



International Civil Aviation Organization
Asia and Pacific Office

Twenty-second Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/22)

(Bangkok, Thailand, 30 September to 04 October 2024)

Agenda Item 5: Presentations – State /Industry / ICAO

MONITORING AND REPORTING PROGRESS OF IMPLEMENTATION OF AP-RASP 23-25 AND THE ROAD MAP; GOALS AND TARGETS

(Presented by the Secretariate)

SUMMARY

AP-RASP 23-25 Edition with OPS and ORG Road Maps are being implemented by all stake holders and the implementation scope of three years is nearing completion. Hence implementation progress is presented in APRAST by Secretariate, as per the entrusted reporting responsibility to ICAO APAC RO.

Key objective of this WP is to appraise APRAST/22 on the progress of the Implementation emphasizing on Target T10 on Improvements to safety oversight and compliance of Regional Goal II.

Target T10*, is, 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.

Current EI Score target of 75% has been achieved by 30.77% of APAC States and APAC Regional average score as of September is 65.5% whereas Global EI is 70% Only 5.13% of the States in APAC have achieved the target of 95% EI, as suggested by the Global Aviation Safety Plan (GASP), 2023-2025 Edition.

1. INTRODUCTION

1.1 Current Version AP-RASP 23-25 Edition has been adopted by APRAST/19 February 2023 providing guidance for the APAC States/Administrations in the development and implementation of their individual NASPs, aligning with the global plans GASP 23-25. AP-RASP 23-25 Chapter 6, Paragraph 6.1, indicates the intent of implementation through Monitoring of progress and effectiveness of AP-RASP Goals, Targets and Actions. (AP-RASP 23-25 Paragraph 6.1 refers)

1.2 The Actions identified in the AP-RASP 23-25 are intended to be implemented through the working arrangements of RASG-APAC/APRAST, activities conducted by APAC regional bodies such as COSCAPs and PASO, as well as the safety oversight entities of APAC States/Administrations. The safety performance of the civil aviation system within the APAC Region will be continuously monitored to ensure that the Actions listed in the AP-RASP, including those related to compliance monitoring and safety risk management, contribute to the enhancement of safety. Successful achievement of the roadmap implementation relies upon close collaboration and cooperation of all stakeholders, especially in contributing the relevant data and information for monitoring purposes in a timely manner.

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

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

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

2. DISCUSSION

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

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

2.3 Enhancement of regional State's safety oversight capability resulting in USOAP EI Score increase requires consolidated efforts by all the partners including ICAO APAC RO, COSCAPs and other Industry partners. Current average EI Score in the region has been 65.00% and hence more and more support should be offered to about 50% of the states in the region whose score is below the target score.

2.4 Having realised the current status in APAC region, ICAO APAC RO, through its own initiative has been supporting states in preparing for a USOAP Activity through the customary technical assistance mission popularly known in the Region as CAT Missions in order to implement and achieve Target of 75% of EI score of T 10 of AP-RASP.

2.5 CAT Mission is an on-site activity conducted through collaborative efforts and support from donors from States/Administrations, international organizations as well as from industry partners. Based on the offered support for a specific CATMs, and subject to availability of ROs and experts CATM will have the flexibility to decide the number of experts from 4-6 Audit Areas.

2.8 ICAO APAC RO has engaged many regional states and deployed many CATMs during the last six to seven years whereas some States have been offered multiple opportunities offering numerous benefits.

2.9 Major support to APAC RO in terms of CATMs has been received from FAA/USA, Australia, Singapore and EASA,

2.10 Since post covid recent years, RO has offered over ten missions, as indicated in the below summary table.

SUMMARY OF CATM DURING 2022-2024						
Year	CATM	EI Score Before CATM	EI Score After CATM	Outcome	Partners	
2022/23	Vietnam	65.56%	78.14 (D)	~13% ↑	FAA-USA, Singapore EASA	
2022/23	China	85.22%	89.92% (D)	~5% ↑	China, COSCAP-SEA,	
2022/23	Pakistan	70.39%	84.41% (D)	~14% ↑	SAFE Funds, EASA, Singapore	
2022/23	Laos PDR	71.02%	--	--	FAA-USA, Singapore EASA	
2023/24	Vanuatu	43.65%	--	--	FAA-USA, Singapore Australia	
2023/24	Thailand	61.73%	--	--	EASA, Singapore.	
2023/24	Maldives	64.95%	--	--	FAA-USA, Singapore EASA	
2023/24	Philippines	68.99%	--	--	Cost recovery Basis ?	
2024/25	Cambodia	52.76%	--	--	Donors?	

2.9 Above Statistics undoubtedly is a testimony for the satisfactory results of support for Target T10 of AP-RASP through the CATM. USOAP programme has identified four states; New Zealand, Thailand Maldives and Cambodia for 24/25 period and requires further support in order to continue to enhancing safety oversight capability achieving target T10 by the end of 2025.

3. ACTION BY THE MEETING

3.1. The Meeting is invited to:

- a) Take note of the progress achieved by APAC States in terms of implementation of Target T10 based on CATM support;
- b) Acknowledge the support by the partner organizations mentioned in Para 2, 2.9, and
- c) urge states, International Organizations and Industry Partners to continue support to ICAO APAC initiative of CAT Mission by providing resources; financial, SMEs and any other resources.

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