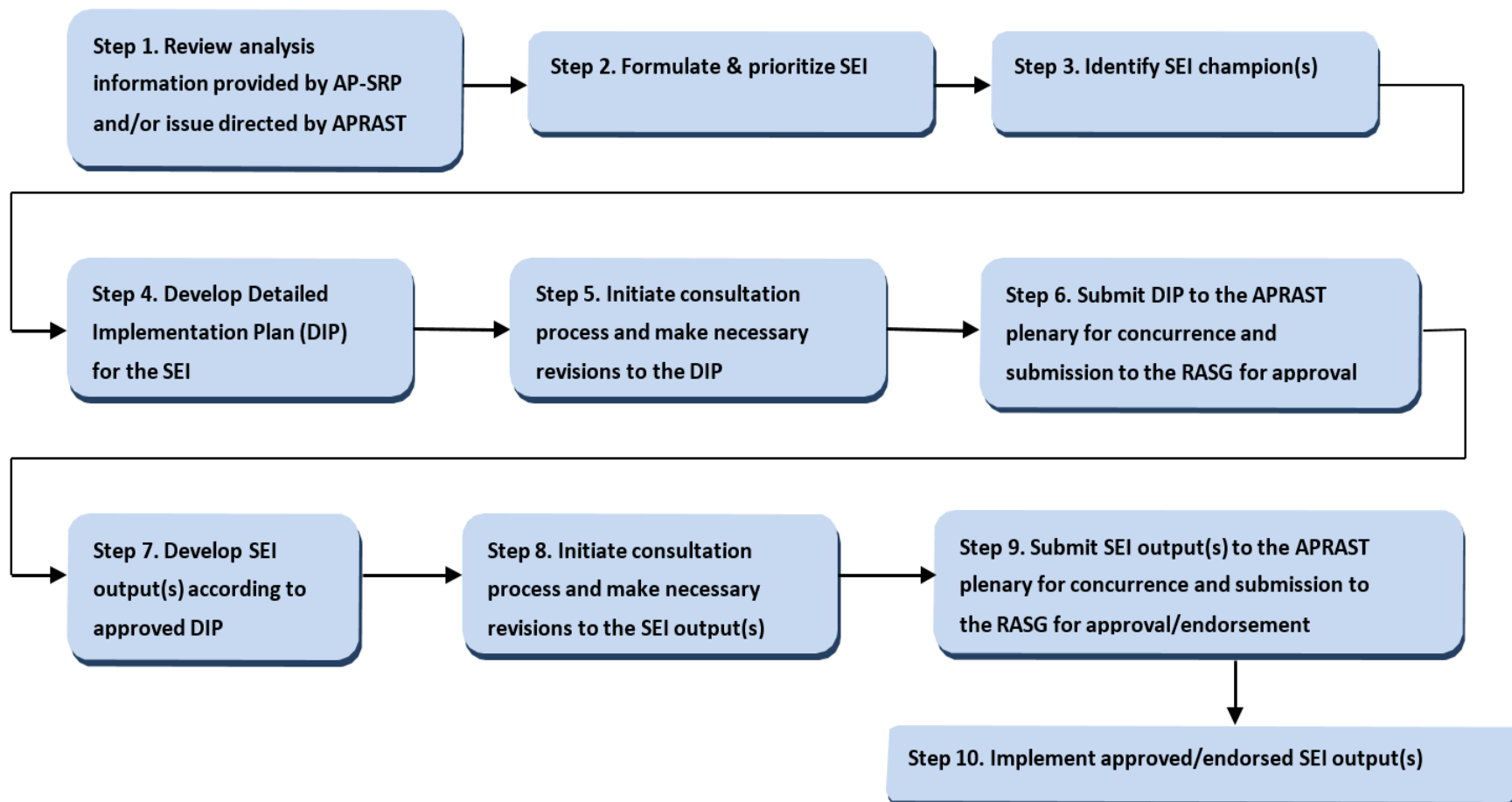
These SEIs could be established based on the analysis of regional data, based on ICAO initiatives or the initiatives of other relevant organizations or regions or based on the risks and issues identified through the USOAP CMA process.

The identified SEIs should be prioritized to ensure that those that have the greatest potential for reducing safety risk are examined first.

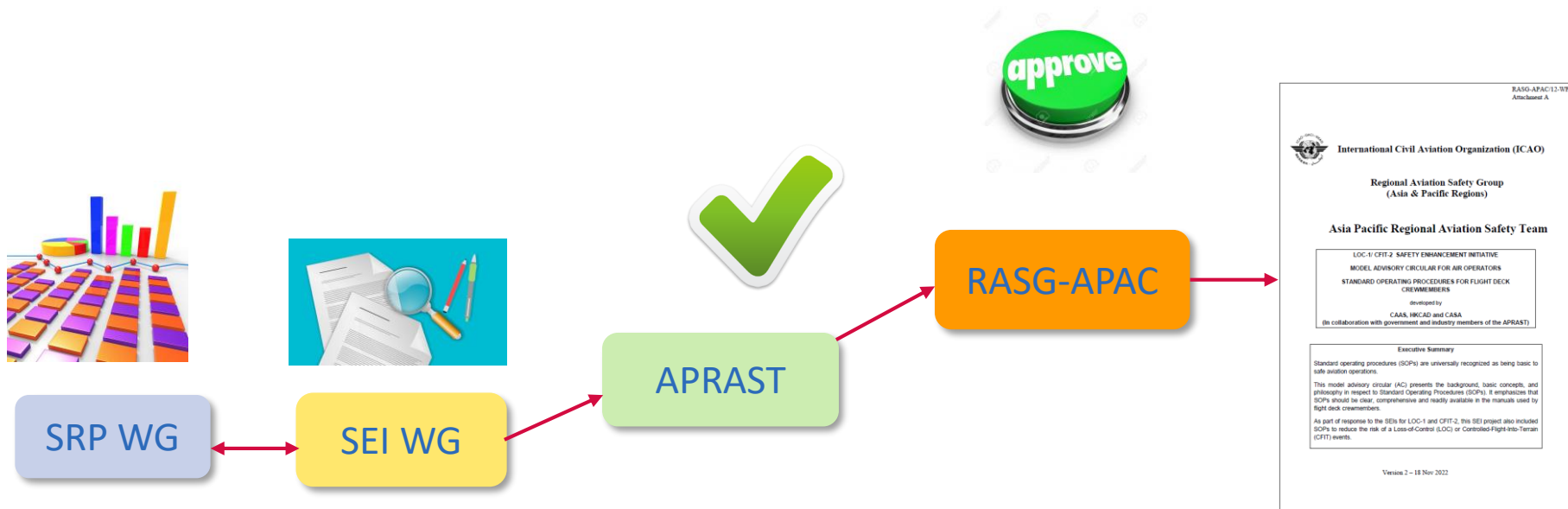


SEI Development Process

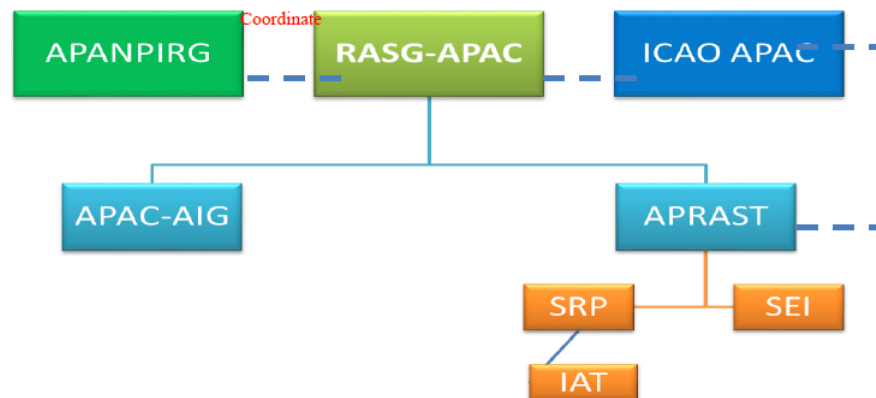
Any proposal should first be presented to the APRAST plenary for consideration of appropriate action(s). With the endorsement at the APRAST plenary, SEI WG will initiate the following process for the SEI development.



SEI Development Process



Based on the analysis of regional safety data and the identified risks



SEI Development Process

❖ Consultation and Submission of SEI Outputs

SEI champion circulates the draft SEI output ready to be discussed in the APRAST meeting, through the Secretariat, to members prior to the meeting with sufficient time for their review and comments.

APRAST members review the draft SEI output and provide their comments.

Secretariat should facilitate the collection of comments and make these comments available to the SEI champion.

SEI champion will review the comments received and make any necessary revision to the SEI output to be presented in the next APRAST meeting for review.

Completed SEI output will be presented to the APRAST plenary for concurrence and submission to the RASG-APAC for approval / endorsement.



Relationship between SEI Outputs and Ops actions in the AP-RASP

Relationship between SEI Outputs and Ops actions in the AP-RASP



Currently, there are 17 SEI Outputs were developed and approved by RASG-APAC.

All of them can be found in ICAO APAC Regional Office Website under Safety Tools session

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

Safety Tools

GEN	CFIT	LOC-I	RS (RE & RI)	AIG	MAC	Others
Search: <input type="text"/>						
Safety Tool	Version	Last Reviewed Date				
RE/2						
Guidance material on Unstablished Approach	Endorsed by RASG - APAC/3 (Jun 2013)	APRAST/15(Jun 2020)				
RE/7						
Guidance material and training program for runway pavement, maintenance and operations from aerodrome operator's perspective	Endorsed by RASG - APAC/4 (Nov 2014)	APRAST/16 (Mar 2021)				
RI/2						
Model Advisory Circular — Runway Incursion Prevention and Pilot Training	Approved by RASG - APAC/6 (Aug 2016)	APRAST/18 (Jun 2022)				
RS /1						
Runway Safety Maturity Checklist	Endorsed by RASG - APAC/4 (Nov 2014)	APRAST/16 (Mar 2021)				
Showing 1 to 4 of 4 entries						

Relationship between SEI Outputs and Ops actions in the AP-RASP



Currently, there are 17 Ops actions in the Ops roadmap of the AP-RASP. These Ops actions are the existing SEI outputs approved or endorsed by the RASG-APAC to address the APAC's top regional risks in the areas of LOC-I, CFIT, Runway Safety including Runway Incursion and Runway Excursion.

SEI WG is the custodian of these Ops actions to review APRAST members' implementation status from the online monitoring tool to gather relevant information and report to the APRAST.

Regional HRC 1: LOC-I							
Regional Goal I: Reduction in Operational Risks							
Targets							
T1*: Maintain a decreasing trend of fatal accidents per million departures [Three year rolling average]							
T2*: Maintain a decreasing trend of LOC-I-related accidents per million departures [Three year rolling average]							
GASP SEI	Action	Action Custodian	Timeline	Stakeholders	Metrics	Source/ Fulfils	Monitoring Activity
Ops1 (CFIT); Ops2 (LOC-I)	A.1.1* LOC 1, CFIT 2: Model Advisory Circular — Air Operators Standard Operating Procedures for Flight Deck Crewmembers	SEI WG	2025	APRAST, SEI WG, SRP WG, COSCAPs, ICAO-APAC, other regional platforms/ bodies, States/ Administrations., Industry/ Associations, International Organisations, APANPIRG, PASO	Implementation levels A-D	GASP	RASG-APAC/ APRAST Online SEI monitoring tool
	A.1.2* LOC 2, LOC 4: Guidance Material on Flight Crew Proficiency						
	A.1.3* LOC 5: Advisory Circular — Mode Awareness and Energy State Management Aspects of Flight Deck Automation						
Ops2 (LOC-I)	A.1.4* LOC 6: Guidance material on Upset Prevention and Recovery Training (UPRT) – ICAO Doc 10011 – ICAO Doc 9868 – Airplane UPRT Aid						

DRAFT AP-RASP 2023 - 2025



RASG-APAC online SEI monitoring tool & SEI Implementation Assistance

SEI Implementation Assistance

Safety Tool	Version	Last Reviewed Date
RI/2		
Model Advisory Circular — Runway Incursion Prevention and Pilot Training	Approved by RASG - APAC/6 (Aug 2016)	APRAST/18 (Jun 2022)
RS /1		
Runway Safety Maturity Checklist	Endorsed by RASG - APAC/4 (Nov 2014)	APRAST/16 (Mar 2021)

and the last reviewed date to improve the presentation and accessibility of those SEI outputs.

LOC/5		
Advisory Circular — Mode Awareness and Energy State Management Aspects of Flight Deck Automation	Approved by RASG - APAC/3 (Jun 2013)	APRAST/14(May 2019)
LOC/6		

Safety Tool	Version	Last Reviewed Date
LOC/1		
Model Advisory Circular — Air Operators Standard Operating Procedures for Flight Deck Crewmembers (CFIT2 & LOC1 combined)	Version 2 Approved by RASG - APAC/12 (Nov 2022)	

SEI Implementation Assistance

Guideline to use the online

SL	RASG/APRAST	Implementation status	Implementation status	Implementation status	Implementation status	Implementation status
		A (25%) B (25%) C (25%)	A (25%)		A (100%) C (100%)	✓ A (100%) B (100%) C (100%)
1	Model Regulation Proximity Warning	A (0%) B (25%) C (50%)	✓	✓	✓	✓ A (100%) B (100%) C (100%)
2	Advisory Circular Operators to Ensure of GPWS Equipment					
3	Advisory Circular Operators on Training on the use of Ground Proximity Warning System (GPWS)					
4	Advisory Circular Management Training (CRM)	✓	✓		A (100%)	✓ A (100%) B (100%) C (100%)
5	Advisory Circular Flight into Terrain Avoidance (ALAR) Programme					

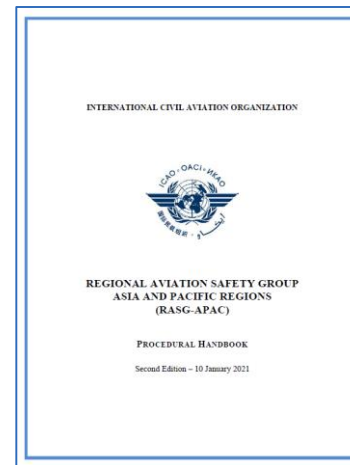
A - Review status by State/Administration	
B - Implementation status by State/Administration	
C - Implementation status by Service Provider	
D - All actions completed	

C - Implementation status by Service Provider	<p>particular SEI output or safety tool is not applicable to that State/Administration. (For instance, the SEI output or safety tool applies to only helicopter operations, but there is no helicopter operations in that State/Administration).</p> <p>States/Administrations need to follow up on the implementation of their regulations, requirements, guidance or other means determined by their service provider(s) for that particular SEI output or safety tool. It can be done during their surveillance activities, by surveys or any other means as appropriate to look into the implementation status of all applicable service providers.</p> <p>Progress indicator (0%, 25%, 50%, 75% or 100%) should be selected according to the implementation status of all applicable service providers. (For instance, the SEI output or safety tool applies to aeroplane operations, the progress indicator should be selected solely based on the implementation status of all aeroplane operators in that State/Administrations).</p>
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SEI Implementation Assistance

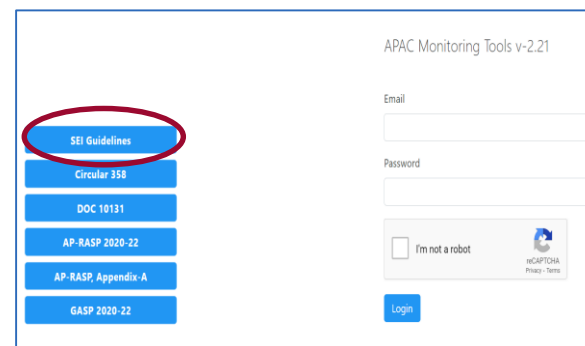
Guideline to use the online monitoring tool

GUIDELINE FOR STATES OR ADMINISTRATIONS TO USE THE SEI ONLINE MONITORING TOOL	
<p>The online monitoring mechanism is developed to facilitate the monitoring of the implementation status of Safety Enhancement Initiatives (SEIs) outputs and safety tools under RASG-APAC.</p> <p>In order to effectively capture the implementation status of SEIs outputs and safety tools under RASG-APAC, APAC States/Administrations are encouraged to provide relevant information for each phase with the following considerations:</p>	
Phase	Consideration
A - Review status by State/Administration	<p>States/Administrations should review each SEI output or safety tool to determine whether the States/Administrations have already developed or planned to have their regulations, requirements or guidance developed which can achieve the goals and intentions of the SEI output or safety tool implementation.</p> <p>Progress indicator (0%, 25%, 50% 75% or 100%) should be selected according to the State/Administration's review status, and progress indicator (N/A) should not be selected for this Phase.</p>
B - Implementation status by State/Administration	<p>If States/Administrations consider the SEI output or safety tool is applicable but the States/Administrations determined that they do not have their regulations, requirements or guidance to achieve the goals and intentions of that particular SEI output or safety tool after the A - Under Review phase, progress indicator (0%, 25%, 50% 75% or 100%) should be selected according to the State/Administration's status of their development on their regulations, requirements or any other means determined by the State/Administrations as appropriate to support that SEI output or safety tool implementation.</p> <p>Progress indicator (N/A - not applicable) may only be selected if that particular SEI output or safety tool is not applicable to that State/Administration. (For instance, the SEI output or safety tool applies to only helicopter operations, but there is no helicopter operations in that State/Administration).</p>
C - Implementation status by Service Provider	<p>States/Administrations need to follow up on the implementation of their regulations, requirements, guidance or other means determined by their service provider(s) for that particular SEI output or safety tool. It can be done during their surveillance activities, by surveys or any other means as appropriate to look into the implementation status of all applicable service providers.</p> <p>Progress indicator (0%, 25%, 50% 75% or 100%) should be selected according to the implementation status of all applicable service providers. (For instance, the SEI output or safety tool applies to aeroplane operations, the progress indicator should be selected solely based on the implementation status of all aeroplane operators in that State/Administrations).</p>



RASG-APAC Procedural Handbook

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



RASG-APAC online SEI monitoring tool

<https://monitoring-tools.org/login>



SEI Periodic Review

SEI Periodic Review

At the APRAST/12 meeting in May 2018, SEI WG concluded to conduct a periodic review of SEI outputs between every APRAST meeting and report to APRAST meetings to ensure the currency of all completed SEI output(s) is maintained.

The SEI outputs to be reviewed are principally based on the sequence of the date of the SEI outputs approved/endorsed by the RASG-APAC.

A standard review form is used for all SEI WG members to review each SEI output and provide their feedback.

Currently, 28 APRAST Members States/Administrations and International/Regional Organisations have joined the SEI WG.

SEI Review Form

LOC 6 –

- Manual on Aeroplane Upset Prevention And Recovery Training(Doc10011)
- Procedures for Air Navigation Services-Training (PANS-TRG, Doc 9868)
- Airplane Upset Prevention and Recovery Training Aid (AUPRTA)

State / Administration / Organization:

Completed by:

Email:

Do you consider the above SEI output are still current and valid to use?

Is there any error (procedural or typographical) has been noted in these SEI outputs?

Any recommendation on revising these SEI outputs (if any)?



SEI Periodic Review

The SEI periodic review aims to provide opportunities for members to ensure the completed SEI output(s) are still valid for implementation by APRAST members to cope with the identified risk. Also, it allows SEI WG members to provide their suggestions for improvement to each SEI output after they have reviewed it.

Based on the received feedback from the SEI WG members, SEI WG will review and discuss those recommendations/suggestions and take necessary action to remove the SEI output or revise the SEI output as appropriate.

SEI Review Form

LOC 6 –

- Manual on Aeroplane Upset Prevention And Recovery Training (Doc10011)
- Procedures for Air Navigation Services-Training (PANS-TRC, Doc-9868)
- Airplane Upset Prevention and Recovery Training Aid (AUPRTA)

State / Administration / Organization:

Completed by:

Email:

Do you consider the above SEI output are still current and valid to use?

Is there any error (procedural or typographical) has been noted in these SEI outputs?

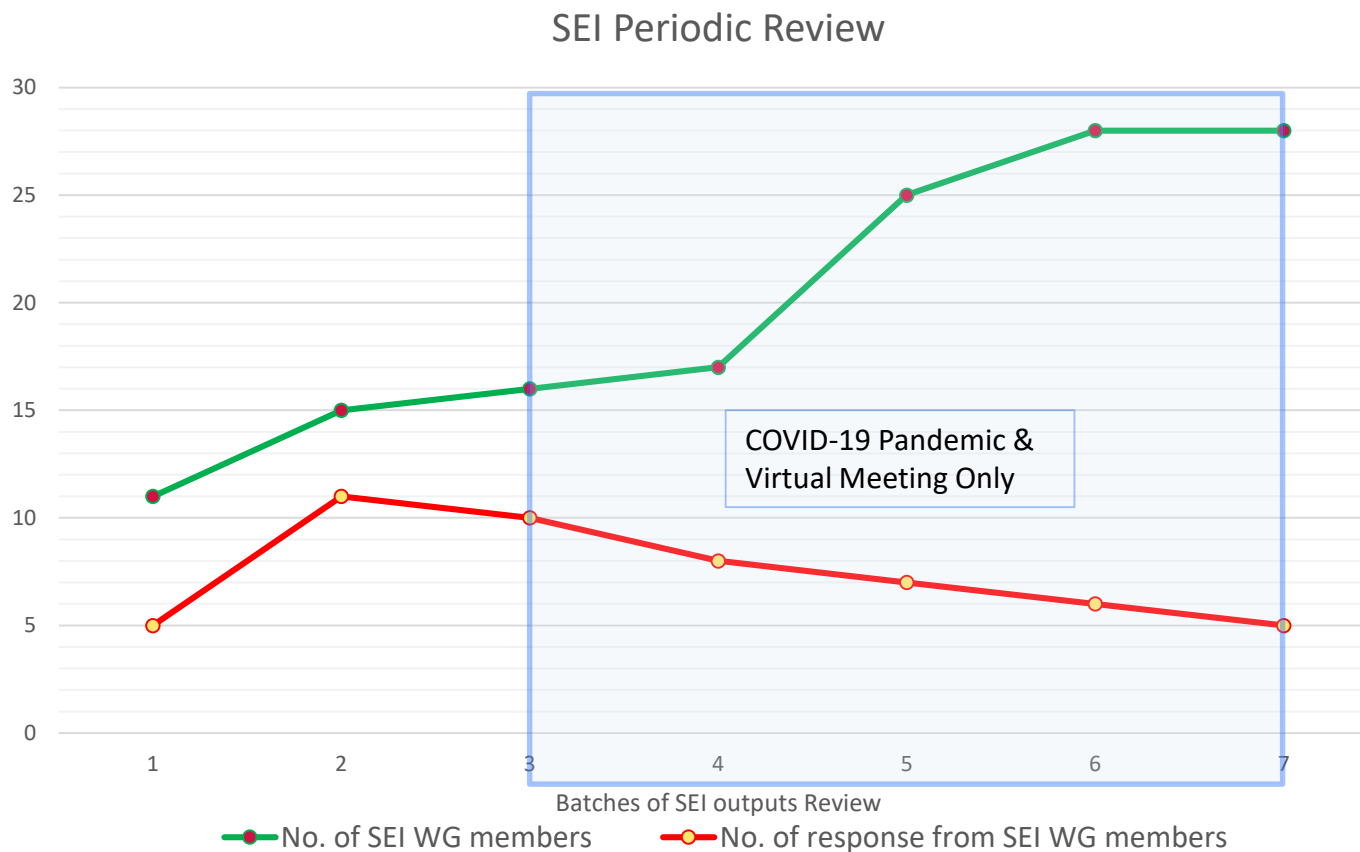
Any recommendation on revising these SEI outputs (if any)?



Safety Tool	Version	Last Reviewed Date
LOC/1	Version 2 Approved by RASG - APAC/12 (Nov 2022)	
Model Advisory Circular — Air Operators Standard Operating Procedures for Flight Deck Crewmembers (CFIT2 & LOC1 combined)		
CFIT4	Approved by RASG - APAC/20 (Oct 2015)	APAC/4 (Nov 2014) APRAST/17 (Jan 2022)
Guidance on the Establishment of a Flight Data Analysis Programme (FDAP)		

SEI Periodic Review

Since APRAST/13 till APRAST/19, all 17 SEI outputs were reviewed by SEI WG members and the review results have been sequentially reported to APRAST and RASG-APAC meetings.





Current Challenges & Next Step

Current Challenges

- ❖ Lack of volunteered champion(s) and expert(s) to support development of SEIs
- ❖ Unavailability of CTA(s) in COSCAP(s)
- ❖ Active participation from States/Administrations and Industries in SEI WG activities is needed (e.g. SEI periodic review, development of SEIs, and survey response etc.)
- ❖ Lack of face to face dialogue due to COVID-19 pandemic and virtual meetings
- ❖ RASG-APAC online monitoring tool was out of services (between 2018 and 2022). It was difficult to monitor and review the SEI outputs implementation status
- ❖ Insufficient information to measure the effectiveness of the current and future SEIs outputs
- ❖ To develop appropriate SEIs to accommodate the common need from most of the APRAST members in order for their active implementation.



Next Step

- ❖ Develop new SEIs to address regional safety risks identified by the analysis of the regional safety data
- ❖ Ensure the currency of all SEI and its outputs are maintained
- ❖ Act as the custodian of the Ops actions of the AP-RASP 2023 – 2025 to review the implementation status by the RASG-APAC online monitoring tool
- ❖ Understand the challenges from the members and assist them to implement the SEI outputs when necessary
- ❖ Measure the effectiveness of the SEIs outputs



International Civil Aviation Organization

THANK YOU