



International Civil Aviation Organization
Asia and Pacific Office

**Twenty-third Meeting of the Asia Pacific Regional Aviation Safety Team
(APRAST/23)**

(Bangkok, Thailand, 7 to 11 April 2025)

Agenda Item 3: Update, Discuss and Review of Progress of APRAST Activities

NEW APRAST STRUCTURE & WORKSTREAMS

(Presented by APRAST Co-Chairs)

SUMMARY

APRAST is a key platform to advance aviation safety in the Asia-Pacific region. Following a number of recently introduced improvements, this paper presents further proposed improvements in the form of a revised structure for APRAST. This new structure will facilitate improved coordination, streamline work processes, and support more effective development of substantive outputs for the benefit of the region.

1. INTRODUCTION

1.1 Since its inception in 2011, APRAST has made significant contribution to enhancing regional safety, such as the development and implementation of Safety Enhancement Initiatives (SEIs) to address top regional safety risks, development of guidance materials, conduct of workshops and sharing of best practices. APRAST also develops the APAC Regional Aviation Safety Plan (AP-RASP) and consistently delivered the Annual Safety Report to proactively identify safety risks and the contributory factors.

1.2 APRAST has recently introduced a number of improvements to strengthen its outputs to meet the changing needs of this region. These include more detailed SEI implementation tracking, the Regional Safety Advisory (RSA) mechanism, the Focused Discussion concept, and the establishment of a standing RASP WG. In light of these changes, it is necessary to review APRAST's structure and workstreams to ensure continued effectiveness and adequate support to sustain APRAST's initiatives.

2. DISCUSSION

Key Issues and Proposed Improvements

2.1 Since the last APRAST/22 meeting held in October 2024, the APRAST and WG Co-chairs have held several discussions on ways to improve APRAST's structure and the scope of the WGs to drive more effective and seamless implementation of its work programme. The key issues and proposed improvements are summarised as follows:

- a) Safety Enhancement Initiatives Working Group (SEI WG) → OPS WG

The SEI WG drives the development and implementation of SEIs and associated recommendations, RSAs, and the OPS SEIs detailed in the AP-RASP¹. The current SEIs are broadly categorised

¹ Refer to RASG-APAC Procedural Handbook: Terms-Of-Reference for the Safety Enhancement Initiatives Working Group

according to the High Risk Categories (HRCs) outlined in the ICAO GASP and AP-RASP. Although it is named the “SEI WG”, it oversees only operational (i.e. OPS) issues, with the “ORG SEIs” being overseen by the AP-RASP.

At the coordination meeting in November 2024, RASG-APAC and APANPIRG Chairs urged their WGs and experts to work together to examine cross-cutting issues ANS and safety issues², such as turbulence, GNSS interference, and Large Height Deviations. The work of the SEI WG will thus require increasing consultation with industry experts and more timely dissemination of safety information to cater to rapidly evolving safety issues and trends.

To better facilitate the SEI WG’s work and more clearly reflect its scope, it is proposed that the SEI WG be re-structured into the **OPS WG**. The **OPS WG** will focus on developing and disseminating guidance (be it in the form of RSAs or SEIs), and driving and monitoring implementation. The **OPS WG** will be broken into smaller teams / taskforces led by OPS SEI Champions, each responsible for drafting of safety guidance for an OPS category (e.g. RS, CFIT, LOC-I, TURB), monitoring and presenting new information relevant to that category (e.g. related accidents, significant industry developments / recommendations, analysis of SPI information, etc.). The champions may also develop SEI implementations trackers and analyse implementation information to further identify regional areas of weakness and develop additional guidance or targeted assistance.

The OPS WG Co-Chairs will oversee the work and formation of these teams / taskforces, ensuring that prioritised regional safety risks are addressed and that appropriate leads and experts are nominated.

b) Regional Aviation Safety Plan Working Group (RASP WG) → **ORG WG**

The standing RASP WG was established at APRAST/20 in August 2023 to allow for greater continuity in the development of the AP-RASP each triennium, as well as the driving and tracking of the implementation of the AP-RASP actions³. Despite the name, the RASP WG oversees the only the ORG actions under the AP-RASP, with various action custodians leading those actions or “ORG SEIs”.

To better focus its role, and differentiate it from the SEI WG, it is proposed that the RASP WG be re-structured into the **ORG WG**. Similar to the proposed OPS WG, the **ORG WG** Co-Chairs will form smaller teams / taskforces led by ORG Champions, each responsible for overseeing ORG-related actions or targets detailed in the AP-RASP (e.g. capacity building / training, SCDPS, etc.), monitoring and presenting new information relevant to that category (e.g. updates from ICAO, significant industry developments / recommendations, new concepts / frameworks, etc.). The champions may also develop implementation trackers and analyse implementation information to further identify regional areas of weakness and develop additional guidance or targeted assistance. teams with leads/custodians for identified categories of ORG issues as defined in the AP-RASP.

The ORG WG Co-Chairs will oversee the work and formation of these teams / taskforces, ensuring that prioritised regional safety risks are addressed and that appropriate leads and experts are nominated.

Consequently, the responsibility for the development of the Asia Pacific Regional Aviation Safety Plan (AP-RASP) will be subsequently be reallocated to the SRP WG (see below).

² Refer to RASG-APAC/4 – WP/22

³ Refer to APRAST/19 – WP/10, RASG-APAC/13 – WP/11, and RASG-APAC Procedural Handbook: Terms-Of-Reference for Asia Pacific Regional Aviation Safety Plan Working Group

c) Safety Reporting Programme Working Group (SRP WG) – to retain name

The SRP WG analyses safety data to identify key aviation safety risks in our region, which will be used to inform the development of SEIs to suit the region’s safety needs and to develop the APAC Annual Safety Report (ASR)⁴. Given the SRP WG’s role, they are best suited to advise on the prioritisation of regional risks, ensure that identified regional gaps are addressed by OPS or ORG actions in the RASP, develop associated metrics and targets, and monitor the effectiveness of APRAST outputs.

It is thus proposed that the SRP WG expands its role to draft the future AP-RASPs in close coordination with OPS and ORG workgroup. To ensure better alignment with the AP-RASP, it is also proposed to restructure the APAC ASR to focus on providing insights on key safety risks in the region and updates on the progress of AP-RASP’s deliverables.

2.2 The new proposed APRAST structure is summarised in the diagram below, while a more detailed APRAST structure and scope can be accessed through the QR code.

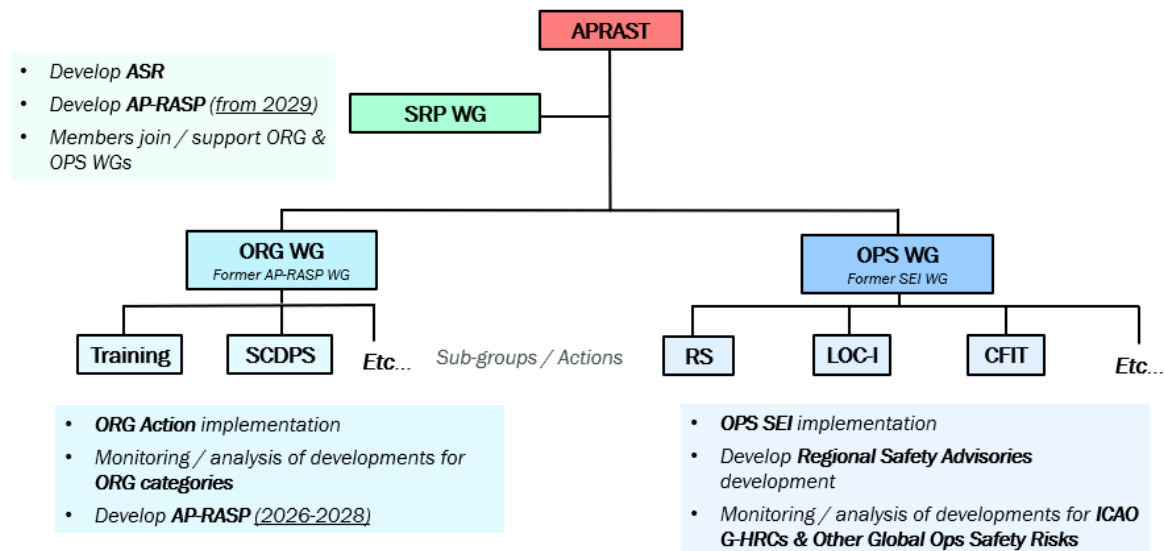


Fig 1: Proposed APRAST Structure (simplified)



Fig 2: Proposed APRAST Structure (detailed)

⁴ Refer to RASG-APAC Procedural Handbook: Terms-Of-Reference of the Safety Reporting Programme Working Group

Implementation of the Proposed Improvements

2.3 To ensure that the changes are introduced effectively with minimal disruption to APRAST's work, WG Co-Chairs will begin gradually implement the changes, including amending the various WG Terms of Reference (ToRs), in the next one to two APRAST meetings. Unless otherwise informed, it is assumed that the WG Co-Chairs and members from the original structure will carry over to the new WGs indicated in paragraph 2.1 (a) – (c).

2.4 Furthermore, the next AP-RASP 2026-2028 will be drafted by the current RASP WG Co-Chairs and members, before the responsibility is handed over to the SRP WG.

2.5 APRAST is empowered to address the aforementioned areas of improvement by streamlining its processes and WG functions, based on the new Empowerment Framework approved by RASG-APAC/12 in 2022. The Framework aimed to simplify processes by enabling APRAST to adopt Decisions and Conclusions related to:

- i. Any amendment to ToRS (Terms of Reference), including extension of time of WG/TF formed under the relevant subgroup; and
- ii. All technical and operational aspects of Subgroup's work within its TORS.

The RASG-APAC Procedural Handbook also allows WGs to “be dissolved when either it has completed its assigned task or, it has become apparent that work on the subject in question cannot be usefully continued.”

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) Support the transition to the new APRAST structure and ensure continuity of APRAST outputs during this period;
- b) Volunteer to be action leads or re-affirm membership in the new WGs; and
- c) Note that APRAST will edit its ToRs, where appropriate, to reflect these changes.

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