

19th STEERING COMMITTEE MEETING

Discussion Paper 3

Regional Aviation Safety Teams

Reports and Proposed Actions

(Presented by Wayne Loe)

SUMMARY

The purpose of this paper is to formally present to the Steering Committee the conclusions and proposed actions from the 24th and 25th NARAST meetings. The conclusions and proposed actions arising from these meetings are attached to this paper: 24th Meeting of the NARAST (Attachment I) 25th Meeting of the NARAST (Attachment II); RASG 2018-19 Work Programme (Attachment III) and APAC Regional Aviation Safety Priorities and Targets (Attachment IV).

1 Background

- 1.1 The objective of the NARAST is to recommend accident prevention interventions to the Steering Committee. The recommendations, once approved by the Steering Committee, may be implemented through the coordinated efforts of the regulatory authorities, in consonance with service providers, airlines and aircraft manufacturers. When such actions are endorsed by the Steering Committee, the Team Members will serve as focal points for introducing the interventions within their respective Administrations and for coordinating their government's efforts with industry.
- 1.2 To accomplish the objectives, the team will continue to 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 A list of all NARAST OPEN Items for ALL Member States can be downloaded from the COCSAP-NA website at <http://www.coscap-na.com>.
- 1.4 The RASG produces a **RASG APAC 2018-19 WORK PROGRAMME** which is located at Attachment III.
- 1.5 The **APAC Regional Aviation Safety Priorities and Targets** can be found at Attachment IV.

2 Discussion

- 2.1 The Proposed Actions arising from the **24th and 25th NARAST meetings** (Attachment I and II) are provided for the consideration and decision of the Steering Committee.
- 2.2 The previous CTA with the assistance of the ROK Interns have completed the work on the redesign of the NARAST tracking tool which has improved the readability of the information provided in the database to make it more user friendly.
- 2.3 The CTA will also monitor the status of the implementation of ICAO Regional Aviation Safety Priorities as part of normal mission activities and provide assistance as requested.

- 2.4 In addition, the CTA monitors the implementation of the APAC ICAO Bangkok RASG/APRAST Safety Tools which can be found at:
<https://www.icao.int/APAC/RASG/eDocs/Forms/AllItems.aspx>
- 2.5 It should be noted that the NARAST meeting records and the NARST Implementation Tracking tool can be viewed on the COSCAP-NA website - <http://www.coscap-na.com/>

3 Action of the Meeting

- 3.1 The Meeting is invited to review the conclusions and proposed actions from the 24th and 25th NARAST meetings and accord its approval as appropriate.
- 3.2 The Meeting is invited to also review the RASG Work Programmes (Attachment III) and the APAC Regional Aviation Safety Priorities (Attachment IV) and comment as applicable.
- 3.3 Members are urged to update the RASG/APRAST Safety Implementation Tracking Tool on the APAC ICAO Bangkok website: <http://imtsei.org/>
- 3.3 As approved by the Steering Committee, the CTA is to update the Implementation Status Report and provide it to Member Administrations for their review and further input.
- 3.4 As approved by the Steering Committee, the CTA will support Member Administrations in the implementation of the safety enhancement actions.

Record of Conclusions and Actions of the 24th Meeting of the North Asia Regional Aviation Safety Team (NARAST)

**Beijing, China
21 November 2018**

1. Present

1.1 The 24th Meeting of North Asia Regional Aviation Safety Team (NARAST) was attended by representatives from China, Hong Kong China, Macau China, DPRK, Mongolia, ROK, FAA and CAAI.

1.2 The CTA was supported by Ms. Sun Qun Programme Secretary, Captain Chen Bin, the Flight Operation Intern from China Eastern Airlines. There was a total of 26 participants.

2. Venue

The Meeting was held in Beijing, China in the APAC ICAO Regional Sub-Office in advance of the 12th Asia Pacific Regional Aviation Safety Team (APRAST).

3. Proceedings of the Meeting

3.1 The CTA COSCAP-NA gave opening remarks and welcomed participants attending the 24th NARAST meeting.

3.2 Raphael (Chief RSO) gave opening comments on behalf of the ICAO RSO and provided a brief introduction on the business and responsibilities of RSO.

3.4 Self introduction by all the participants

CTA explained format for the agenda was to undertake a cascading view of the GASP, RASG 8 Decision Record, APRAST 12 Decision Record, NARAST 23 Decision Record, NARAST Terms of reference, SEI review (including presentation from Macao MC), and High level NADI FIJI Decision record regarding a more collaborative approach amongst the 3 APAC COSCAPs.

I. GASP review

1. GASP objectives reviewed. Notion of National Aviation Safety Teams was introduced.
2. CE4, inspector qualifications continue to be a universal weak point and a priority that NA needs ongoing awareness.
3. Discussion of separate Accident investigation (AI) Authorities and structure in each State was undertaken
 - CAAC is responsible for the minor accident investigation. A separate investigation Bureau is in place.
 - Hong Kong now has a newly established independent accident investigation office
 - AI group in Macao is under the CAA.
 - ROK has an independent AI group, and has for several years.
 - Mongolia has an independent AI group which reports to Ministry of Transport.
 - DPRK does not have the independent AI organization.

CTA indicated that the establishment of Independent Accident Investigation Groups remains an ICAO priority.

4. Runway Safety Teams

A discussion was undertaken regarding Runway Safety Teams which is a GASP objective.

- China has established several RSTs throughout their airport infrastructure. They however are not registered on the ICAO website. COSCAP office will follow up as to mechanism for registry and revert to China CAAC.
- Mongolia reported that their program is in place and working. Further discussion will take place with COSCAP regarding a technical Regional Office Mission for the 2019 workplan regarding their new airport.
- Macao indicated that a checklist from ACI to establish the RST has been shared among non-ACI members. Any member state who wants to have a team for RST can go to RO for organization. The mechanism has been established and will be on the cost recovery basis.

II. Programme Document review

The CTA of COSCAP-NA lead the participants to review the PD and emphasize the priorities and outcomes the COSCAP-NA will endeavor to achieve in phase IV.

III. NARAST Term of Reference review. The establishment of state safety teams emphasized again.

IV. 23rd NARAST Record of Decisions review

V. Beijing Declaration introduction. A review of the high-level commitments arising from the Declaration was emphasized. NA States needs to be mindful and focused on implementation. Summarized below:

Gathering at ICAO's 2018 APAC Ministerial Conference, hosted by the People's Republic of China, the high-level officials agreed to pursue cooperative progress on objectives relating to aviation safety oversight, State Safety Program (SSP) implementation, airport certification, the timely implementation of the Asia/Pacific Seamless Air Traffic Management Plan, and the sharing of information and best practices for air navigation and search and rescue services.

This new declaration will also reinforce agreements and actions supporting the establishment of independent accident investigation authorities, as well as toward some additional and very critical objectives for human capital development and the training and retention of this region's next generation aviation professionals.

Brief discussion regarding International airport certification ensued arising from the Beijing Declaration summary statements.

- China stated that all the international airports are certified prior to being opened to the public.
- Mongolia indicated new airport requires certification. An APAC RO CAT team will be explored for 2019.
- ROK indicated all their international airports have been certified according to ICAO requirements.

VI. ICAO SMS website introduction. The SMI website was put on the screen for viewing. Member States were encouraged to review the contents and utilize for their own purposes.

VII. RASG 8 Record of Discussions review

- A brief review of the decision record and open items was summarized but not discussed in detail.

VIII. APRAST 12 Record of Discussions review

- APRAST Target and Priorities was reviewed. MC from Macao informed the group that there is new language introduced to the targets and priorities, which was noted. These targets and priorities will remain an area of focus for the COSCAP and all member states.
- A general review of the decision record was summarized.
- The Safety Enhancement Initiatives (SEIs) website was discussed. With the website down, there was a question posed by the CTA as to the usefulness of keeping the complimentary Summary Tracking Tool up to date on our website. A definitive decision was not reached. The COSCAP website is itself experiencing difficulties so no immediate action will be taken on the tracking tool.
- Stanley brought up the APAC SEI survey which has had very limited response. Presentation is to follow.
- Comments regarding UPRT training, the 10 priority items arising from the FSF list, the AP- Share program, the IOSA audit program for operators, and other APRAST open items was reviewed in summary only.
- Stanley suggested COSCAP be utilized to facilitate a more focused and targeted implementation of the SEIs generated from APRAST. COSCAPs MCs can be utilized to assist the construction of targeted SEIs implementations specific to NA. Further discussion and decision making is required.

IX. Presentation from Stanley on the SEI implementation website and the APAC RO SEI survey. The CTA agreed to send an additional email following the APRAST reminding MCs to have the survey completed.

- The group decided not to spend time updating the status of the tracking tool state by state for this meeting. Subsequent to APRAST 13 in December and discussion arising regarding SEI implementation, the CTA will formulate a proposal for a more focused approach at our next scheduled NARAST.

X. 55th DGCA conference COSCAPs Joint meeting report review.

- The Fiji meeting facilitated by the RO RD and the Sec Gen was introduced as to its purpose and 7 action items that have been recorded in the subsequent decision record. The RD is seeking a more collaborative approach amongst the three COSCAPs. The Fiji meeting was attended by many of the NA, SA, and SEA DGs. Some resolution was achieved, with other action items are for consideration only. It was agreed that a more detailed discussion would take place at the Member Coordinators meeting to be held the following day.

4. Date and Venue of the 24th NARAST Meeting

A meeting date for the 24th NARAST to be held at the ICAO Regional Sub-Office will be set based on the tentative dates for the 14th APRAST.

5. Review of Decisions and Actions from the 23rd NARAST meeting.

CTA will finalize the Decisions from the 24th NARAST meeting and circulate it to COSCAP-NA Members for comments before finalizing.

Record of Conclusions and Actions of the 25th Meeting of the North Asia Regional Aviation Safety Team (NARAST)

**Beijing, China
24 April 2019**

1. Present

- 1.1 The 25th Meeting of North Asia Regional Aviation Safety Team (NARAST) was attended by Mr. Arun Mishra, the Regional Director of ICAO APAC RO, representatives from China, Macau China, DPRK, Mongolia, ROK, FAA, EASA, Airbus and Boeing. Hong Kong China sent their regret for not being able to attend the meeting.
- 1.2 There was a total of 19 participants (see Attachment II for list of participants).

2. Venue

The Meeting was held in Beijing, China in the APAC ICAO Regional Sub-Office in advance of the 14th Asia Pacific Regional Aviation Safety Team (APRAST).

3. Proceedings of the Meeting

- 3.1 CTA of COSCAP-NA opened the meeting and invited the participants to make the self-introduction.
- 3.2 Mr. Arun Mishra gave the opening remarks and emphasized the importance of the regional and sub-regional cooperation and collaboration to enhance aviation safety in the APAC region.
- 3.3 CTA reviewed the 24th NARAST meeting agenda including a cascading view of the GASP, RASG 8 Decision Record, APRAST Decision Record, SEI review, and High level NADI FIJI Decision record regarding a more collaborative approach amongst the 3 APAC COSCAPs.
- 3.4 CTA reviewed the NARAST ToR indicated in the COSCAP-NA IFAPM and briefed the participants of the APRAST meeting and 3 sub working groups.
- 3.5 Mr. Mishra mentioned it is time to collaborate and share resources among the 3 APAC COSCAPs. A joint meeting with the 3 APAC COSCAPs and State DGs chaired by the ICAO Secretary General was held in Fiji at the 55th DGCA in 2018 with an aim to reinforce the strengths, and address inherent challenges within their Programs. 7 action items were recorded as a decision record at the conclusion of the meeting with the first 4 items to be trialed over the coming months. The capacity building matrix (database) introduced by COSCAP-SA is encouraged to be shared by the other two COSCAPs. This will be introduced as a DP at the 4th MC meeting April 25th2019.
- 3.6 CTA introduced the 3 new DPs to be discussed during the 4th MC meeting. Deliberations and discussions will take place as required.

3.7 EASA questioned how to ensure the effectiveness of the regional cooperation. Mr. Mishra commented the Capacity Building Matrix Agreement with Member States (MS) has been ratified by COSCAP-SA and SEA. NA is pending the 19th SCM to establish the agreement for further regional collaboration as per DGCA55 Decision record.

3.8 MC of China queried whether the ToR for the NARAST has the signatory endorsement from all the Team Members. The CTA indicated that he is not aware of any such document. However The NARAST modalities and ToRs form part of the COSCAP-NA IFAPM and is included as an integral part of the Program Document Phase IV.

3.9 Review the 24th NARAST Discussion Records

3.10 Review the APRAST 13 Decision Record/work plan

3.10.1 MC of Macau, China indicated that the draft of Regional Aviation Safety Plan (RASP) has been completed and will be reported to the APRAST 14 for discussion. GASP, GANP and BD have been incorporated into the draft RASP.

3.10.2 MSs/SARs in need of iSTARS SSP Gap Analysis can seek the assistance from COSCAP-NA.

3.10.3 MC of Macau, China commented iSTARS does not contain the status of SSP implementation of Macau, China due to its SAR designation, however, Macau, China has undertaken the assessment of its SSP and validated it is in Phase 3. Same issue exists with Hong Kong China.

3.11. CTA reviewed the Beijing Declaration (BD). Mr. Mishra commented regarding the BD that all the MS DGs are required to report the implementation status of the commitments introduced by the BD. This will be expected at the 56th DGCA to be held in Nepal August 2019.

3.12 CTA reviewed the Regional Safety Priorities and Targets. Sub-regional priorities to be discussed in collaboration with the relevant stakeholders.

3.12.1 It is determined that the APRAST priority of having the Air Operators receive the IATA IOSA and ISSA audit can be set as low level as our MSs/SARs report nearly 100% IOSA compliance of their service providers.

3.12.2 Comments from MSs/SARs regarding the assistance on the ground handling service (ISAGO) is requested by the next NARAST so as to determine whether it should be set as one of the action items of NARAST.

3.12.3 China and ROK with the relatively stronger regulatory authorities can share their best practices and experience accumulated in the areas such as safety data collection and process with other MSs/SARs.

3.12.4 COSCAP-NA organized a CAT mission to Mongolia in the early April 2019 to do the validation on certification of the new UB International Airport. COSCAP-NA MSs/SARs have achieved the full implementation satisfaction on the certification on the international operational airports.

3.12.5 PBN implementation status in China should be updated prior to the next NARAST.

- 3.12.6 RST implementation status in China needs to be reported to RO. MC of China will take action on PBN and RST implementation status update.
- 3.13 Presentation delivered by FAA Ms. Nicole Didyk Wells on Commercial Aviation Safety Team (CAST) SEs.
- 3.13.1 MC of China questioned on the organization structure of CAST in FAA and the relations with the SSP/SMS implementation. FAA replied both CAST and SSP/SMS are under the management of Accident Investigation and Prevention Department, but by different sections.
- 3.14 CTA reviewed the ICAO Annual Safety Report APAC region 2018.
- 3.14.1 The USOAP CMA dashboard of China does not include USOAP audit result of Hong Kong and Macau, but they have their own OLF account for their USOAP preparation.
- 3.15 Presentation from MC of Macau, China on SEI Development and Implementation including the overview, history, objectives and SEI development process. It is emphasized the focus should be shifted from development of SEIs to implementation.
- 3.15.1 MC of China suggested to set up a session on the SEI implementation status by all the MCs in the following NARAST meetings. And also share the Point of Contacts (PoC) of APRAST membership with COSCAP-NA MCs.
- 3.15.2 MC of Mongolia commented MCAA has submitted the SEI implementation survey to RO.
- 3.16 CTA reviewed the open SEI items of COSCAP-NA
- 3.16.1 SE-3 CFIT, COSCAP-NA will verify the status of this SE and will develop the reference materials as required.
- 3.16.2 GSI BP 1a-4, MCAA is requested to seek the implementation status and update on next NARAST meeting.
- 3.16.3 SE-176, CTA observed during the CAT mission of the validation on the certification of the new airport in April 2019 that a Runway Safety Team has been established for the new UB airport and suggested to close this open items for Mongolia. DPRK will advise NARAST on the remaining RST for one of their airports at a later date. It is anticipated that a RST will be set up by the end of this year or early next year.
- 3.16.4 MC of China questioned whether there is criteria to benchmark the implementation status.
- 3.16.5 CTA encouraged to focus on SEI of LOC-I and Runway Safety and MSs/SARs are requested to provide updates on the open items on the next NARAST meeting.
- 3.17 Presentation by ROK on SARPs Management & Implementation System (SMIS) introduction. The presentation was well received. The NARAST acknowledged with appreciation this very useful tool and ROK's willingness to offer the data base with IT support free of charge.

4. Date and Venue of the 26th NARAST Meeting

The 26th NARAST will be held on 23 October 2019 at the ICAO Regional Sub-Office based on the tentative dates to be held for the 15th APRAST.

5. Review of Decisions and Actions from the 25th NARAST meeting.

CTA will finalize the Decisions from the 25th NARAST meeting and circulate it to COSCAP-NA Members for comments prior to final distribution.

PROGRESS OF RASG-APAC 2018/2019 YEARLY AND STANDING WORK PROGRAMME

S/N	Decision RASG- APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description
1	4/4, 4/23	Decisions APRAST 5/9, 6/28 and 7/23 Conclusion APRAST 5/4 Decision APRAST 10/4 APRAST/10 Report para 6.5.11	-	APRAST Co-Chairs	<p>Coordination with APANPIRG and its sub-groups</p> <p>Pursue the development of the coordination mechanism between APANPIRG and RASG-APAC at the next APANPIRG – RASG-APAC coordination meeting in 2015. The coordination mechanism should address issues such as:</p> <ul style="list-style-type: none"> a) the attendance of RASG-APAC /APRAST representatives at relevant APANPIRG bodies and vice versa; b) the development of an analysis body (similar to the RMA/EMA models that report to RASMAG for vertical and horizontal safety analysis) that manages ATS safety concerns/occurrences for onward reporting to APRAST/RASG-APAC; and c) the review and endorsement of subsequent versions of the APAC Seamless ATM Plan by APANPIRG and RASG-APAC.
<p>STATUS S/N-1:</p> <p>Open –</p> <p>In addition to the progress updated at previous meetings, APRAST/10 agreed to focus on the following three issues: <i>large height deviations, English language</i></p>					

S/N	Decision RASG- APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description
<p><i>proficiency and terrain/obstacle databases</i>, with respect to coordination between APANPIRG and RASG-APAC. Decision APRAST 10/4 refers.</p> <p>APRAST/10 also agreed for SRP WG to work with IATA to obtain more information on issues related to TCAS-RA and Large Height Deviations for further discussion at APRAST/11. (APRAST/10 Report para 6.5.11 refers).</p> <p>APANPIRG and RASG-APAC Secretariats discussed. As the topics on large height deviations and terrain/obstacle databases are already being looked at in APANPIRG, it is recommended RASG-APAC do not duplicate work for these subjects and that SRP WG to take up the subject on English Language proficiency for discussion with between APANPIRG. Further discussion at APRAST/12.</p> <p>APRAST/12 update: No further discussion in APRAST/12. But there is an initiative ongoing with ICAO HQ where PIRG/RASG Focus Group is working out a methodology to introduce PIRG and RASG together under one Plenary and coordinate the subgroups accordingly. After the ToRs are finalized, it will be discussed in PIRG and RASG forum.</p> <p>APRAST/13 update: PIRG-RASG coordination process is on-going with the Focused Group by ICAO HQ till ToRs are finalized.</p>					
2		Decisions APRAST 7/3, 8/24	-	Secretariat Nokscoot	<p>Dedicated web portal for RASG-APAC/APRAST</p> <p>Develop a two-tier online access to RASG-APAC website to allow for:</p> <ul style="list-style-type: none"> a) A documents management system for public view; and b) A protected workspace to allow APRAST members to collaborate and exchange

S/N	Decision RASG- APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description
					<p>working information.</p> <p>This item aims to enhance access and visibility of RASG-APAC/ APRAST work and for more efficient collaboration among its members.</p>
<p><u>STATUS S/N-2:</u></p> <p>Closed –</p> <p>NokScoot and Secretariat have outlined the scope and contents of the two-tier website. NokScoot presented the progress of the protected workspace for APRAST members to collaborate and exchange working information which included the scope and outline of the two-tier web site for RASG-APAC. NokScoot will continue to develop the website and later its website user guide.</p> <p><i>APRAST/12 update:</i> No further update from the champion. New Champion may be nominated in APRAST/13 or Close the item.</p> <p><i>APRAST/13 update:</i> Closed considering no progress from the Champion.</p>					
3		<p>Decisions APRAST 7/31, 8/13</p> <p>Decision APRAST 10/5</p>	RE 1	FSF and IFALPA	<p>Causal factors with pilot decision to not go-around</p> <p>Promote pilot adherence to SOPs for approaches including go-around decision making</p>

S/N	Decision RASG- APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description
<p><u>STATUS S/N-3:</u></p> <p>Open –</p> <p>FSF presented to APRAST/10 its report on Go-Around Decision- Making and Execution Project Report related to SEI RE/1. FSF, with assistance from Secretariat, will disseminate the report to APRAST members, to seek comments on the report's recommendations, for discussion on possible next steps at APRAST/11. SL Ref T 6/8.2.1 - AP075/17 (FS) dated 21 July 2017 and FSF Report disseminated with deadline for comment by 29 Sep 2017 - 5 responses received. FSF and SEI WG updated. SEI WG is working with FSF to review the responses. Pending further up from SEI WG.</p> <p>APRAST/11 update: Following the SEI WG Breakout Session, it was decided that with assistance FSF and IATA will circulate the list of prioritized recommendations to APRAST members to seek comments for discussion on possible next steps at APRAST12</p> <p>APRAST/12 update (Decision APRAST12/6 refers): FSF and IATA to provide the Secretariat with the 10 priority items to be circulated to APRAST members for further clarification, if any in order to decide any item as APAC SEI. Those 10 priority items from FSF and IATA will be circulated amongst the States for review along with FSF final report and IATA guidance on unstable approaches as attachments/hyperlinked for background information from these 2 documents when they review the 10 priority items.</p> <p>APRAST/13 update: A comparison table of those 10 priority items between FSF and IATA was created in order to give a full picture of those common prioritized recommendations from both FSF and IATA reports. This comparison table contains the details recommendations from both FSF and IATA reports with reference. However, this comparison table of those 10 priority items have not been circulated prior to this APRAST/13. As the Decision APRAST 12/6 is still open, this comparison table will be circulated to all APRAST members by Secretariat for members' consideration and if any clarification need from both FSF and IATA prior to APRAST/14, in order to decide if any those recommendations will be considered to be APAC SEI(s) in APRAST/14.</p>					
4	RASG- APAC	APRAST 13		Singapore	Formulating the Regional Aviation Safety Plan (RASP) for APAC Region

S/N	Decision RASG- APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description
	Decision 8/12 and 8/14	(Agenda 7: RASP Break out)		& AAPA	

STATUS S/N-4:

Open –

APRAST/13 update: The first meeting of the AP-RASP ad-hoc WG was attended by Singapore and AAPA (Co-Leads), Australia, Bangladesh, Cambodia, China, Hong Kong (China), India, Macau (China), Nepal, Thailand, US, ACI, Airbus, Boeing, IATA, IFALPA, and ICAO APAC Office. The group discussed the structure, contents and flow of the RASP, and agreed that the AP-RASP would follow draft GASP 2020-2022 Edition structure for consistency, albeit the document would be kept brief, concise and easy to understand. Also, no new operational SEIs would be added, and the work to develop the AP-RASP would focus more on integrating existing building blocks and enhancing information links/ flows between these. The group also noted the preliminary RASP development timeline as follows:

- Jan 2019: Co-Leads to perform comprehensive gap analysis, and disseminate the following to ad-hoc WG members, ICAO APAC Office and other relevant stakeholders:
 - Confirmed ad-hoc WG member list
 - Ad-hoc WG TOR
 - Draft AP-RASP outline
 - Reference materials
 - Assigned tasks and deadlines to respective Custodians
- By end-Jun: Complete development and review of draft
- Jul: APRAST/14 to endorse AP-RASP
- Nov: RASG-APAC/9 to approve AP-RASP

S/N	Decision RASG- APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description
<p>The participants of the first AP-RASP ad-hoc WG were reminded to inform APRAST Secretary/ ICAO APAC Office (APAC@icao.int) details of their designated Points-of-Contact by 31 December 2018.</p>					
5	RASG- APAC Decision 8/14				Production of Annual Safety Report 2018 & 2019
<p><u>STATUS S/N-5:</u></p> <p>Open –</p> <p>APRAST/13 update: ICAO APAC Annual Safety Reports for 2018 will be published by 15 December 2018. ASR 2019 will be delivered within agreed timelines and remain focussed on current regional priorities. A draft APAC ASR will be sent to SRP WG members through the Secretariat by 31 May 2019, for members to provide feedback, prior to the draft report being finalised.</p> <p>Every effort will be made to deliver the report earlier than previous APAC ASR's with the delivery date for the 2019 report scheduled for 15 October 2019. Where possible, contributing factor information will also be included in APAC ASR's.</p> <p>SRP Co-Chairs to present a working paper at APRAST/14 discussing the development, by the SRP WG, of a regional risk register. The risk register will be distinct from the APAC Annual Safety Report and be supported by the IAT. A decision will be sought at APRAST/14 as to whether the SRP WG / IAT can proceed with this initiative.</p>					
6	RASG-	APRAST-13, Agenda		Related	Follow up of Beijing Declaration

S/N	Decision RASG- APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description
	APAC Decision 8/14	8		APRAST Working group	<p>Safety:</p> <ul style="list-style-type: none"> a) Progressively enhance safety oversight capability to achieve a USOAP EI score higher or equal to the global average by 2022; b) Implement an effective State Safety Programme (SSP) by 2025; c) Endeavour not to have any Significant Safety Concerns (SSCs) under the USOAP Continuous Monitoring Approach (CMA), and to resolve any future SSCs within the time frame agreed with ICAO; d) Certify all aerodromes used for international operations by 2020; e) Use data driven methodologies to identify high risk categories of occurrences (e.g. runway safety, loss of control in flight and controlled flight into terrain), and implement collaborative solutions to reduce accident rates and fatalities in the Region; and f) Include aviation safety in national planning frameworks such as National Development Plans (NDPs) supported by robust Civil Aviation Master Plans.
<p><u>STATUS S/N-6:</u></p> <p>Open –</p> <p>APRAST/13 update: Representatives of all the groups participated in the break out session. The Work Programme mainly focuses the tasks arising from Beijing Declaration. RASG tasked the APRAST to formulate the action plan to achieve the target of the Ministerial Declaration in 2018/2019 work programme relevant to</p>					

S/N	Decision RASG- APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description
<p>aviation safety. It was revealed that task as described in serial a, b, c, e, and g are within the purview of the APRAST and those tasks are a continuous process and ongoing. Serial d on the task of Aerodrome Certification is taken over by APANPIRG. Serial f, APRAST can assist States providing guidance in developing a National Aviation Safety Plan (NASP). Serial h, I and j are not within APRAST ToRs. However, Secretariat will be responsible to provide required feedback time to time on the below tasks taking feedback from the States.</p> <p>Follow up of Beijing Declaration: "Safety"</p> <ul style="list-style-type: none"> a) Progressively enhance safety oversight capability to achieve a USOAP EI score higher or equal to the global average by 2022; - APRAST b) Implement an effective State Safety Programme (SSP) by 2025; - APRAST c) Endeavour not to have any Significant Safety Concerns (SSCs) under the USOAP Continuous Monitoring Approach (CMA), and to resolve any future SSCs within the time frame agreed with ICAO; - APRAST d) Certify all aerodromes used for international operations by 2020; - APANPIRG e) Use data driven methodologies to identify high risk categories of occurrences (e.g. runway safety, loss of control in flight and controlled flight into terrain), and implement collaborative solutions to reduce accident rates and fatalities in the Region; - APRAST f) Include aviation safety in national planning frameworks such as National Development Plans (NDPs) supported by robust Civil Aviation Master Plans. – NOT WITHIN THE PURVIEW OF APRAST EXCEPT MONITORING THE NASP. <p>Collaboration:</p> <ul style="list-style-type: none"> a) Promote regional government and industry collaboration for sharing of best practices in safety management through the Regional Aviation Safety Group (RASG). – APRAST 					

S/N	Decision RASG- APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description
<p>Independent Accident Investigation Body:</p> <p>b) Accident Investigation: Commit to either establish an accident investigation authority that is independent from State aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation or where appropriate develop a bilateral, sub-regional or regional partnership to support the establishment of accident investigation capabilities to serve the Region, sub-region or State" - AIG</p> <p>Human Resource Development:</p> <p>c) Establish access to quality training; and</p> <p>d) Encourage sharing of resources bilaterally and/or multi-laterally as well as with industry partners."</p> <p>- NOT WITHIN THE PURVIEW OF APRAST EXCEPT MONITORING ANY CAPACITY BUILDING INITIATIVE.</p>					



International Civil Aviation Organization

EIGHTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP – ASIA AND PACIFIC REGIONS (RASG-APAC/8)

Bangkok, Thailand, 6-7 September 2018

Attachment 4

PROPOSED CHANGES TO ASIA PACIFIC REGIONAL AVIATION SAFETY PRIORITIES AND TARGETS

(Presented by APRAST Co-Chairs)

SUMMARY

This Paper reports on the outcomes of the review of the APAC Regional Aviation Safety Priorities and Targets by the Ad-hoc Working Group of the Asia Pacific Regional Safety Priorities and Targets (AP-RASPAT) in accordance with Decision RASG-APAC/7/5, Conclusion APRAST 11/1, and Decisions APRAST 12/3 and APRAST 12/4.

Action by the meeting is at Paragraph 3.1 of this Working Paper.

1. INTRODUCTION

1.1 The APAC Regional Aviation Safety Priorities and Targets were approved at RASG-APAC/4 in 2014. The progress and achievement of the APAC Regional Aviation Safety Targets is monitored at APRAST meetings, and reported at the annual RASG-APAC meeting. To achieve greater alignment with the ICAO Global Aviation Safety Priorities and Targets outlined in the Global Aviation Safety Plan (GASP), taking into account latest industry developments and current and emerging issues, RASG-APAC/7 agreed that it was necessary to review the Asia Pacific Regional Aviation Safety Priorities and Targets and to complete the review by RASG-APAC/8 in 2018 (Decision RASG-APAC/7/5 – Update on Asia Pacific Regional Priorities and Targets (WP/5)).

1.2 For this purpose, APRAST/11 established an Asia Pacific Regional Aviation Safety Priorities and Targets (AP-RASPAT) ad-hoc Working Group comprising States/ Administrations and Industry (see **Appendix A** for list of members), with support from ICAO APAC office, to review and propose updates to the Asia Pacific Regional Aviation Safety Priorities and Targets at APRAST/12 with a view to seek approval at RASG-APAC/8 (Conclusion APRAST 11/1 – Revision of Regional Priorities and Targets (WP/7) and Proposed Review of Asia-Pacific Aviation Safety Regional Priorities and Targets (WP/15)). The proposed changes to the Asia Pacific Regional Aviation Safety Priorities and Targets and proposed mechanism for future review of the Priorities and Targets (WP/6) were endorsed at APRAST 12 to be submitted for approval at RASG-APAC/8 (Decision APRAST 12/3 and 12/4 – Outcomes of the Review of the Asia Pacific Regional Aviation Safety Priorities and Targets).

2. DISCUSSION

Key proposed changes to Priorities and Targets

2.1 The AP-RASPAT ad-hoc WG completed the review in accordance with the agreed key considerations for the review (as stated in APRAST 11 WP/15 – see **Appendix B**). APRAST/12 agreed with the ad-hoc WG's view that after having successfully completed the development of Safety Enhancement Initiatives (SEIs) and other guidance materials in the past few years, it would be appropriate for APRAST to focus on ensuring the proper implementation of these initiatives over the next three years. The following main reference sources were used in the review:

- a) Draft ICAO GASP Edition 2020-2022 – Goals, Targets and Indicators;
- b) 2018 Beijing Declaration (previously known as 'APAC Ministerial Declaration') – Goals and Targets;
- c) APAC Annual Safety Reports (2014 to 2017);
- d) Report of 4th APANPIRG-RASG Coordination Meeting;
- e) Global Forum on RASGs and PIRGs held on 13 December 2017 at ICAO Headquarters; and
- f) ICAO iSTARS.

2.2 The endorsed tracked revisions to the existing Priorities and Targets, as well as their accompanying rationales and reference sources, are at **Appendix C**. The highlights of the changes are as follows:

- a) Adding of an overarching strategic safety objective, reference the new GASP aspirational goal to achieve zero fatalities in scheduled commercial operations, i.e. no fatalities recorded on scheduled commercial flights in a given year, by 2030. This is accompanied by a short foreword to provide the context and the rationale behind the structure and contents of Regional Aviation Safety Priorities and Targets, and how progress of APAC State/Administration and Industry Organisations in achieving the targets are monitored;
- b) Updating of Regional Aviation Safety Priorities and respective Metrics to support this aspirational goal and the objectives of the GASP. For example, to better align with ICAO's safety performance indicators, the number of fatal accidents per million departures in the APAC region will be tracked, in addition to the original indicator of number of fatal accidents irrespective of the volume of air traffic. Several new metrics that will be introduced in ICAO GASP Edition 2020-2022, of which the sharing of best practices and development of guidance materials on a regional basis will benefit APAC States, have also been incorporated. These include the number of States having implemented an effective SSP (i.e. having achieved Level 4 progress in SSP Implementation), the number of States having developed a national aviation safety plan, and the number of certified aerodromes in APAC region that are used for international operations.

- c) Updating of Actions to fulfil their associated Priorities. For example, to reduce operational risks in the APAC region, APRAST should continue its focus on the development of the current SEIs to address the global priority areas, as well as other priority areas as identified for the APAC region, including emerging risks. RASG-APAC and APRAST should step up to provide implementation support to States and industry through the development of better guidance materials, promote regional government and industry collaboration for sharing of best practices, organising workshops on SEI implementation, newer areas of safety management, and development of national aviation safety plans. Conversely, completed Actions have been removed, such as the initiation of programmes to increase the number of qualified inspectors in the region, and the establishment of a dedicated task force by APRAST to develop an action plan on capacity building.
- d) Updating of Regional Aviation Safety Targets and timelines to support their associated Actions. For example, given that APRAST should focus on implementation of SEIs and the tracking thereof in the next few years, all States/Administrations and industry should update the online monitoring mechanism on their status of implementation of all applicable priority SEIs in RASG-APAC work programme by end-2019. The effectiveness of SEI implementation will be reflected in maintaining a decreasing trend of fatality risk in the APAC region. In line with the 2018 Beijing Declaration target to progressively enhance the safety oversight capability of APAC States/Administrations, APAC States/ Administrations will endeavour to have no Significant Safety Concerns (SSCs) under the USOAP Continuous Monitoring Approach (CMA), and to resolve any future SSCs within the time frame agreed with ICAO. The APAC region will also aim to achieve an average overall USOAP EI score, as well as in the areas of AIG and AGA, higher or equal to the global average by 2022. To ensure that the APAC region is well prepared to meet the draft GASP Edition 2020-2022 targets, all APAC States/ Administrations will work towards developing national aviation safety plans by 2025, and certifying all aerodromes used for international operations by 2020. Completed Targets which have been removed include the development of an action plan on capacity building by June 2016, the development of currently identified priority SEIs by end-2017, and industry to implement SMS by 2017.

Future reviews of Priorities and Targets

2.3 APRAST/12 also agreed with the RASGAP ad-hoc Working Group's recommendation not to form a permanent Working Group for future reviews of the APAC Regional Aviation Safety Priorities and Targets, and that it would be appropriate for the Secretariat (ICAO APAC Office) to be the custodian of the Asia Pacific Regional Aviation Safety Priorities and Targets. This will allow APRAST the flexibility to configure an ad-hoc "task-force"-type mechanism to assist the Secretariat in the review process, and for the rotation of members of this task-force among APAC States/Administrations and Industry Organisations. However, a permanent mechanism and frequency for the review should be determined, and a progress report should continue to be presented by the APRAST Co-Chairs at every APRAST meeting.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) approve the revisions to the Regional Aviation Safety Priorities and Targets as described in paragraph 2.2 and **Appendix C** of this paper; and
- b) approve the mechanism for future reviews as described in paragraph 2.3 of this paper;

as proposed by the AP-RASPAT ad-hoc Working Group and as endorsed by APRAST/12.

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AD-HOC WORKING GROUP OF THE ASIA PACIFIC REGIONAL SAFETY PRIORITIES AND TARGETS

STATES/ ADMINISTRATIONS		
1. CHINA	1.	Capt. Zeng Ming Deputy Director, GA Flight Standards Division, Flight Standards Department Civil Aviation Administration of China (CAAC)
	2.	Capt. Li Ye Deputy Director, Safety Information Division Aviation Safety Office Civil Aviation Administration of China (CAAC)
2. HONG KONG, CHINA	3.	Mr. LAU Sai Lung Michael, Acting Chief, Flight Standards
	4.	Ms. FONG Lilian Senior Operations Officer (Strategic Safety)
3. INDIA	5.	Mr. Maneesh Kumar Director Air Safety
	6.	Mr. Rahul Agarwal Air Safety Officer
4. MACAU	7.	Mr. PUN Wa Kin (Stanley) Acting Director – Flight Standards & Licensing
5. PAKISTAN	8.	Mr. Hasan Mujahid Senior Joint Director (Ops) Pakistan Civil Aviation Authority

STATES/ ADMINISTRATIONS		
6. PHILIPPINES	9.	Mr. Luciano R. Macuse Chief, RSSD, of the Aerodrome and Air Navigation Safety Oversight Office (AANSOO) Civil Aviation Authority of the Philippines
	10.	Mr. Tan Kah Han Senior Director (Safety Regulations) / Director (Airworthiness / Flight Operations) Safety Regulation Group Civil Aviation Authority of Singapore
7. SINGAPORE	11.	Mr. Ang Ruiyi Manager (Strategy & Intelligence) Safety Policy & Licensing Division Civil Aviation Authority of Singapore
	12.	Mr. Brian Hutchins Asia Pacific Regional Coordinator International Program Division Flight Standards Service Federal Aviation Administration 600 Independence Ave, SW Washington, DC 20597
8. UNITED STATES		

STATES/ ADMINISTRATIONS		
	13.	<p>Mr. Chad Brewer</p> <p>CAST International Representative – Asia Pacific</p> <p>Federal Aviation Administration</p> <p>800 Independence Avenue, SW</p> <p>Washington, DC 20591</p>
INDUSTRY ORGANISATIONS		
1. Airports Council International (ACI)	14.	<p>SL Wong</p> <p>Head - Technical & Industry Affairs</p> <p>ACI Asia-Pacific</p> <p>Hong Kong International Airport</p> <p>Hong Kong</p>
2. International Air Transport Association (IATA)	15.	<p>Mr Gerardo Hueto, Assistant Director, Safety and Flight Operations-ASPAC</p>

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KEY CONSIDERATIONS FOR THE REVIEW OF ASIA-PACIFIC AVIATION SAFETY REGIONAL PRIORITIES AND TARGETS (APRAST 11 WP/15)

The review of the Regional Aviation Safety Priorities and Targets focussed on the following aspects:

- a) Ensure alignment of the existing Regional Aviation Safety Priorities and Targets to ICAO's objectives including the GASP. Take into account tentative Targets and Indicators that the GASP Study Group (GASP-SG) is proposing to be included in the next edition (2020-2022) of the GASP, outcomes of the review of USOAP methodology processes and tools by the Group of Experts for a USOAP Structured Review (GE USR), as well as the APAC Ministerial Conference Declaration 2018.
- b) Take into account the current safety performance of the APAC region. Considering the continued strong growth in air traffic in the APAC region, it is necessary that the APAC region step up its commitment to improve its safety oversight capability.
- c) Most regional Priorities remain valid, based on the assessment of the APAC region's current safety performance. However, the Actions and Targets should be updated and enhanced, based on the progress made and the experience gained thus far. For example, the Target, 'Task force (to be formed by APRAST) to develop an action plan on capacity building by June 2016' under the Priority, 'Improvements to safety oversight /Industry safety audits' has been achieved and should be removed;
- d) Consider the need to align the terminologies for consistency in reporting and measurement of progress. For example, the Metric, 'Number of fatal accidents irrespective of the volume of air traffic in the APAC region' under the Priority, 'Reduction of operational risks' should be aligned to ICAO Indicators which measure fatalities instead of fatal accidents;
- e) Provide for more realistic target setting by ensuring that Targets and associated deadlines set should be implementable for Industry and States/Administrations, while Target Indicators should also be based on data that are easily available or supportable; and
- f) Ensure a balance of targets that focus on organisational or systemic improvements, and targets that address operational safety risks. To this end, Industry should play an active role in setting targets for its implementation.

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NOTES ON THE PRESENTATION OF THE AMENDMENT TO RASG-APAC REGIONAL AVIATION SAFETY PRIORITIES AND TARGETS

The text of the amendment is arranged to show deleted text with a line through it and new text highlighted in grey shading, as shown below:

~~Text to be deleted is shown with a line through it.~~

text to be deleted

New text to be inserted is highlighted with grey shading.

new text to be inserted

~~Text to be deleted is shown with a line through it~~ followed by the replacement text which is highlighted with grey shading.

new text to replace existing text

RASG-APAC REGIONAL AVIATION SAFETY PRIORITIES AND TARGETS

RASG-APAC Regional Aviation Safety Priorities and Targets (Version 2.01)

Considering the continued strong growth in air traffic in the APAC region, it is necessary that the APAC region step up its commitment to improve its safety oversight capability, which relates to the reduction of regional operational risks and improvement in safety oversight capabilities of States. For this purpose, the APAC Regional Priorities and Targets were developed at APRAST/5 (September 2014), taking into account the discussions at APRAST/3 and the then-newly adopted ICAO Global Aviation Safety Plan (GASP), and approved at RASG-APAC/4.

The underlying objective of the APAC Regional Aviation Safety Priorities is rooted in the GASP aspirational goal to achieve zero fatalities in scheduled commercial operations, i.e. no fatalities recorded on scheduled commercial flights in a given year, by 2030. The APAC Regional Aviation Safety Priorities support this aspirational goal and the objectives of the GASP, and primarily stem from the analysis presented in the APAC Annual Safety Report, which identifies safety-related challenges and the prioritisation of areas that require action to enhance safety in the APAC region.

The APAC Regional Aviation Safety Priorities are grouped into five areas:

- a. Reduction in Operational Risks
- b. Improvements in Safety Oversight and Compliance
- c. Consistent and effective Safety Management Systems (SMS) and State Safety Programmes (SSP)
- d. Predictive risk management and advanced regulatory oversight
- e. Enhanced aviation infrastructure

Arising from the Priorities are Actions that serve to fulfil their associated Priorities. Targets that support the Actions are selected to ensure a balanced focus on organisational or systemic improvements and addressing operational safety risks.

The region's progress in attaining the APAC Regional Aviation Safety Targets is continuously monitored at APRAST meetings, and reported at the annual RASG-APAC meeting. The implementation of SEIs is monitored through the implementation of their outputs as updated by States/Administrations on an online monitoring mechanism.

The APAC Regional Aviation Safety Priorities and Targets, and associated timelines, are updated periodically to remain aligned to the ICAO Global Aviation Safety Goals, Targets and Indicators outlined in the revised Global Aviation Safety Plan (GASP). The current Version 2.1 of the APAC Regional Aviation Safety Priorities and Targets incorporates tentative targets of the GASP Edition 2020-2022 and the APAC Ministerial Declaration 2018, otherwise known as the Beijing Declaration.

	Regional Aviation Safety Priorities	Action	Regional Aviation Safety Targets
	<p>Reduction of operational risks</p> <p>According to the APAC Annual Safety Report 2017, the percentage of global fatal accidents attributed to the APAC region has increased from 11% in 2008 to 25% in 2011, the accident and fatal accident rates attributable to States/Administrations in the APAC region improved from 3 and 0.28 respectively in 2014 to 1.69 and 0.16 respectively in 2016.</p> <p>The report has also identified Loss of Control In-Flight (LOC-I), and Controlled Flight Into Terrain (CFIT) and runway safety related accidents as the main contributing factors to fatal accidents in the APAC region, which is in line with similar to the analysis in the ICAO Global Aviation Safety Plan.</p> <p>Metric:</p> <ul style="list-style-type: none"> Number of fatal accidents irrespective of the volume of air traffic in the APAC region, and number of fatal accidents per million departures. 	<p>Implement priority Safety Enhancement Initiatives (SEIs)</p> <ul style="list-style-type: none"> RASG-APAC should continue its focus on the development of the current SEIs to address the global priority areas of LOC-I, CFIT and Runway Safety and other priority areas as identified for the APAC region, which may include emerging risks such as UAS, aircraft network security, dangerous goods, global flight tracking and space transportation. States/ Administrations should use data driven methodologies to identify high risk categories of occurrences, and implement collaborative solutions to reduce accident rates and fatalities in the region. RASG-APAC should continue to provide implementation support to States and industry, including through the development of better guidance materials as well as the organisation of workshops to provide assistance and guidance to APAC States e.g. on SEI implementation. States/ Administrations and industry should likewise accord priority to the implementation of these SEIs. 	<ul style="list-style-type: none"> RASG-APAC to complete the development of currently identified priority SEIs by end 2017. All States/Administrations and industry to update the online monitoring mechanism on their status of implementation of all applicable priority SEIs in RASG-APAC work programme by end-2019. [Regional Performance Dashboard] Reduction in the number of fatal accidents in 2018 compared to 2014 Maintain a decreasing trend of fatal accidents per million departures, irrespective of the volume of air traffic in the APAC region, with a view to achieve an aspirational target of zero fatalities by 2030.
	<p>Improvements to safety oversight /Industry safety audits</p> <p>Recognizing that the APAC region has one of the fastest air traffic growth rates and that effective safety oversight systems are crucial in ensuring high standards of safety,</p>	<p>Enhance safety oversight systems through capacity building</p> <p>Capacity building is an important element to enhance safety oversight capabilities. Considering that ICAO's last</p>	<ul style="list-style-type: none"> Task force (to be formed by APRAST) to develop an action plan on capacity building by June 2016.

	Regional Aviation Safety Priorities	Action	Regional Aviation Safety Targets
	<p>States should enhance their safety oversight system as a high priority.</p> <p>Metric:</p> <ul style="list-style-type: none"> APAC States' ICAO USOAP CMA effective implementation rate. Number of service providers participating in the corresponding, ICAO-recognized industry assessment programmes. 	<p>comprehensive systems approach audit cycle showed that the highest lack of effective implementation (52%, please see Figure 1 below) was in the area of CE-4 "qualified personnel", programmes should be initiated to increase the number of qualified inspectors in the region. A dedicated task force should be established by APRAST to develop an action plan on capacity building.</p> <p>Resolve Significant Safety Concerns (SSCs)</p> <p>States should accord the utmost priority to the resolution of any SSCs identified by the ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) programme. States with SSCs should draw on the necessary resources available, including technical assistance from other States and regional programmes such as COSCAPs, where necessary, to resolve the SSCs promptly.</p> <p>Use of the IATA Operational Safety Audit (IOSA) and the IATA Standard Safety Assessment (ISSA)</p> <p>IOSA registered carriers have demonstrated safety performance more than 2 times better than that for non-registered operators for the period between 2008 and 2013. IOSA can be utilised as an effective tool for States to evaluate operational capability and to establish level of confidence of air operators. Airlines are encouraged to pursue IOSA registration as a means to strengthen their safety management and compliance. States should consider various options to leverage IOSA from including recognition of IOSA to encouraging IOSA registration for all applicable operators. ISSA is a new safety programme,</p>	<ul style="list-style-type: none"> [RPD] States to progressively enhance safety oversight capability to achieve at least 75% EI in USOAP CMA, by 2017 and to achieve an APAC average overall USOAP EI score higher or equal to the global average by 2022. [RPD] States to resolve any SSCs identified by the ICAO USOAP CMA programme promptly within the timeline specified in the corrective action plan and agreed to by ICAO. Endeavour to have no Significant Safety Concerns (SSCs) under the USOAP Continuous Monitoring Approach (CMA), and to resolve any future SSCs within the time frame agreed with ICAO. By 2020, (1) increase the number of IOSA registered APAC airlines by 50% over end-2016 figures; By 2020, (2) increase the number of ISSA registered APAC airlines by 15% over end-2016 figures.

	Regional Aviation Safety Priorities	Action	Regional Aviation Safety Targets
		<p>applicable to smaller operators whose aircraft or business model does not meet the eligibility criteria of IOSA. States are also encouraged to promote ISSA registration for all applicable operators.</p> <p>Use of the IATA Safety Audit for Ground Operations (ISAGO) to improve ground safety</p> <p>Aircraft ground damage is a significant APAC issue and contributes to a global figure of nearly US\$ 4-billion annual loss in terms of damage and injury. ISAGO aims to improve safety oversight of ground service providers, promptly identify ground operation activities with higher risks and reduce the number of accidents related to ground operations. With these aims in mind, operators are encouraged to pursue ISAGO registration for ground service providers for enhancement in aviation safety.</p>	<ul style="list-style-type: none"> By 2020, (3) pursue 50% increase in ISAGO registrations over end-2016 figures .
	<p>Consistent and effective Safety Management Systems (SMS) and State Safety Programmes (SSP)</p> <p>The growing air traffic in the APAC region and the increasingly complex operating environment necessitate the involvement of both industry and States in ensuring high levels of safety. During the period between 2008 and 2012, 27% of APAC accidents involved deficiencies in safety management while 33% of the accidents in APAC involved deficiencies in regulatory oversight. Effective implementation of SMS is essential for the industry to identify hazards and resolve safety concerns. The robust implementation of the SSP also enables States to focus their safety oversight resources where they are most needed.</p> <p>In addition, States should develop national aviation safety</p>	<p>Support robust implementation of SMS and SSP</p> <ul style="list-style-type: none"> Promote regional government and industry collaboration for sharing of best practices in safety management through RASG-APAC RASG-APAC should facilitate the sharing of best practices amongst States in the region on SMS and SSP. States should accord priority to the implementation of SMS and SSP to achieve an acceptable level of safety in aviation operations. RASG-APAC and APRAST should focus on assisting States in the implementation of SMS and SSP, and in the development of national aviation safety plans. 	<ul style="list-style-type: none"> [RPD] Industry, particularly airlines, aviation training organizations, maintenance and repair organizations, airport operators, air navigation service providers, organizations responsible for the type design or manufacture of aircraft and aviation service providers to implement SMS by 2017. [RPD] All States to implement the full ICAO SSP by 2025 All States to develop national

	Regional Aviation Safety Priorities	Action	Regional Aviation Safety Targets
	<p>plans detailing an operations roadmap to address operational challenges and mitigate operational and organizational safety risks, so as to achieve a continuous reduction of regional operational risks and improvement in safety oversight capabilities of States.</p> <p>Metrics:</p> <ul style="list-style-type: none"> Number of organizations that have implemented SMS as a percentage of the number of organizations required to implement SMS. Number of States having achieved Level 4 progress in SSP Implementation. Number of States having developed a national aviation safety plan. 		aviation safety plans by 2025.
	<p>Predictive risk management and advanced regulatory oversight Data-driven regulatory oversight</p> <p>The evolution from reactive to predictive safety management and data-driven regulatory oversight systems hinges on the availability of high quality safety data. Proper risk management and oversight is also reliant on the effective investigation of accidents and incidents in order to prevent recurrence.</p> <p>Many APAC States have yet to fully implement ICAO Annex 13 requirements for accident investigation (53% - please see Figure 2 below). AIG AWG recommendations offer guidance to States to at least meet the minimum requirements. Implementation of these recommendations would help to improve each State's capacity to effectively investigate accidents and serious incidents and should also</p>	<p>Implementation of APAC AIG AWG recommendations to address Annex 13 requirements</p> <p>States should consider it a priority to implement the APAC AIG's recommendations.</p> <p>Establish a structure for safety data collection, analysis and sharing</p> <p>RASG-APAC should establish an action plan that facilitates the use of standardized taxonomies for data collection in the region. Standardized taxonomies, for example in the description of safety occurrences, ramp inspection outcomes and definitions of audit findings, would facilitate the benchmarking and sharing of data among States. In the longer term, RASG-APAC should put in place a structure for the collection, analysis and</p>	<ul style="list-style-type: none"> [RPD] States to achieve at least 75% EI in AIG of USOAP CMA, by 2017 and an APAC average USOAP EI score in AIG higher or equal to the global average by 2022. To develop regional mechanism for data collection, analysis and sharing by 2017/2020.

	Regional Aviation Safety Priorities	Action	Regional Aviation Safety Targets
	<p>enhance the level of reporting by States to assist in the identification of regional safety issues and trends.</p> <p>Furthermore, APAC States often lack the resources and expertise to manage and collect data on a State level and there are currently no formal mechanisms in place that allow for the sharing and benchmarking of information at the regional level.</p> <p>Finally, while many air operators in APAC have Flight Data Analysis Programmes, many have yet to fully incorporate the data into their risk management decision-making and few are leveraging on the valuable information available from external data-sharing platforms such as the IATA Flight Data Exchange (FDX) or the FAA Aviation Safety Information Analysis and Sharing (ASIAS) programmes.</p> <p>Metrics:</p> <ul style="list-style-type: none"> States' ICAO USOAP CMA EI rate for AIG module 	<p>sharing of safety and operational data in the region in support of predictive a comprehensive approach to risk management.</p> <p>Establish a mechanism for regional data collection and sharing</p> <p>RASG-APAC should facilitate initiatives to develop regional data collection, analysis and sharing systems, including collaboration with existing data sharing systems ASIAS and IATA FDX programmes, with support from States and industry.</p> <p>Enhance the protection of aviation data information</p> <p>RASG-APAC should encourage States/ Administrations to adopt safety information protection protocols.</p>	<ul style="list-style-type: none"> By 2020, pursue 50% increase in participation in flight data sharing initiatives by APAC air operators, with aircraft of mass 27,000kg above, over end-2016 figures. APAC States to provide assurance that predictive risk management is fully effective by 2027.
	<p>Enhanced Aviation Infrastructure</p> <p>Air Traffic Services</p> <p>Sustainable growth of the international aviation system will require the introduction of advanced safety capabilities (e.g. full trajectory-based operations) that increase capacity while maintaining or enhancing operational safety margins. The long-term safety objective is intended to support a collaborative decision making</p>	<p>Coordination with APANPIRG</p> <ul style="list-style-type: none"> Support the implementation of ASBU and ensure their implementation accounts for and properly manages existing and emerging risks (i.e. approaches with vertical guidance (APV) to mitigate CFIT and runway excursion). Jointly develop the proper structures to sustain the collection and sharing of regional ATM 	<ul style="list-style-type: none"> Implement structures between RASG and APANPIRG to facilitate collection and sharing and resolution of ATM-related safety issues by mid-20179.

	Regional Aviation Safety Priorities	Action	Regional Aviation Safety Targets
	<p>environment characterized by increased automation and the integration of advanced technologies on the ground and in the air, as contained in ICAO's Aviation System Block Upgrades (ASBUs) strategy.</p> <p>Aerodrome Facilities</p> <p>Particular attention should be paid to runway safety. Most aerodromes in the region are not equipped with the appropriate infrastructure to support safe operations, and/or are not certified due to lack of capacity of their respective regulatory authorities. The aerodrome and ground aids (AGA) CMA module has one of highest lowest EI levels of lack of effective implementation (3954.7%, see Fig 2. above). In 2012-2016, 13% of APAC accidents included threats that were related to the malfunction or unavailability of ground based navigation aids. During the period between 2008 and 2012, 30% of the accidents in APC were runway excursions runway safety was one of the top two accident categories for APAC region, and runway excursions were amongst the top three accident categories in the region over the last five years (from 2012 to 2016).</p> <p>Metrics:</p> <ul style="list-style-type: none"> Structures in place to collect and share regional ATM data. States' ICAO USOAP CMA EI rate for AGA module. Number of runway safety seminars, workshops or other events at APRAST or RASG-APAC. 	<p>data; and the sharing and resolution of safety issues.</p> <p>Promotion of Effective Implementation of AGA</p> <ul style="list-style-type: none"> RASG-APAC should promote effective implementation of AGA, with focus on runway safety programmes that support the establishment of Runway Safety Teams (RSTs) and implementation of inter-organizational SMS and Collaborative Safety Teams (CSTs). Decision making schemes. RASG-APAC and APRAST should focus on assisting States in the implementation of air navigation and airport core infrastructure elements. 	<ul style="list-style-type: none"> [RPD] States to achieve at least 75% EI in AGA of USOAP CMA, by 2017 and an APAC average USOAP EI score in AGA higher or equal to the global average by 2022. Promote runway safety through workshops and seminars at least yearly. Certify all aerodromes in APAC region that are used for international operations to have RSTs by 2020.

	Regional Aviation Safety Priorities	Action	Regional Aviation Safety Targets
	<ul style="list-style-type: none">Number of certified aerodromes with RSTs in APAC region that are used for international operations.		

— END —