

22ND COSCAP-SEA STEERING COMMITTEE MEETING (SCM/22)

(19-20 June 2025, Manila, Philippines)

Working Paper 2 (WP/2)

Agenda Item 4: Follow-up on the 23rd SEARAST and NC-Meeting Conclusions

(Presented by the COSCAP-SEA Secretariat)

SUMMARY

The purpose of this paper is to present to the Steering Committee the conclusions and proposed actions from the 23rd SEARAST meeting.

It refers to the official report of the last SEARAST Meeting with each action item distinctly highlighted in section 2.3 of this report

Action: Meeting may take note of the content in this paper and discuss additional actions, if necessary.

1 Background

- 1.1 Consistent with the Objectives and outputs of the COSCAP SEA Programme Document, in 2002 the 3rd COSCAP SEA Steering Committee meeting formally constituted the South East Asia Regional Aviation Safety Team (SEARAST) to play an active role in the global effort to reduce accidents. The development and implementation of safety enhancements is tracked by the COSCAP SEA programme, and a regular report is provided to the Steering Committee.
- 1.2 To accomplish the objectives, the SEARAST team will undertake its deliberations in full consideration of the work of the RASG / APRAST. The priority for the Team will be to introduce, support, and develop actions which have the potential to effectively reduce regional aviation risks to enhance aviation safety.
- 1.3 Since the last Meeting of the Steering Committee (SCM/21) , APRAST has completed two meetings : the 22nd APRAST on the 30 Sept – 04 Oct 2024 and 23rd APRAST on the 07 -11 April 2025, both in Bangkok, Thailand. Records of Conclusions can be found at the following links:

22nd APRAST link:

<https://www.icao.int/APAC/Meetings/Pages/2024-APRAST-22.aspx>

23rd APRAST link:

<https://www.icao.int/APAC/Meetings/Pages/2025-APRAST-23.aspx>,

- 1.4 The 14th RASG meeting took place on 28-29 Nov 2024 in Bangkok, Thailand. Record of Conclusion can be found at the following link:
<https://www.icao.int/APAC/Meetings/Pages/2024-RASG-APAC-14.aspx>,
- 1.5 Although the ICAO Regional Office acts as Secretariat for the RASG / APRAST, the CTA COSCAP SA engages as necessary in discussions for activities established under the APRAST and RASG.
- 1.6 The 23rd SEARAST/ National Coordinator's meeting (Hybrid) took place on 21-22 Jan 2025. The Record of Actions can be found in *Appendix A of this WP*.

2 Discussion

2.1 The 23rd Southeast Asia Regional Aviation Safety Team (SEARAST/23) and National Coordinators Meeting was held in a hybrid format on 21–22 January 2025. The meeting brought together 46 participants from eleven COSCAP-SEA Member States and the FAA, with 19 attendees in Bangkok and 27 attending online.

2.2 Key activities during the 23rd SEARAST involved the following: Update on the APRAST reports and implementation of RASG-APAC Safety Tools and SEIs in the sub-region: Member States are invited to provide updates on one or more of the following items:

- a) Progress made in the implementation of RASG-APAC Safety Tools and SEIs in the State.
- b) Status with respect to safety-related commitments in the Beijing Declaration and associated planned actions, if applicable.
- c) Status update on the National Aviation Safety Team and National Aviation Safety Plan
- d) Updates made by the State to the USOAP CMA OLF (SAAQ, CAP and/or PQ self-assessment) since SEARAST/22.
- e) Ongoing and/or planned projects to enhance safety oversight, accident/incident investigation and/or safety management capabilities

2.3 The action points/ recommendations for consideration by this Steering Committee are:

- a) **Action SEARAST-NC/23/1 (States collaborate to meet the Delhi Declaration Commitments)**

The meeting urged the States to collaborate and work towards achieving targets of the Asia Pacific Ministerial Declaration on Civil Aviation (Delhi) and share the implementation status of Delhi Declaration commitments at COSCAP-SEA SEARAST and Steering Committee Meetings.

- b) **Action SEARAST-NC/23/2 (States collaborate to meet the Beijing Declaration Commitments)**

COSCAP-SEA States are encouraged to collaborate and actively work towards meeting the targets outlined in the Beijing Declaration. States are also requested to provide an update on their latest implementation status of the Beijing Declaration commitments to the ICAO APAC Office.

c) Action SEARAST-NC/23/3 (Development and Implementation of National Aviation Safety Plans)

The Meeting agreed that the workshop on Development and Implementation of National Aviation Safety Plans (NASP) will be replanned in 2025 after assessing the effectiveness of the two workshops delivered in Fiji (Nov 2024) and Singapore Dec 2024). Thailand has kindly volunteered to support this initiative.

Since the last SEARAST/ NC meeting, it was noted that only five States had published NASPs, in the ICAO Library with four updated (earlier only 2). Other six Member States were requested to provide their status on development and implementation of respective NASPs.

d) Action SEARAST-NC/23/4 (Evaluation of the COSCAP-SEA Training Activities)

As a process, training/ workshop feedback (Reaction) have been collected immediately after the training/ workshops, while assessments (Learning) were conducted during and after the sessions. CTA/PC to carry out follow-up survey/ on-the-Job Evaluations, KPIs, and Supervisor Feedback (Behavior), ideally after 3 to 6 months. COSCAP-SEA has introduced post-training/workshop feedback *to measure the KSA (The Kirkpatrick Model)*

e) Action SEARAST-NC/23/6 (Revised Need Assessment for COSCAP-SEA Activities for 2025-2026):

CTA/ PC shall circulate the new Need Survey Document to all the COSCAP-SEA States by early February 2025. National Coordinators are requested to return the survey after coordinating with their respective HR and consulting with Technical Departments based on their respective TNA and Training Plans. Based on the information so provided, CTA/PC will develop a draft Work Plan 2025-26 and present it to SCM/22 in May 2025 for their consideration.

f) Action SEARAST-NC/23/7 (In-between online SEARAST Meeting):

In accordance with the TOR, SEARAST normally meet annually in person, and via teleconference calls in between meetings. It was agreed that CTA/PC, in coordination with the Team Leader, will schedule an online meeting, sometimes after the second APRAST Meeting in Bangkok to provide its outcome and discuss progress on deliverables of SEARAST.

3 Action of the Meeting

3.1 The Steering Committee is invited to review and take note of the Record of Actions of the 23rd Meeting of the South Asia Regional Aviation Safety Team (SARAST) included at para 2.3 and the report located in Appendix A.

3.2 As directed by the Steering Committee, COSCAP-SA will support Member States implementation of the safety action.

-END-



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**The 23rd South East Asia Regional Aviation Safety Team and National Coordinators Meeting
(SEARAST/23 & NC Meetings)
21 - 22 January 2025, Bangkok, Thailand.**

REPORT

Introduction

The 23rd Southeast Asia Regional Aviation Safety Team (SEARAST/23) and National Coordinators Meeting was held in a hybrid format on 21–22 January 2025. The meeting brought together 46 participants from eleven COSCAP-SEA Member States and the FAA, with 19 attendees in Bangkok and 27 attending online.

The meeting commenced with opening and welcome remarks delivered by Mr. Kajonpat Maklin (CAA Thailand), SEARAST Team Leader. Secretariat support was provided by Mr. Sudhir Singh, Chief Technical Advisor and Programme Coordinator of COSCAP-SEA.

The meeting agenda, documentation, presentations, participant list, and other related materials are available on the ICAO Secure Portal under the COSCAP-SEA group.
(<https://portal.icao.int/COSCAP-SEA/Pages/default.aspx>).

1. Approval of the Meeting Agenda

- 1.1 Mr. Kajonpat Maklin, SEARAST Team Leader, presented the provisional meeting agenda, which was unanimously approved without any modification.

2. Updates from the APAC Regional Meetings in 2024.

- 2.1 **Second APAC Ministerial Conference (Delhi Declaration):** The Chief Technical Advisor and Programme Coordinator (CTA/PC) presented a paper on the Second Asia Pacific Ministerial Conference on Civil Aviation (APACMC/2), held on 11–12 September 2024 in New Delhi, India. The conference reviewed the Beijing Declaration commitments and resulted in the adoption of the Delhi Declaration to advance high-priority aviation objectives.

- 2.1.1 The paper outlined both previous and new commitments, particularly those aligned with COSCAP-SEA's objectives. The key highlights are as follows:
- 2.1.2 Reaffirming Asia and Pacific Ministerial Declaration on Civil Aviation (Beijing): The Asia Pacific Ministerial Declaration on Civil Aviation (Delhi) reaffirms the commitments made in the Beijing Declaration, emphasizing the enhancement of aviation safety oversight capability, the implementation of State Safety Programmes (SSP), the certification of aerodromes used for international operations, and the establishment of independent accident investigation authorities.



2.1.3 Commitments under the Asia and Pacific Ministerial Declaration on Civil Aviation (Delhi):

- a) Aviation Safety: Continue working together to keep aviation safety a priority by ensuring effective oversight, sharing safety information, and promoting a strong safety culture and focus on meeting GASP goals by:
- Improving safety oversight scores.
 - Strengthening the State Safety Program (SSP).
 - Avoiding Significant Safety Concerns (SSCs) and resolving quickly, if any.
 - Collaborating through RASG to build regional safety capabilities and implement SEIs.
 - Developing and publishing a National Aviation Safety Plan (NASP).
- b) Air Navigation Services: Commit to implementing ICAO Standards, PANS, and the APAC Seamless ANS Plan to improve ANS capacity and harmonization, prioritizing key GANP elements, including:
- Phase I, II and III of Asia/Pacific Regional Aeronautical Information Management (AIM),
 - Performance Based Navigation (PBN) implementation

Action SEARAST/23/1 (States collaborate to meet the Delhi Declaration Commitments)

The meeting urged the States to collaborate and work towards achieving targets of the Asia Pacific Ministerial Declaration on Civil Aviation (Delhi) and share the implementation status of Delhi Declaration commitments at COSCAP-SEA SEARAST and Steering Committee Meetings.

2.2 59th Conference of Directors General of Civil Aviation Asia and Pacific Regions (DGCA): The Philippines hosted the 59th DGCA Conference for the Asia-Pacific Region in Cebu from October 14-18, 2024, where 79 Discussion Papers were reviewed, including 19 on Safety. This Working Paper summarizes 12 actionable Safety outcomes relevant to COSCAP-SEA and invites the Meeting to consider them.

2.2.1 Agenda Item 3 of the DGCA 59 Conference focused on key aspects of aviation safety. It stressed the need for better regional data sharing to improve safety monitoring and encouraged the stronger implementation of Annex 19 with a focus on positive safety culture. The discussion also highlighted the value of sharing the best practices in State Safety Program (SSP) implementation to enhance risk management. Additionally, it called for advanced training for inspectors, better retention of technical staff, and closer collaboration with industry to strengthen overall safety competence.

2.2.2 For SDCPS, Five COSCAP-SEA States have launched a regional data-sharing initiative to enhance aviation safety through the analysis of safety data and information from mandatory occurrence reports.



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It was deliberated that other COSCAP-SEA Member States should explore opportunities for collaboration and participation. It was suggested that other COSCAP-SEA States may join as observers in the next meeting of this regional data-sharing initiative, scheduled for February 2025.

2.3 Follow-up Actions on COSCAP-SEA's Position Regarding the First APAC Ministerial Conference (Beijing Declaration)

- 2.3.1 The ICAO APAC Ministerial Conference on Civil Aviation was held in Beijing from 31 January to 1 February 2018, civil aviation ministers adopted the Beijing Declaration, committing to key aviation safety and efficiency objectives. These include enhancing safety oversight, implementing State Safety Programmes (SSPs), achieving aerodrome certification, ensuring independent accident investigations, implementing PBN, etc.
- 2.3.2 The CTA presented the paper to update on the implementation status of COSCAP-SEA Member States' commitments to the Beijing Declaration, based on data collected by the ICAO APAC Office until late 2024 in areas such as safety, aerodrome certification, and accident investigation:
- a) USOAP Effective Implementation (EI), at 69.76, COSCAP-SEA States are above the APAC EI average, however only 3 States are above GASP Target of 75%.
 - b) State Safety Programme (SSP), only two COSCAP-SEA States have completed their SSP implementation, five States are in advance stages of SSP implementation, and one State has yet to initiate the implementation process.
 - c) None of the COSCAP-SEA States have any Significant Safety Concerns (SSCs)
 - d) Certification of International Aerodromes: 91% International aerodromes are certified in COSCAP-SEA States. The international airports yet to be certified are: one in Brunei Darussalam, three in Lao PDR, two in Malaysia, one in Thailand and one in Timor-Leste
 - e) PBN Implementation PBN Implementation: COSCAP-SEA States have 196 international runways, of which 92.86% are equipped with Performance-Based Navigation (PBN). Notably, only five States have fully implemented PBN across all their international runways.
 - f) Independent AIG: As of 2024, five COSCAP-SEA States have yet to establish independent AAIIA, i.e., 41.6%. States are required to update their status through the RASG-APAC monitoring mechanism to meet the 2022 target.

Action SEARAST/23/2 (States collaborate to meet the Beijing Declaration Commitments)

COSCAP-SEA States are encouraged to collaborate and actively work towards meeting the targets outlined in the Beijing Declaration. States are also requested to provide an update on their latest implementation status of the Beijing Declaration commitments to the ICAO APAC Office.

3. Follow-up on Actions from the 21st Steering Committee Meeting (April 2024) and Interim SEARAST (March 2024)



- 3.1 The CTA/PC provided the Meeting with presentation on the status on conclusions from the 21st COSCAP-SEA Steering Committee Meeting (SCM/21, held from 24-25 April 2024 in Manila, Philippines and responded to the queries raised by the Meeting participants. The Meeting noted the information provided
- 3.2 During SCM/20, the development of periodic NASPs was prioritized as a key focus for Phase V of COSCAP-SEA. In SCM/21, it was agreed that a workshop on NASP development and implementation would be conducted in Q1 2025 with support from CAA-UK. Meanwhile two ICAO-HQ conducted two workshops on "National Aviation Safety Plans Development" supported by the ICAO Asia-Pacific (APAC) Office - one in Fiji (18-21 November 2024) and the other in Singapore (03-06 December 2024).

Action SEARAST/23/3 (Development and Implementation of National Aviation Safety Plans)

- a) *The Meeting agreed that the workshop on Development and Implementation of National Aviation Safety Plans (NASP) will be replanned in 2025 after assessing the effectiveness of these two workshops delivered in Fiji and Singapore. Thailand has kindly volunteered to support this initiative.*
- b) *During the Interim SEARAST discussion, it was noted that only six States had published NASPs, with only two being current. Indonesia (2021-2023) and Singapore (2022-2024) are requested to update their NASPs accordingly. Brunei, Cambodia, Lao PDR, Myanmar, Papua New Guinea, Timor-Leste, and Vietnam are requested to provide their status updates.*
- 3.3 On the implementation and upload of SEI data on the “ICAO APAC SEI Monitoring Tool by the Member States, little progress has been registered; out of the 12 COSCAP-SEA Member States, 06 States have yet to initiate the actions decided at successive APRASTs meetings.
- 3.4 SCM/21 also agreed on the introduction of evaluation of the training activities to map their effectiveness and to draw input for future alignment with the objectives of COSCAP-SEA.

Action SEARAST/23/4 (Evaluation of the COSCAP-SEA Training Activities)

Surveys & Feedback Forms (Reaction) were collected immediately after the training, while Post-Training Assessments (Learning) were conducted during and after the sessions. CTA/PC to obtain On-the-Job Evaluations, KPIs, and Supervisor Feedback (Behavior), ideally after 3 to 6 months.

4. Implementation of RASG-APAC Safety Tools and SEIs in the sub-region



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- 4.1 The ICAO Asia and Pacific (APAC) Regional Office has launched a website: PAC States including COSCAP-SEA States to updates on “APAC SEI Monitoring Tools” and to enable the monitoring by the GASP, AP-RASP and NASPs. The ICAO office has provided login and passwords to all the States.
- 4.2 During Interim SEARAST, it was informed that not all the States have access to the APAC SEI Monitoring Tools, therefore it was decided to develop a simple SEI Matrix (Word) and it was circulated to all the Member States.
- 4.3 CTA provided the status of APAC SEI Monitoring Tools being updated by COSCAP-SEA Member States and replied to questions from meeting participants. The Meeting noted the information provided and agreed to the following action:

Action SEARAST/23/5 (Provision of Information on the ICAO APAC SEI Monitoring Tools):

- a) *COSCAP-SEA Member States to implement the SEIs as mandated through APRAST and endeavor to upload their information on the “ICAO APAC SEI Monitoring Tool’s as soon as practicable.*
- b) *As an interim measure, regularly share the COSCAP-SEA SEI Matrix (word) with COSCAP-SEA office for records, coordination with ICAO APAC and presentation to be made to successive SCMs.*

5. Updates from Member States

- 5.1 During the SEARAST Meeting, Member States provided updates on the implementation of RASG-APAC Safety Tools and Safety Enhancement Initiatives (SEIs). States shared their status concerning safety-related commitments under the Beijing Declaration, and updates on their National Aviation Safety Team and National Aviation Safety Plan. Additionally, Member States reported on updates made to the USOAP CMA Online Framework (SAAQ, CAP, and PQ self-assessment) since SEARAST/22 and highlighted ongoing or planned projects aimed at enhancing safety oversight, accident/incident investigation, and safety management capabilities.
- 5.2 Meeting participants engaged in discussions on the updates, raised questions, and expressed appreciation to the concerned States for sharing valuable information, reaffirming their commitment to enhancing aviation safety in the region despite various challenges.
- 5.3 The presentations by the States are available on the COSCAP-SEA Webpage for reference.

6. Preparation of the COSCAP-SEA 2025-2026 Work Plan:



- 6.1 Annual work plans are prepared by CTA/ PC based upon the immediate needs of the Programme Members, decisions taken and priorities determined by the Steering Committee, and the available funds.
- 6.2 The CTA/PC provided the Meeting with information regarding the development of a revised survey document to capture and prioritize the needs of Member States. The survey document is aligned with COSCAP-SEA objectives and Strategic Priorities, necessitating the strong need for internal gap assessment and consultation.
- 6.3 The Meeting noted the information provided for the development of the COSCAP-SEA Work Plan (for the May 2025/April 2026 period) and agreed to the following action:

Action SEARAST/23/6 (Revised Need Assessment for COSCAP-SEA Activities for 2025-2026):

- a) *CTA/ PC shall circulate the new Need Survey Document to all the COSCAP-SEA States by early February 2025. National Coordinators are requested to return the survey after coordinating with their respective HR and consulting with Technical Departments based on their respective TNA and Training Plans.*
- b) *Based on the information so provided, CTA/PC will develop a draft Work Plan 2025-26 and present it to SCM/22 in May 2025 for their consideration.*

7. Next SEARAST Meeting (SEARAST/24)

- 7.1 It was tentatively agreed that SEARAST/24 would be held during the first quarter of 2026, in Bangkok, Thailand, at a date to be confirmed at a later stage.
- 7.2 The CTA/PC also informed the meeting that next COSCAP-SEA Steering Committee Meeting (SCM/22) is planned to be held in Manila, Philippines in second week of May 2025.

Action SEARAST/23/7 (In-between online SEARAST Meeting):

In accordance with the TOR, SEARAST normally meet annually in person, and via teleconference calls in between meetings. It was agreed that CTA/PC, in coordination with the Team Leader, will schedule an online meeting, sometimes after the second APRAST Meeting in Bangkok to provide its outcome and discuss progress on deliverables of SEARAST.

8. Any other Business



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- 8.1 CTA/PC informed the Meeting that ICAO HQ is in the process of raising the invoices for payment of subscription. All the Member States have cleared the past dues. CTA shared that Industry partners Airbus and Boeing have suspended financial support in view of unutilized funds in the past, however they are non-responsive on supporting the activities of the current approved work plan.
- 8.2 No other business was raised, and the meeting was closed with concluding remarks provided by the COSCAP-SEA CTA/PC and the SEARAST Team Leader, who expressed his appreciation for the participants' active contribution throughout the meeting.

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