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Asia and Pacific Office

ICAO

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Hong Kong, China, 18-19 December 2023

Agenda Item 5: ICAO / Member State / Industry Presentations

UPDATES ON ICAO APAC SAFETY IMPLEMENTATION AND CAPACITY BUILDING EFFORTS IN 2023

(Presented by the Secretariat)

SUMMARY

APAC Safety Implementation Support Road Map (SISRM) 23-25 developed by APAC RO was presented to APRAST/19 and thereby implementation support was solicited from all stake holders.

Many States/Administrations from the APAC region as well as outside the region and Industry Partners offered collaborative support undertaking common tasks and projects in the journey of Safety Implementation in APAC specifically during year 2023.

This paper presents updates on projects implemented by APAC RO during the year 2023 supporting implementation of AP-RASP 23-25 Road Map.

Highlights are; four Combined Action Team (CAT) Technical Assistance Missions conducted in Laos, Vietnam, Pakistan in 2023 and next lined up for Vanuatu in 2024. CATMs are supported by States through Safe Funds and additional support from the Regional States such as Singapore and Australia and EASA as a partner International Organization.

Additionally capacity building efforts are ongoing and six (06) sessions of Inspectors training GSI Courses have been planned for the APAC Region in AIR, OPS and PEL Audit Areas where as two have been already conducted in South Asia and South East Asia four have been planned for 2024 delivery.

All the Training and capacity building efforts are through support provided mainly through FAA/USA and Boeing in partnership with ICAO RO/GAT and Training Organizations in South Asia and South East Asia.

Action by the meeting is in Paragraph 3.1 below.

1. INTRODUCTION

1.1 Asia and Pacific Regional Aviation Safety Plan (AP-RASP) 23-25 Edition has identified four Regional Goals and the Goal II is:

1.2 Improvements to safety oversight and compliance Implementation.

(AP-RASP 23-25 Can be reviewed through the hyper link: https://www.icao.int/APAC/RASG/RASG%20eDocs/Final_AP-RASP%202023-2025_12%20Jul%2023.pdf).

In order to achieve the Goal II in a timely manner the Target T 10 has been developed in the Implementation ORG Road Map ORG as:

T10*: States to progressively enhance safety oversight capability to achieve at least 75% EI in USOAP CMA, and to achieve an APAC average overall USOAP EI score higher or equal to the global average [by 2024]

1.3 APAC RO as its own initiative supporting achievement of the Target T10, developed an Implementation Road Map cited as **APAC Safety Implementation Support Road Map (SISRM) 23-25**, applicable for the triennium 23-25 seeking support from the partners in achieving above Target T 10 of AP-RASP ORG RM.

1.4 ICAO APAC Safety Implementation Support Road Map (SISRM) 23-25 was developed for soliciting **support from all Stake Holders for a unified Plan** in Safety Implementation based on new support policy, procedure and Implementation Road Map for the Triennium 2023-2025.

1.5 Based on SISRM 23-25 ICAO Secretariat presented a Working Paper in APRAST 19 soliciting support from all the Stake Holders in order to achieve 75% regional average EI Level by 2024. In response to the WP presented Sates; 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 by providing and conducting Training courses and OJT for Inspectors.

2. DISCUSSION

2.1. SISRM Implementation Strategy

2.1.1 First Priority:

2.1.1.1 APAC SISRM 23-25 (Attachment A) has predominantly identified States in the APAC Region **whose EI Level has been below 25% - to develop Basic Inspector competency in all Three Audit Areas; PEL, OPS and AIR.**

2.1.1.2 Altogether **five States** have been identified under this category and the Support may be limited to Inspector competency building in basic surveillance needs and therefore the Audit Areas considered are PEL, OPS and AIR.

2.1.1.3 For such Support Missions are planned with the support of mainly through the Donors providing Inspector Training through GSI Courses in all three Audit Areas. Initially a Classroom Training and followed up with OJT within few months would certainly considered essential in order to achieve expected competency levels of State Inspectors.

2.1.1.4 For the purpose of Budgetary provisions and Financial Arrangement with the Donors below is a rough cost estimate for the implementation of a typical Systemic Assistance Programme (SAP) for five States.

2.1.1.5 Costing for the Information of Donors:

Total for all five States for all three Inspector Competencies is calculated as USD 570,000/

2.1.2 **Second Priority States EI Level below 50% ; Those Five identified States whose EI Level has been above 25% and below 50% -**

2.1.2.1 Focus is for Basic Inspector competency development Plan in two essential Audit Areas from PEL, OPS and AIR as determined by APAC RO in collaboration with each State.

2.1.2.2 Cost calculation for each segment of support for holding Classroom Training and OJT provision for the identified states in the desired Audit Areas is calculated.

Total for all five States for all three Inspector Competencies = USD 380,000/

2.1.3 **Third and the last Priority Whose EI Level has been above 50% and below 75%;**

2.1.3.1 Additionally States, those who do have a EI percentage value of over 50% and who do not have developed a NASP for implementation in 23-25;

Cost estimate for the Priority 3 States based on the two Phased approach in SAP

Need analysis and development of State specific Action Plan /NASP through a CAT Mission:

Phase 1: Conducting Combined Action Team (CAT) Missions in all Audit Areas

Estimated approximate cost for first phase of CAT Mission by RO = USD 30,000/=

Phase 2: Cost for Phase 2 for Five States USD 252,000/-

Total Cost for Phase 1 and Phase 2 Implementation is approximately for Five APAC States 1,410,000/- (USD one Million, Five hundred Thousand).

Grand Total Budget requirement for the Triennium 2023 to 2025 USD 2,122,000/- (2.2 M USD)

2.2. **Progress of Implementation in the year 2023/24**

2.2.1 Implementation of SISRM 23-25 has been initiated with the continuation of ICAO APAC Combined Action Team CATM Technical Assistance Mission to States in almost all Audit Areas.

2.2.2 Progress of Implementation and in-kind support for the first year of implementation through materializing the Safe Funds of ICAO allotted for Asia and Pacific region. Additionally support was offered by EASA sponsoring travel and accommodation cost for majority of ICAO Regional Office Experts. Further, Australia and Singapore offered through providing Experts for OPS and AIR Audit Areas.

2.3 ICAO APAC RO CAT Missions in 2023/2024;

State	Audit Areas	Period	In-kind Support by States	In-kind Support by Industry/ Partners	Remarks
Lao PDR	LEG, ORG, PEL, OPS, AIR, AIG and AGA	March 23-27	Singapore – Provision of experts in AIR,	EASA in sponsoring travel and accommodation for four Experts Expert in AIG	Under SAP Arrangements
Viet Nam	LEG, ORG, PEL, OPS, AIR, AIG and AGA	March 23-27	Singapore – Provision of experts in AIR,	EASA in sponsoring travel and accommodation for four Experts	LEG, ORG, PEL, OPS, AIR, AIG and AGA
Pakistan	LEG, ORG, PEL, OPS, AIR, AIG and AGA	November 2023	Singapore – Provision of experts in AIR,	EASA in sponsoring travel and accommodation for four Experts	LEG, ORG, PEL (virtual), OPS, AIR, AIG and AGA
Vanuatu	LEG, ORG, PEL, OPS, AIR, and AGA	Jan 2024	Singapore – Provision of experts in AIR, Australia provision of expert in OPS	EASA in sponsoring travel and accommodation for four Experts	LEG, ORG, PEL, OPS, AIR, and AGA

2.4 APAC RO Capacity Building Efforts

2.4.1 Capacity Building in the most crucial Audit Areas as identified by the SISRM, i.e. AIR, OPS and PEL have been underscored in the APAC SISRM 23-25 Edition and hence with the collaborative support from FAA/USA and Industry partner Boeing following efforts have been planned and are being implemented in the indicated timelines.

2.4.2 Two GSI AIR Course already conducted, one in South East Asia in Bangkok, Thailand and the second in South Asia Dakar, Bangladesh. In that endeavour sixteen (16) Scholarships positions per course were offered and utilized during the course deliveries making a total of very encouraging Thirty-Two (32) AIR Inspectors have been trained in building capacity in the region.

2.4.3 In the same methodology, same training Organizations in the same states two more GSI OPS and GSI PEL courses are planned for delivery in February and May 2024 with the in kind support of FAA/USA and Boeing. Hence anticipated total number of trained Inspectors in OPS and PEL Audit Areas should be Sixty-Four (64) more bringing the total number of Inspectors in all three Audit Areas AIR, OPS and PEL bringing the total number of scholarships offered closed to One Hundred and to be more precise Ninety Six (96).

2.4.4 In addition the Plan also considers to support regional states in capacity building through ICAO GAT Train the Trainer (TiT) concept being implemented generating at least few Instructors for the region in all three Audit Areas of AIR, OPS and PEL. Needless to mention the anticipated benefits to the region, inter alia, prime being the reduction of cost factors in future deployments of the same courses in terms of cost of transport of Instructors and their course fees.

2.5 All those records being mentioned as a part of a success story, it is imperative to mention that there are more parts in the unified plan APAC SISRM 23-25 to be sponsored jointly and collaboratively with ICAO APAC RO. There is one for everyone to collaborate with, States and Administrations of the region, outside the region as well as International Organizations and Industry at large when come forward volunteering with offered support.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) Note the progress made thus far, in the implementation of APAC SISRM 23-25; and
- b) Continue to support by volunteering resources, financial or human or both, in achieving Target T 10 of AP-RASP 23-25.

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