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

Bangkok, Thailand, 6-7 September 2018

The views expressed in this Report should be taken as those of the RASG-APAC and not of the Organization. This Report will be presented to the Air Navigation Commission and the Council, as needed, and any formal action taken will be published in due course as a supplement to the Report.

Approved by the Meeting
and published by the ICAO Asia and Pacific Office, Bangkok

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1.   Meeting and Registration

1.1   The Eighth Meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/8) was held at the ICAO Asia and Pacific Office, Bangkok, Thailand on 6-7 September 2018.

1.2   The Meeting was attended by 89 participants from 22 Member States/Administrations i.e. Australia, Bangladesh, Brunei Darussalam, Cambodia, Hong Kong (China), Macao (China), DPR Korea, Indonesia, Japan, Lao PDR, Malaysia, Maldives, Myanmar, Nepal, New Zealand, Philippines, Republic of Korea, Samoa, Singapore, Thailand, United Kingdom, United States and 8 International Organizations/Industry Partners namely, Airbus, Airports Council International (ACI), Boeing, Civil Air Navigation Services Organization (CANSO), European Aviation Safety Agency (EASA), International Air Transport Association (IATA), International Federation of Air Line Pilots' Associations (IFALPA), Pacific Aviation Safety Office (PASO). A list of participants is at **Attachment A** to the Report.

2   Opening Session

2.1   Captain LIU Chi Yung Victor, Deputy Director-General of Civil Aviation Department, Hong Kong, China and the Vice-chair of RASG-APAC welcomed the delegates from the Member States/Administrations, International Organizations and Industry Partners to the Meeting as Mr. H. M. C. Nimalsiri, DGCA Sri Lanka and the Chairman of RASG-APAC could not attend this Meeting. Captain LIU reminded the Meeting of how RASG-APAC was established and its objectives. He envisaged that Asia Pacific region will continue to prosper quickly. Therefore, it is important that Members should continue to work closely and collaboratively to ensure the safety, security, efficiency, and capacity of our air transportation system. He thanked all the past and present Co-chairs of the APRAST, the SRP WG and the SEI WG, as well as the Chair of the AIG for their earnest efforts supports over the years.

2.2   Mr. Arun Mishra, the Regional Director, ICAO Asia and Pacific Office welcomed and thanked all the participants and the organizations for their participation in this Meeting. He placed on record his sincere appreciation of the work done by the Chair and Vice-Chair of RASG-APAC on their eve of departure after completing their three years term and appreciated the Co-Chairs of APRAST and Members of the subsidiary bodies. He mentioned APAC-AIG is now reporting directly to RASG-APAC providing more independence to Accident Investigation activities. He mentioned, 2017 has been a reasonably good year for APAC Region on safety record statistics. APAC Region with 33% global traffic had an accident rate of 1.83 in 2017 as compared to global average of 2.42 per million departures with 20 accidents resulting in only 2 fatalities. APAC Region's accident rates are somewhat stabilized as we see a decrease of 8% in 2017 & 27% in 2016 compared to 2015. He also mentioned that the number of fatalities have decreased tremendously to 2 in 2017 as against 50 in 2016. He thanked RASG-APAC and its Subgroups for the progress it made in the journey of seven years despite many challenges. He appreciated that the publication of the APAC's Annual Safety Report, development of many safety tools to address the deficiencies, conducting training on priority areas are some of the notable work done so far.

2.3   The Regional Director reiterated that ICAO Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP) set out regional expectations, priorities and targets for States where APANPIRG and RASG-APAC plays a pivotal role to implement such Regional Initiatives keeping the objectives aligned with each other. Beijing Declaration has sent very positive signal to the industry partners and potential investors about the high level commitment from the States in the region in the areas of safety and efficiency of air navigation services. To enable the continuous monitoring and annual reporting of the commitments in the Beijing Declaration, RASG-APAC and APANPRIG to establish relevant goals and targets to monitor progress mainly towards the fulfilment of the commitments of RASG-APAC and APRAST; on Aviation Safety, Accident Investigation & Human Resource Development.

2.5   Regional Director concluded his speech thanking all again for their contributions, commitment and dedication to improve aviation safety in our region.

3   Meeting Arrangement

3.1   Mr. Arun Mishra, Regional Director, ICAO Asia and Pacific Office, was the Secretary of the Meeting. Mr. Mishra was assisted by Mr. S. M. Nazmul Anam, Regional Officer/Flight Safety, Mr. Susantha De Silva, Regional Officer/Safety Implementation and Mr. Kong, Cheong Tuck, Flight Safety Expert of ICAO Asia and Pacific Office.

3.2   The 21 Working Papers (WP) and 08 Information Papers (IP) considered by the Meeting are listed at **Attachment B** to this Report.

4   Decisions and Conclusions

4.1   The RASG-APAC/8 adopted 14 Decisions and 2 Conclusions. All RASG-APAC/8 Decisions and Conclusions are listed at **Attachment C** to this Report.

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REPORT ON AGENDA ITEMS

AGENDA ITEM 1: **ADOPTION OF AGENDA**

1.1 **Adoption of Agenda – WP/1**

1.1.1 The provisional agenda of RASG-APAC/8 presented by the Secretariat was adopted by the Meeting.

AGENDA ITEM 2: **ELECTION OF CHAIRPERSON AND VICE-CHAIRPERSON**

2. **Election of RASG-APAC Chairperson and Vice-chairperson – WP/2**

2.1.1 The house was called for the nomination of the election of RASG-APAC Chairperson and Vice-chairperson where Macau, China proposed for Mr. Shane P. CARMODY, Chief Executive Officer and Director of Aviation Safety Civil Aviation Safety Authority, Australia as the Chair for the RASG-APAC/8, Singapore Seconded the Macau, China proposition. Bangladesh proposed for Mr. Ahmad Nizar ZOLFAKAR, Chief Executive Officer, Civil Aviation Authority of Malaysia as the Vice-chair, Samoa seconded the proposition. There being no other candidates, both the proposals were unanimously accepted by the Meeting for 3 years' term.

AGENDA ITEM 3: **UPDATE ON ANB INITIATIVES AND ON BEIJING DECLARATION**

3.1 Mr. Catalin Radu, DD/SAF presented PPT-1 and 3 and Mr Mr. Erwin Lassooij, Chief, Programmes Coordination and Implementation Section, ANB/SAF/PCI presented PPT 2.

- PPT-1 : ICAO's Agenda for SAFETY and AIR NAVIGATION
- PPT-2 : Safety & Air Navigation Overview–Implementation
- PPT-3:Global Aviation Safety Oversight System (GASOS) and Regional Safety Oversight Organizations (RSOOs)

3.1.1 Mr. Catalin Radu, DD/SAF from ICAO HQ gave two presentations updating the house on the latest development and ongoing activities in Safety in the first presentation and on the functionality of GASOS and RSOO in the third presentation. He mentioned on the Aspirational Safety Goal where Mid and AFI has zero fatalities, APAC had 02, Pan America had 01 in 2017 and is considered to be one of the best years. He reminded that traffic will double in 15 years and new challenges are arising every year. He reiterated on three elements to achieve the safety goals; effective implementation of SARPS, Operational Risk mitigation and managing Current/emerging issues. Further he sought the support of the region to improve EI level faster than the current annual rate of 1.5% per year.

3.1.2 Mr. Radu reminded all to use the excellent tools and apps developed by ICAO in iSTAR (about 30 apps) for assessing data and performance measurements. He mentioned on the current and emerging issues where Cyber Security and Space activities are upcoming.

3.1.3 Mr. Radu in his second presentation highlighted on GASOS and emphasized on the assessment, recognition and monitoring ability of the Safety Oversight Organizations to perform safety functions. Updates on the Global Aviation Safety Plan (GASP), Structuring of GASOS, Level

of Delegation of GASOS and RSOO were discussed. He mentioned on the benefits of GASOS and gave few examples of pilot project.

3.1.4   Mr. Erwin Lassooij, Chief, Programmes Coordination and Implementation Section, ANB/SAF/PCI presented on Safety & Air Navigation Overview–Implementation. He mentioned safety, efficiency and capacity goes hand in hand. As such, the GASP goals, targets and indicators are so important for performance of safety and its measurements. He reiterated that ASBU s a global framework and emphasized on Basic Building Block (BBB) and creating multi layered structure.

3.1.5   It was emphasized that the environment in which aviation currently exists was rapidly changing, not only due to an increased volume of traffic, but also with new entrants in aviation (drones, FL 600+, etc.). As a result, a new vision was required through careful planning for the aviation system as whole. This vision needed to be materialized through a mechanism of prioritization and needs analysis, defining tasks from concepts of operation to implementation in a project oriented manner, with appropriate performance measurement throughout the duration of the project.

3.1.6   In order to obtain political will for aviation projects and obtain better funding, it was emphasized that ICAO projects should be linked to the United Nations Sustainable Development Goals (UNSDGs).

3.1.7   After deliberation and discussion on ICAO presentation the Meeting agreed on the following Conclusion:

Conclusion RASG-APAC 8/1 — Presentations PPT-1, PPT-2 and PPT-3	
That, given the fast growth in aviation and the advent of new entrants, it is imperative that: a) ICAO through Regional and national planning and implementation be prioritized and seamlessly linked to Global Planning; b) a project management structure be required as a vehicle to address the process from planning to implementation; and c) in order to elevate political will and increase opportunities for funding, projects be linked to the UNSDGs and the National Development plans.	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☐ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional
Why: Due to the increasing volume of traffic and new stakeholders in aviation.	
When: RASG-APAC/8	**Status**: On going
Who: ☐ Sub-groups ☒ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

3.2   Outcome of the First Asia/Pacific Ministerial Conference on Civil Aviation – WP/3

3.2.1   Secretariat presented WP/3 on the action plan of Beijing Declaration. The Declaration on Asia/Pacific Ministerial Conference on Civil Aviation was unanimously agreed by all Delegations and endorsed by the Conference and the Region has to implement the action items with set target. Beijing Declaration has also sent very positive signal to the industry partners and potential investors about the high level commitment from the States in the region in the areas of safety and efficiency of air navigation services. It basically focused into four major areas namely Aviation Safety, Collaboration, Accident Investigation and Human Resource Development. RASG-APAC and

APRAST will look into the implementation of Aviation Safety, Accident Investigation and Human Resource Development commitments.

3.2.2   The Meeting adopted the Decision as follows:

Decision RASG-APAC 8/1 — Implementation on the Outcome of the First Asia/Pacific Ministerial conference on Civil Aviation	
That, APRAST be requested to look into the Safety Aspects and related Human Resources Development.	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional
Why: Implementation of the Beijing Declaration Commitments	
When: Immediate	**Status**: On going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: Industry	

Decision RASG-APAC 8/2 — Implementation on the Outcome of the First Asia/Pacific Ministerial conference on Civil Aviation	
That, APAC-AIG to be requested to look into the matters related to Accident Investigation with a view to develop the Action Plan and monitor the progress as articulated in the Beijing Declaration.	**Expected impact**: ☐ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional
Why: Implementation of the Beijing Declaration Commitments	
When: Immediate	**Status**: On going
Who: ☐ Sub-groups ☒ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

3.3   Enhancing Support for the Implementation of Effective Safety Management (WP/4)

3.3.1   Mr. Erwin Lassooij, Chief, Programmes Coordination and Implementation Section, ANB/SAF/PCI presented WP/4 on the enhanced support for the implementation of effective safety management. The paper highlighted that subsequent to the adoption of Amendment 1 to Annex 19, ICAO identified the following deliverables to support the implementation of effective State safety

programmes (SSPs) and safety management systems (SMS): an update to the *Safety Management Manual (SMM)* (Doc 9859), the development of an ICAO Safety Management Implementation (SMI) website to serve as a repository for the collection and sharing of practical examples and tools to complement the SMM; updated SSP implementation tools; an update to the ICAO Safety Management Online Training Course; and ICAO Safety Management Symposia and Workshops. The Meeting adopted the Conclusion as follows:

3.3.2   RASG-APAC/8 was informed of the tasks currently in progress and completed by ICAO to enhance the support for the implementation of State Safety Programmes (SSPs) and Safety Management Systems (SMS) subsequent to the adoption of Amendment 1 to Annex 19.

3.3.3   The Meeting noted that the tasks that included, a revision to the Safety Management Manual (SMM) (Doc 9859); the development of an ICAO Safety Management Implementation website with examples to complement the 4th edition of the SMM; updated SSP tools; an update to the ICAO Safety Management Training Programme; and ICAO SSP implementation promotional activities. The various updated tools and training would be soon available to States. The APAC Office would facilitate and promote use of these materials and tools.

3.3.4   The Meeting was informed that recognizing the challenges faced in implementing SSP and Safety Management System (SMS) "commensurate with the size and complexity" of each organization and the wide range of service providers addressed by Annex 19, the ICAO Safety Management Implementation website as a complement to the 4th Edition of the Safety Management Manual would include some examples currently found in the third edition of SMM (updated) and provide a mechanism for the sharing of multiple tools and examples. This will emphasize the need for an SSP or an SMS to be tailored to the specific needs of each State and service provider.

3.3.5   It was indicated that currently 14 nominations for SMI focal points had been received. Currently ten examples were received from the APAC Region so far.

3.3.6   The RASG-APAC/8 adopted the following Conclusion:

Decision RASG-APAC 8/3 — Enhancing Support for the Implementation of Effective Safety Management; WP/4	

That,
 	
   a) the nominated focal points submit practical implementation examples and tools using the secure portal; and
 	
   b) States are encouraged to make use of the updated tools and training once made available.
	Expected impact:
	
	 ☒ Achievement of global and regional aviation safety priorities and targets
	
	 ☐ Enhancement of USOAP effective implementation
	
	 ☒ Monitoring and administration
	
	 ☐ Capacity Building and Sharing of Information
	
	 ☐ Inter-regional

Why: For the sharing of multiple tools and examples in support of effective safety management implementation.	
When: Immediate	**Status**: On going
Who: ☐ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry	

AGENDA ITEM 4:   FOLLOW-UP ON THE OUTCOME OF RASG-APAC/7

4.1   Review of Progress of RASG-APAC/7 Decisions and Conclusions – WP/5

4.1.1   The Secretariat presented the progress of the RASG-APAC/7 Decisions and Conclusions to the Meeting through WP/5 which resulted in the following Decisions:

Decision RASG-APAC 8/4 — Review of Progress of RASG-APAC/7 Decisions and Conclusions (WP/5)	
That, the Meeting endorsed the recommendations of the 7 Decisions and 5 Conclusions of RASG-APAC/7 presented in Attachment A and B to WP/5.	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional
Why: Achievement of global and regional aviation safety priorities and targets.	
When: Immediate	**Status**: Closed
Who: ☒ Sub-groups ☒ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

AGENDA ITEM 5:   APRAST OUTPUTS FOR RASG-APAC CONSIDERATION AND APPROVAL

5.1   Update of RASG-APAC 2017/2018 Work Programme – WP/6

5.1.1   The Secretariat presented the progress of the RASG-APAC Standing and Yearly Work Programme 2017/2018 through WP/6. The Meeting noted the updates and adopted the Decision as follows:

Decision RASG-APAC 8/5 — Update of RASG-APAC 2017/2018 Work Programme (WP/6)	
That, the Meeting endorsed the recommendation as described in Attachment to WP/6.	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☐ Capacity Building and Sharing of Information ☐ Inter-regional

Why: Achievement of global and regional aviation safety priorities and targets.	
When: Immediate	**Status**: Closed
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☒ ICAO HQ ☐ Other:	

Decision RASG-APAC 8/6 — Update of RASG-APAC 2017/2018 Work Programme (WP/6)	
That, APRAST looks into a proposal to enable delegation of certain decision making from RASG-APAC to APRAST and table it for consideration and approval at RAS-APAC/9.	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☐ Capacity Building and Sharing of Information ☐ Inter-regional
Why: Achievement of global and regional aviation safety priorities and targets.	
When: Immediate	**Status**: Closed
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

5.2   Review of Decisions and Conclusions Adopted at APRAST/11 and APRAST/12 and its Progress – WP/7

5.2.1   APRAST/11 held in November 2017 in Bangkok, Thailand, adopted 6 Decisions and 08 Conclusions and APRAST/12 held in Bangkok, Thailand from 28 May to 01 June 2018 and adopted 10 Decisions and 01 Conclusions. The status and recommendation of the Decisions and Conclusions adopted at APRAST/11 and APRAST/12 can be found in **Attachment A & B** to WP/7 respectively.

5.2.2   The Meeting noted the updates and adopted the Decision as follows:

Decision RASG-APAC 8/7 — Review of Decisions and Conclusions Adopted at APRAST/11 and APRAST/12 and its Progress (WP/7)	
That, Conclusions adopted at APRAST/11 and APRAST/12 as described in Attachments A and B be endorsed.	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☐ Capacity Building and Sharing of Information ☐ Inter-regional

Why:	Achievement of global and regional aviation safety priorities and targets.	
When: Immediate		Status: On-going
Who:	☒ Sub-groups ☒ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

5.3 APAC-AIG direct reporting to RASG-APAC and corresponding change of ToRs in RASG-APAC Procedural Handbook – WP/8

5.3.1   This paper was presented by the Secretariat. The Meeting reviewed and noted the proposed changes to the APAC-AIG ToRs for direct reporting to RASG-APAC; and the Meeting adopted the following Decision:

Decision RASG-APAC 8/8 — Proposal for APAC-AIG direct reporting to RASG-APAC and change of the ToRs in RASG-APAC Procedural Handbook (WP/8)	
That, proposed changes to the APAC AIG ToRs as described in Attachment A (WP/8) is endorsed by RASG-APAC/8 for onward insertion in Appendix 'B' of RASG-APAC procedural handbook replacing the existing APAC-AIG ToRs.	*Expected impact*: ☐ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP Effective Implementation ☒ Monitoring and Administration ☐ Capacity Building and Sharing of Information ☐ Inter-Regional
Why: AIG reporting to RASG-APAC	
When: RASG-APAC/8	**Status**: In progress
Who: ☐ APRAST ☒ APAC-AIG ☐ SRP WG ☐ SEI WG ☐ Capacity Building TF ☐ APAC States/Administrations ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

5.4   Update on Asia Pacific Regional Aviation Safety Priorities and Targets – WP/9

5.4.1   APRAST Co-Chair (States) updated the progress of APAC Regional Aviation Safety Priorities and Targets. The Meeting noted the progress made and agreed to the proposed changes to these priorities and targets. In this regard, the Meeting agreed to the following Decision:

Decision RASG-APAC 8/9 — Update on Asia Pacific Regional Priorities and Targets (WP/9)	
That, RASG-APAC/8 endorsed the revisions to the Regional Aviation Safety Priorities and Targets as described in paragraph 2.2	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP effective implementation ☐ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional

Why: Update the regional aviation safety priorities and targets.	
When: Immediate	**Status**:
Who: ☒ Sub-groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

Decision RASG-APAC 8/10 — Update on Asia Pacific Regional Priorities and Targets (WP/9)	
That, RASG-APAC/8 endorsed the Mechanism described in Appendix C of WP/9 for future reviews as described in paragraph 2.3.	**Expected impact**: ☐ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP effective implementation ☐ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional
Why: Update the regional aviation safety priorities and targets.	
When: Immediate	**Status**:
Who: ☒ Sub-groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

5.5 Update on APAC-AIG Activities – WP/10

5.5.1   Mr. Chan Wing Keong, Chairman APAC-AIG presented to the Meeting on APAC-AIG activities. The Meeting noted updates and work plan as well as follow-ups to the Decisions and Conclusions made since RASG-APAC/7. For 2018, the APAC-AIG has coordinated with the ICAO APAC Office for an ICAO APAC Regional Accident Investigation Workshop on the theme "Investigation Analysis Training" to be held at the ICAO-APAC Office on 8 – 10 October 2018, prior to APAC-AIG/6. The training will be a regional first and will be conducted by experienced investigators from the Australian Transport Safety Bureau (ATSB) and Indonesia's National Transportation Safety Committee (NTSC). The Meeting encouraged States/ Administrations to participate in the upcoming AIG activities;

5.6 Progress of development of Annual Safety Report – WP/11

5.6.1   The Vice-chair of AP SRP presented WP/11 updated the Meeting on the progress of the APAC Annual Safety Report.

5.6.2   Pursuant to Conclusion APRAST 11/8, the Breakout Session of the SRP WG recommended for possible restructuring of the ASR Process in future as outlined in Para 1.1 to 1.2 of this WP/11.

5.6.3   Annual Safety Report (ASR) 2017, published in November 2017 and Draft Annual Safety Report 2018 is endorsed by the Meeting. ASR 2018 is scheduled to be published by 15 October 2018, which will be made available in ICAO-APAC Website for public access. ASR 2019 work plan is also to be completed by 15 October 2019.

Conclusion RASG-APAC 8/2 — Progress of development of Annual Safety Report – WP/11	
That, RASG-APAC/8 endorsed the Annual Safety Report 2017 and 2018. The Meeting also agreed the timeline of the Annual Safety Report 2019.	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☐ Monitoring and administration ☒ Capacity Building and Sharing of Information ☒ Inter-regional
Why: Update the Annual Safety Report of APAC Region.	
When: Immediate	**Status**:
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: Industry partners	

5.7   Updates by Safety Enhancement Initiative (SEI) WG – WP/12

5.7.1   SEI WG presented WP/12 on Safety Enhancement Initiative (SEI) Output for RASG-APAC Consideration and Approval.

5.7.2   Safety Enhancement Initiative (SEI) "LOC/6 - Upset Prevention and Recovery Training (UPRT)" was initiated by RASG-APAC to identify information and practices for adoption by regulators and air operators to lead to the establishment and implementation of flight crew training to improve knowledge, understanding and ability to prevent, recognize and recover from flight conditions outside of the normal flight envelope. Noting that the ICAO Manual on Aeroplane Upset Prevention and Recovery Training (Doc 10011), Procedures for Air Navigation Services – Training (PANS-TRG, Doc 9868) and the AUPRTA have already addressed the guidance need from SEI LOC/6. The APRAST adopted Conclusion APRAST 11/7 for RASG-APAC/8 considerations. WP/12 highlighted the UPRT provisions and the guidance, procedures and recommendations from the guidance material which is intended to assist all stakeholders, including regulators, to meet the UPRT provisions of Annexes 1 and 6.

5.7.3   States are requested to note the following; Requesting States/Administrations to note the ICAO SARPs regarding upset prevention and recovery training (UPRT) in Annex 1 and Annex 6, Part I; Encouraging States/Administrations to take actions to implement these ICAO Annexes provisions regarding the UPRT if they have not yet done so; Encouraging APRAST members to review and utilize the guidance, procedures and recommendations in ICAO Doc 10011, Doc 9868 and AUPRTA to implement the ICAO UPRT SARPs; and

5.7.4   The Meeting adopted the Decision as follows:

Decision RASG-APAC 8/11 — Safety Enhancement Initiative (SEI) LOc-6 Output for RASG-APAC Consideration and Approval - (WP/12)	
That, the Meeting endorsed the APRAST Conclusion 11/7 and action taken on SEI LOC/6 and consider completed and removed from the work programme.	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets

	☒ Enhancement of USOAP effective implementation
	☐ Monitoring and administration
	☐ Capacity Building and Sharing of Information
	☐ Inter-regional
Why: To achieve global and regional aviation safety priorities and targets.	
When: Immediate	**Status**: On-going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: Industry	

AGENDA ITEM 6:   **MEMBER STATE / INDUSTRY / ICAO PRESENTATIONS**

6.1   **Formulating a Regional Aviation Safety Plan (RASP) and role of RASG-APAC – WP/13**

6.1.1   Secretariat presented the WP/13. Global Aviation Safety Plan (GASP) 2020-2022 has been developed by the GASP Study Group comprising experts from States, Industry & partner organizations which would be forwarded to Air Navigation Council in October for adoption. GASP promotes management of safety through collaboration with all stake holders through introduction of safety Strategies, Goals, Targets & Indicators, expounding the plan with a comprehensive implementation Road Map with time lines. States adopting GASP are required to align themselves in developing a plan, National Aviation Safety Plan (NASP) applicable for a considerable period of time, three years, taking reference from GASP and the regions; Regional Aviation Safety Plan (RASP), which is the subject of this paper. GASP provides guidance on the development of NASP by prescribing it's essential elements such as Goals, Targets and Indicators, which is required to be adopted. In addition, it provides details of the expected role players by each stake holder in achieving its safety goals in a collaborative manner on a coordinated platform. Regional Safety groups such as RASGs, RSOOs, RAIOs & COSCAPs are key players involved in developing a Regional Safety Plan following GASP guidance besides ICAO which is supposed to play a coordinating and monitoring role. This paper seeks RASG to take initiatives in establishing a suitable Mechanism within RASG purview to develop a RASP, taking reference from GASP and customizing to APAC needs. Developing RASP will facilitate APAC states in their establishment of NASP.

6.1.2   ICAO will consider introducing clarification for States with more than 90% EI and negative safety margin in support to GASP 2020-22 Goal No-04.

6.1.3   The Meeting adopted the Decision as follows:

Decision RASG-APAC 8/12 — Formulating a Regional Aviation Safety Plan (RASP) and role of RASG – (WP/13)	
That, APRAST be requested to look into formulating a Regional Aviation Safety Plan (RASP) for 2020-22 in collaboration with APAC-AIG (wherever required) by APRAST/14 and present the Draft RASP in RASG-APAC/9 for approval.	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP effective implementation ☒ Monitoring and administration

	☒ Capacity Building and Sharing of Information
	☐ Inter-regional
Why: To achieve global and regional aviation safety priorities and targets.	
When: Immediate	**Status**: On-going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: Industry	

Decision RASG-APAC 8/13 — Update of the Global Aviation Safety Plan (GASP) – IP/5	
That, the Meeting endorsed that the States are urged to initiate the development of a national aviation safety plan, including goals and targets consistent with the regional aviation safety plan, and in line with the GASP 2020-22, including the global aviation safety roadmap, and based on the operational safety needs and provide feedback on the new global aviation safety roadmap and suggestions for the future 2020 - 2022 Edition of the GASP via email to: GASP@icao.int.	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional
Why: To achieve global and regional aviation safety priorities and targets.	
When: Immediate	**Status**: On-going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: Industry	

6.2   Regulation of unmanned aircraft systems in Hong Kong, China – WP/14

6.2.1   Hong Kong, China presented WP/14 and proposed way forward for regulation of unmanned aircraft systems (UAS) in their State and invites member States/Administrations to share their experience and national best practices on this topic.

6.2.2   The paper provided very useful information on the UAS for Risk-based Classification of UAS Operations, Risk-based Classification of UAS Operations, Training and Assessment Requirements, Drone Maps for UAS Operators, Prescribing Insurance Requirements for UAS, Indoor Operations of UAS and Way Forward.

6.2.3   The Meeting urged member States/Administrations to note the content of the paper and incorporate in national best practices to regulate UAS as applicable.

6.3   Operation Standards of Foreign Business Aircraft – WP/15

6.3.1   Hong Kong, China presented WP/15 and it was noted that the business aviation sector has been developing quite quickly worldwide as well as in the Asia Pacific Region. As the regulator of civil aviation in Hong Kong, China, the Civil Aviation Department (CAD) strives to support and facilitate the growth of the business aviation, while at the same time to ensure that the business aviation operations are up to a satisfactory safety standard. In recent years, there have been a number

of incidents occurred in the Hong Kong Flight Information Region (HKFIR) involving business jet operations. CAD shared the findings, contributing factors of such incidents with the Meeting, and urged that the aviation community as a whole can take necessary action to enhance the safe operations of business jet operations. IBAC also submitted an Information Paper (IP-7) on the same subject.

6.3.2   The Meeting encouraged the States/Administrations to share their best practices in regulating the foreign registered business aviation aircraft while identifying any emerging risk and apprise all on mitigation measures.

6.4   Importance of Maintaining the RASG Safety Framework in Support of the GASP - WP/16

6.4.1   The United States presented the WP/16 and reiterated their support for the benefits of the Global Aviation Safety Plan (GASP) and the need for regional support of it through the Regional Aviation Safety Groups (RASGs). The WP emphasized on the role of the RASGs is to support the purpose of the GASP and achieve its purpose to continue to reduce fatalities in commercial aviation.

6.4.2   The RASG-APAC/8 agreed with the recommendation to request ICAO to support better alignment and harmonization of the RASG and PIRG working mechanisms through consultation with Member States, while ensuring the focus on safety in the region, currently provided through the RASG, is upheld.

6.4.3   RASG-APAC/8 also agreed that the priority is to focus on coordination between the APANPIRG and RASG-APAC, adopting an evolutionary approach, taking into consideration the context and diversity of the APAC Region.

6.5   Regional Data Collection, Analysis and Information Sharing (AP-SHARE) Demonstration Project Status Report - WP/17

6.5.1   WP/17 was Presented by Singapore on behalf of Flight Safety Foundation and the MITRE Corporation, supported by China, Indonesia, Japan, the Philippines, Singapore, AAPA, IATA, Airbus, Boeing. This paper summarized the progress of a recently launched AP-SHARE Demonstration Project for data collection, analysis and information sharing system in the Asia Pacific (APAC) region. Its objectives are to integrate and analyze operational data from various sources in support of safety awareness and improvements.

6.5.2   The Meeting urged the States/Administration and Industries to note the progress of the AP-SHARE Demonstration Project for data collection, analysis and information sharing system in APAC that was launched in September 2017 and the latest Governance Plan (Version 7.0) as given in Appendix A of this working paper. The Meeting also noted the timeline for each demonstration process, for example, study for the first safety issue (Mid-Air Collision Risk) is expected to be substantially complete by the end of 2018. Interested parties may contact and participate in this regional initiative – 'Flight Safety Foundation (millam@flightsafety.org) or MITRE (patm@mitre.org)'.

6.6   System-of-systems Notion within Cybersecurity in Aviation- WP/18

6.6.1   WP/18 Presented by Singapore. This working paper urged the support of RASG-APAC for the attached paper at Annex A, which will be tabled at the 13th ICAO Air Navigation Conference (ANConf/13), on the need for a system-of-systems approach in the context of addressing cybersecurity considerations in civil aviation. The attached paper also introduces the notion of security-by-design, and how the integration of this concept within the aviation system will improve its resilience.

6.6.2   The attached paper describes the concept of a system-of-systems, and establishes why such an approach would be suitable in the context of addressing cybersecurity considerations in civil aviation. It also introduces the notion of security-by-design, and how the integration of this concept within the aviation system will improve its resilience. 2.2 This is a topic of significance to RASG-APAC given the interdependence of safety critical systems with other systems in aviation. A vulnerability exploited in these other systems could quickly impact safety-critical systems, ultimately endangering the safety of aircraft and the travelling public.

6.6.3   The Meeting supported WP/18 and its Annex A which will be presented in AN-Conf/13.

6.7   Preventing Objects Falling off Airplanes – WP/19

6.7.1   WP/19 Presented by Japan highlighted various measures against objects falling off airplanes and is studying further measures. Japan has already implemented various measures against objects falling off airplanes, such as completing draining water in the water supply pipes before the take-off to prevent ice blocks falling from the airplanes onto the ground, requesting air carriers to complete maintenance and inspection to maintain safe operations including prevention of objects falling off airplanes, and requesting airplanes' manufacturers to improve designs and prevent incidence of falling parts from the airplanes.

6.7.2   The Meeting noted the measures Japan implemented against the objects falling off airplanes and benefits can be derived from the collaboration between authorities and all airlines with the cooperation from Japan as necessary.

6.8   Challenges with the Implementation of the Concept of the Acceptable Level of Safety Performance (ALoSP) – WP/20

6.8.1   WP/20 was presented by Australia, New Zealand and Singapore. The paper highlighted that Annex 19 requires States to establish the acceptable level of safety performance (ALoSP) to be achieved through their State Safety Programme. It was noted that the States that have embarked on their SSP implementation have encountered challenges with implementing the concept of ALoSP. While the intent of ALoSP may be clear, the way to implement it is not. With more States expected to implement SSP going forward, it is important to revisit and review the ALoSP concept, taking into consideration the experience of States that have sought to implement it. Australia, New Zealand, and Singapore together with 10 other States and one International Organization would be putting up a paper at 13th the AN Conference, which called for a review of the ALoSP concept.

6.8.2   6.8.2 The Meeting supported WP/20 and its Annex A, which will be presented at the AN-Conf/13.

AGENDA ITEM 7:   RASG-APAC YEARLY/STANDING WORK PROGRAMME 2018-2019 (PROPOSED) FOR CONSIDERATION AND APPROVAL

7.1   Proposed RASG-APAC 2018-2019 Yearly and Standing Work Programmes – WP/21

7.1.1   The Meeting noted APRAST Co-Chair (Industry)'s presentation of the proposed RASG-APAC 2018/2019 Yearly and Standing Work Programme. There were four open item to be continued from the last Work programme and Beijing declaration Commitments are given emphasis to be implemented and monitor the progress according to the targets.

7.1.2   The Meeting endorsed the following Decision:

Decision RASG-APAC 8/14 – RASG-APAC Yearly/Standing Work Programme 2018-2019 (Proposed) for Consideration and Approval	
That, the proposed RASG-APAC 2018/2019 Yearly and Standing Work Programme is approved, as in **Attachment D** of this Report.	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional
Why: To achieve global and regional aviation safety priorities and targets and Commitments of Beijing Declaration.	
When: Immediate	**Status**: On-Going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: Industry	

AGENDA ITEM 8:   ANY OTHER BUSINESS

8.1   Date and Venue of the next Meeting

8.1.1   The RASG-APAC/9 dates and venue will be notified in due course.

9.   CLOSING OF THE MEETING

9.1.1   The ICAO Regional Director thanked the Chairman of the Meeting and participants for their contributions for the Meeting.

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EIGHTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP – ASIA AND PACIFIC REGIONAL

Bangkok, Thailand, 6-7 September 2018

Total Participants = 89

22 States / Administrations (APAC + UK and USA)
8 International Organizations and Industry Partners

States / Administrations / International Organizations / Industry Partners	No. of participants
Afghanistan	-
Australia	2
Bangladesh	2
Bhutan	-
Brunei Darussalam	2
Cambodia	3
China	-
Hong Kong, China	4
Macao, China	2
Cook Islands	-
DPR Korea	4
Fiji	-
France	-
India	-
Indonesia	2
Japan	2
Kiribati	-
Lao PDR	1
Malaysia	3
Maldives	2

States / Administrations / International Organizations / Industry Partners	No. of participants
Marshall Islands	-
Micronesia (FS)	-
Mongolia	-
Myanmar	2
Nauru	-
Nepal	2
New Zealand	2
Pakistan	-
Palau	-
Papua New Guinea	-
Philippines	2
Republic of Korea	3
Samoa	2
Singapore	5
Solomon Islands	-
Sri Lanka	-
Thailand	10
Timor-Leste	-
Tonga	-
Tuvalu	-

States / Administrations / International Organizations / Industry Partners	No. of participants
United Kingdom	1
United States (FAA)	6
Vanuatu	-
Viet Nam	-
Int'l Org / Industry Partners	
AAPA	-
ACI	1
Airbus	1
Boeing	1
CAE Inc.	-
CANSO	2
EASA	1
FSF	-
IATA	6
IBAC	-
IFALPA	2
PASO	1
ICAO	11

LIST OF PARTICIPANTS

State / Name			Designation / Organization	Tel. / Fax	E-mail
1.	**Australia**				
	1.	Mr. Shane P. CARMODY	Chief Executive Officer and Director of Aviation Safety Civil Aviation Safety Authority Canberra ACT 2601	Tel.: +61-2-6217 1001 Fax: +61-2-6217 1555	Shane.carmody@casa.gov.au; Sandra.mavin@casa.gov.au;
	2.	Mr. Andrew SPARROW	Civil Aviation Safety Authority Canberra ACT 2601		
2.	**Bangladesh**				
	3.	Capt. Salahuddin M. Rahmatullah	Senior FOI & Head of AIG Civil Aviation Authority, Bangladesh Kurmitola, Dhaka -1229	Tel.: +880-171 5027508	smr@bdcom.net; Smrahmatullah2148@gmail.com;
	4.	Mr. Mohammed Ali Reza KHAN	Senior ANS and AGA Consultant/Inspector And Deputy Head AAIG-BD Flight Safety & Regulations Division Civil Aviation Authority, Bangladesh Kurmitola, Dhaka -1229	Tel.: +880-2-8901028 Fax: +880-2-8901411	a.rezakhan@gmail.com; saac@caab.gov.bd; arkhan@agni.com;
3.	**Brunei Darussalam**				
	5.	Mr. Mohamad Fauzi MOHAMAD SIDEK	Chief Operations Officer Department of Civil Aviation Brunei International Airport Bandar Seri Begawan BB2513	Tel.: +673-2-330 142 Fax.: +673-2-345 345	fauzi.sidek@civil-aviation.gov.bn;
	6.	Mr. Awangku Muhammad Hizami PENGIRAN YASMIN	Operations Officer Department of Civil Aviation Brunei International Airport Bandar Seri Begawan BB2513	Tel.: +673-2-330 142 Fax.: +673-2-345 345	Hizami.yasmin@civil-aviation.gov.bn;

STATE / NAME			DESIGNATION / ORGANIZATION	TEL. / FAX	E-MAIL
4.		**CAMBODIA**			
	7.	Mr. Sophondarith TAN	Director of Security-Safety Management and Quality Assurance Department State Secretariat of Civil Aviation Phnom Penh International Phnom Penh 12406	Tel.: +855-23 890 243 Fax: +855-23 890 243	tansophondarith@gmail.com; sophondarith-tan@civilaviation.gov.kh;
	8.	Mr. Khelen THACH	Deputy director of Standards and Flight Safety Department State Secretariat of Civil Aviation Phnom Penh International Phnom Penh 12406	Tel.: +855-12-369 653	khelennavy@gmail.com;
	9.	Mr. Phath OM	Deputy Director of Airworthiness State Secretariat of Civil Aviation Phnom Penh International Phnom Penh 12406	Tel.: +855-1599 8333	omphath@gmail.com;
5.		**HONG KONG, CHINA**			
	10.	Mr. LIU Chi Yung, Victor	Deputy Director-General of Civil Aviation Civil Aviation Department Hong Kong International Airport Lantau	Tel.: +852-2910 6328 Fax: +852-2501 0640	vcyliu@cad.gov.hk;
	11.	Mr. Michael SK YUEN	Acting Chief Operations Officer Civil Aviation Department Hong Kong International Airport Lantau	Tel.: +852-2910 6696 Fax: +852-2326 3654	mskyuen@cad.gov.hk;
	12.	Mr. Keith CH CHAN	Acting Senior Airworthiness Officer Civil Aviation Department Hong Kong International Airport Lantau	Tel.: +852-2910 6145 Fax: +852-2362 4250	kchchan@cad.gov.hk;

STATE / NAME			DESIGNATION / ORGANIZATION	TEL. / FAX	E-MAIL
	13.	Mr. Kenneth K.N. LEUNG	Personnel Licensing Officer Flight Standards & Airworthiness Division Civil Aviation Department Hong Kong International Airport Lantau	Tel.: +852-2910 6091 Fax: +852-2329 8595	kknleung@cad.gov.hk;
6.	MACAO, CHINA				
	14.	Mr. PUN Wa Kin (Stanley)	Acting Director – Flight Standards & Licensing Civil Aviation Authority of Macao Alameda Dr. Carlos D'Assumpcao 336-342 Centro, Commercial Cheng Feng	Tel.: +853-8796 4136 Fax: +853-2833 8089	stanleypun@aacm.gov.mo; aacm@aacm.gov.mo;
	15.	Mr. WONG Weng Kei (Ray)	Safety Officer (Flight Standards) – Flight Standards & Licensing Civil Aviation Authority of Macao 336-342 Centro, Commercial Cheng Feng	Tel.: +853-8796 4161 Fax: +853-2833 8089	raywong@aacm.gov.mo; aacm@aacm.gov.mo;
7.	DPR KOREA				
	16.	Mr. Yong Nam KIM	Chief, Air Navigation Inspection Department General Administration of Civil Aviation Sunan District, Pyongyang	Tel.: +850-2-18111 Ext. 8108 Fax: +850-2-3814625 Ext. 4625	gaca@silibank.net.kp;
	17.	Mr. Wi JON	Officer, International Organizations Department General Administration of Civil Aviation Sunan District, Pyongyang	Tel.: +850-2-18111 Ext. 8108 Fax: +850-2-3814625 Ext. 4625	gaca@silibank.net.kp;
	18.	Mr. Kyong Hwa AN	Deputy Director, ATMB General Administration of Civil Aviation Sunan District, Pyongyang	Tel.: +850-2-18111 Ext. 8108 Fax: +850-2-3814625 Ext. 4625	gaca@silibank.net.kp;
	19.	Mr. Yong Hak RI	Senior Officer, AT General Administration of Civil Aviation Sunan District, Pyongyang	Tel.: +850-2-18111 Ext. 8108 Fax: +850-2-3814625 Ext. 4625	gaca@silibank.net.kp;

State / Name		Designation / Organization	Tel. / Fax	E-mail
8.	**INDONESIA**			
	20. Mr. Muhammad Fuad RASYIDI	Aviation Safety Inspector Directorate General of Civil Aviation Office Complex, Soekarno-Hatta International Airport Banten	Tel.: +62-21-2256 6288 Fax: +62-21-2256 6399	Fuad.dgca@gmail.com; Muhammad_fuad@dephub.gov.id;
	21. Mr. Sokhib Alrokhman ASROR	Head of Airworthiness Standard Directorate General of Civil Aviation Office Complex, Soekarno-Hatta International Airport Banten	Tel.: +62-21-2256 6288 Fax: +62-21-2256 6399	Sokhib_al@dephub.go.id; sokhib747@yahoo.com;
9.	**JAPAN**			
	22. Mr. Horoshi TAKAGAKI	Special Assistant to the Director, Aviation Safety and Security Planning Division Japan Civil Aviation Bureau Ministry of Lan, Infrastructure, Transport and Tourism Tokyo 100-8918	Tel.: +81-3-5253 8696 Fax: +81-3-3580-5233	Takagaki-h226@mlit.go.jp;
	23. Mr. Yasushi IWASAWA	Chief of International Standards Unit, Aviation Safety and Security Planning Division Japan Civil Aviation Bureau Ministry of Lan, Infrastructure, Transport and Tourism Tokyo 100-8918	Tel.: +81-3-5253 8696 Fax: +81-3-3580-5233	Iwasawa-y28j@mlit.go.jp;
10.	**LAO PDR**			
	24. Mr. vannaphone THOUMMAVONG	Deputy Director of Flight Safety Division Department of Civil Aviation Wattay International Airport Souphanuvong Avenue Vientiane Capital	Tel.: +856 21 513163 Fax: +856 21 520237	vannaphone@dcal.gov.la; vannaphorn@yahoo.com;

STATE / NAME		DESIGNATION / ORGANIZATION	TEL. / FAX	E-MAIL
11.	MALAYSIA			
	25. Mr. Ahmad Nizar ZOLFAKAR	Chief Executive Officer Civil Aviation Authority of Malaysia 62618 Putrajaya	Tel.: +60-3-8871 4000 Fax: +60-3-8889 5691	Ahmad_nizar@caam.gov.my;
	26. Capt. Philip Joseph SELVARAJU	Deputy Director of Flight Operations Sector Civil Aviation Authority of Malaysia 62618 Putrajaya	Tel.: +60-3-8871 4203 Fax: +60-3-8890 1641	Philip@caam.gov.my;
	27. Mr. Zainul Abidin MASLAN	Deputy Director of Air Traffic Inspectorate Division Civil Aviation Authority of Malaysia 62618 Putrajaya	Tel.: +60-3-8871 4209 Fax: +60-3-8871 4333	luniaz@caam.gov.my;
12.	MALDIVES			
	28. Ms. Fahimath RAMIZA	Director Air Navigation and Aerodrome Maldives Civil Aviation Authority 20096 Male	Tel.: +960-3324 983 Fax: +960-3323 039	civav@caa.gov.mv; ramiza@caa.gov.mv;
	29. Mr. Mohamed HUSNEE	Manager, ATS Maldives Airports Company Ltd. Velana International Airport Hulhule 2200	Tel.: +960-3013363 / 7774575 Fax: +960-3013363 / 7774575	husnee@macl.aero;
13.	MYANMAR			
	30. Mr. Phyo Aung Kyaw AYE	Deputy Director (Continuing Airworthiness) Department of Civil Aviation Yangon International Airport Mingalardon 11021, Yangon	Tel.: +95-1-533 014 Fax: +95-1-533 019	phyoakaye@gmail.com;
	31. Mr. Sai AUNG	Assistant Director Flight Standards Division Department of Civil Aviation Yangon International Airport Mingalardon 11021, Yangon	Tel.: +95-1-533 019	Saiaungaung2453@gmail.com;

		STATE / NAME	DESIGNATION / ORGANIZATION	TEL. / FAX	E-MAIL
14.		**NEPAL**			
	32.	Mr. Rajan POKHREL	Dy. Director General Civil Aviation Safety Regulation Directorate Civil Aviation Authority of Nepal Kathmandu	Tel.: +977-1-426 2387 Fax: +977-1-426 2516	Rajan.pokhrel@caanepal.gov.np; rajpokhrel@hotmail.com;
	33.	Capt. Deepak Kumar LAMA	Dy. Director, Civil Aviation Safety Regulation Directorate Civil Aviation Authority of Nepal Kathmandu	Tel.: +977-1-426 2387 Fax: +977-1-426 2516	Dklama55@hotmail.com;
15.		**NEW ZEALAND**			
	34.	Mr. Graeme Harris	Chief Executive and Director of Civil Aviation Civil Aviation Authority of New Zealand P O Box 3555 Wellington 6140	Tel: +64-4-5609400	graeme.harris@caa.govt.nz; margaret.ninness@caa.govt.nz;
	35.	Mr. Mark HUGHES	Deputy Director Air Transport & Airworthiness Civil Aviation Authority of New Zealand P O Box 3555 Wellington 6140	Tel: +64-4-560 9400 Fax: +64-4-569 2024	Mark.Hughes@caa.govt.nz;
16.		**PHILIPPINES**			
	36.	Capt. Romel D. CADINGAN	Assistant Director General II Flight Standards Inspectorate Service Civil Aviation Authority of the Philippines NAIA Road, Pasay City 1300	Tel.: +63-2-944 2181	romelcadingan@yahoo.com; caapfsis@gmail.com;
	37.	Mr. Alex B. BALDE	Assistant Chief, ASSI Aerodrome and Air Navigation Safety Oversight Office Civil Aviation Authority of the Philippines NAIA Road, Pasay City 1300	Tel.: +63-2-944 2290	Balde_alex@yahoo.com; aanso.caap@gmail.com;

STATE / NAME		DESIGNATION / ORGANIZATION	TEL. / FAX	E-MAIL
17.	**REPUBLIC OF KOREA**			
	38. Mr. Byungwoo MIN	Deputy Director Flight Standard Division Office of Civil Aviation Doum ro 6, Sejong city, 30103	Tel.: + Fax: +	secureavsec@korea.kr;
	39. Mr. Subeom YI	Assistant Director Aviation Safety Policy & Licensing Division Office of Civil Aviation Doum ro 6, Sejong city, 30103	Tel.: +82-10-5910-1078	atcysb84@korea.kr;
	40. Ms. Sihyun CHA	Assistant Director Air Traffic Division Office of Civil Aviation Doum ro 6, Sejong city, 30103		chash2011@korea.kr;
18.	**SAMOA**			
	41. Mr. Ausetalia TANUVASA	Principal Technical Officer Ministry of Works, Transport and Infrastructure TATTE Building	Tel.: +685-23565	atanuvasa2014@gmail.com;
	42. Mr. Nanai Junior SAAGA	Director of Civil Aviation Civil Aviation Department Ministry of Works, Transport & Infrastructure Level 4, TATTE Building, Private Bag, Savalalo	Tel: +685 23565	nanai.saaga@mwti.gov.ws; junior.saaga@gmail.com;
19.	**SINGAPORE**			
	43. Mr. Tiang Guan TAY	Deputy Director General Civil Aviation Authority of Singapore Singapore Changi Airport Singapore 918141	Tel.: +65-6541 2562 Fax: +65-6542 1231	tay_tiang_guan@caas.gov.sg;

STATE / NAME		DESIGNATION / ORGANIZATION	TEL. / FAX	E-MAIL
	44.	Mr. Willy LEE	Deputy Head (Flight Operations – BA/GA/Heli) Airworthiness / Flight Operations Division Civil Aviation Authority of Singapore Singapore Changi Airport Singapore 918141	Tel.: +65-6541 2493 Fax: +65-6542 6519	willy_lee@caas.gov.sg;
	45.	Ms. Jaime SEAH	Senior Manager (Strategy and Intelligence) Safety Policy and Licensing Division Civil Aviation Authority of Singapore Singapore Changi Airport Singapore 918141	Tel.: +65-6595 6039 Fax: +65-6542 3869	jaime_seah@caas.gov.sg;
	46.	Ms. Michelle LOW	Manager (Standardization & Planning) Airworthiness / Flight Operations Division Civil Aviation Authority of Singapore Singapore Changi Airport Singapore 918141	Tel.: +65-6422 7610 Fax: +65-6545 6519	michelle_low@caas.gov.sg;
	47.	Mr. Wing Keong CHAN	Advisor, Transport Safety Investigation Bureau Ministry of Transport Singapore 918155	Tel.: +65-6595 6010 Fax: +65-6542 2394	Chan_wing_keong@mot.gov.sg;
20.	**THAILAND**				
	48.	Mr. Buntoeng MEGCHAI	Manager, Aviation Safety Management Group (SMG) The Civil Aviation Authority of Thailand Bangkok 10210	Tel.: +66-2-568 8813 Fax: +66-2-568 8844	Buntoeng.m@caat.or.th;
	49.	Mr. Kajonpat MAKLIN	Manager of Airworthiness and Aircraft Engineering Department The Civil Aviation Authority of Thailand Bangkok 10210	Tel.: +66-63-205 8840	Kajonpat.m@caat.or.th;

STATE / NAME		DESIGNATION / ORGANIZATION	TEL. / FAX	E-MAIL
	50.	Mr. Rachanon KWANCHU	Officer, Aviation Safety Management Group (SMG) The Civil Aviation Authority of Thailand Bangkok 10210	Tel.: +66-87-589 6330	Rachanon.k@caat.or.th;
	51.	Ms. Kiatwirada WORA-ATTAMAPITAK	Flight Operations Standards Department Officer The Civil Aviation Authority of Thailand Bangkok 10210	Tel.: +66-2-568 8800 Ext. 4306	Kiatwirada.w@caat.or.th;
		Airports of Thailand			
	52.	Ms. Darina KUASAKUL	Director of Aerodrome Standardization Div. Aerodrome Standardization and Safety Dept. Airports of Thailand PLC. Bangkok 10220	Tel.: +66-2-535 8492 Fax: +66-2-535 8298	Darina.k@airportthai.co.th;
	53.	Ms. Pichaya KAWITANON	Specialist, Aerodrome Standardization and Safety Department Airports of Thailand PLC. Bangkok 10220	Tel.: +66-2-535 8497 Fax: +66-2-535 8298	Pichaya.k@airportthai.co.th;
		AEROTHAI			
	54.	Mr. Visut DECHPOKKET	Senior Director, Safety And Standards Bureau Aeronautical Radio of Thailand Ltd. Bangkok 10120	Tel.: +66-2-287 8731 Fax: +66-2-287 8645	visut.de@aerothai.co.th;
	55.	Ms. Oranee PHIPHITAPHANDA	Safety Management System Manager Aeronautical Radio of Thailand Ltd. Bangkok 10120	Tel.: +66-2-287 8294 Fax: +66-2-287 8645	Oranee.ph@aerothai.co.th;
		Thai Airways Intl			
	56.	Mr. Naroupon CHANDRAKULSIRI	Deputy Manager, International Flight Safety and Operations Development Department Thai Airways International Public Company Limited Bangkok 10900	Tel.: +66-2-545 2665	Naroupon.c@thaiairways.mail.go.th; flightops@thaiairways.com;

STATE / NAME			DESIGNATION / ORGANIZATION	TEL. / FAX	E-MAIL
	57.	Mr. Komkrit SITTHIPO	Senior Supervisor / Accident Prevention Department Thai Airways International Public Company Limited Bangkok 10900	Tel.: +66-2-545 4360	Komkrit.s@thaiairways.com;
21.	UNITED KINGDOM				
	58.	Ms. Clair M. BORRELLI	Senior Manager – International Operations Civil Aviation Authority – CAA International CAA International Limited Aviation House Gatwick Airport South West Sussex RH6 0YR United Kingdom	Tel.: +44-1293 573375	clair.borrelli@caa.co.uk;
22.	UNITED STATES				
	59.	Mr. Steve GOTTLIEB	Director, Accident Investigation and Prevention Federal Aviation Administration 800 Independence Ave, SW Washington, DC 20591	Tel.: +1-202-267-9614	Steven.gottlieb@faa.gov;
	60.	Sarbhpreet SAWHNEY	Aircraft Certification Rep. Federal Aviation Administration – IAO American Embassy - Singapore 27 Napier Road Singapore 258508	Tel.: +65- 6476-9039	sarbhpreet.sawhney@faa.gov;
	61.	Brian HUTCHINS	Asia Pacific Regional Coordinator, Flight Standards Federal Aviation Administration 600 Independence Ave, SW Washington, DC 20591	Tel.: +1-202-267-0918	brian.hutchins@faa.gov;

STATE / NAME			DESIGNATION / ORGANIZATION	TEL. / FAX	E-MAIL
	62.	Jennifer KILEO	International Strategies Specialist Federal Aviation Administration 800 dependence Ave, SW Washington, DC 20591	Tel.: +1-202-267-0315	jennifer.kileo@faa.gov;
	63.	Kevin HAGGERTY	Manager, Air Traffic Safety Operations Oversight Division Federal Aviation Administration 800 Independence Ave, SW Washington, DC 20591	Tel.: +1-202-267-8093	kevin.haggerty@faa.gov;
	64.	Mr. Jim SPILLANE	Sr. FAA Representative, Southeast Asia Federal Aviation Administration US Embassy, Singapore	Tel.: +65-6476-9031	james.spillane@faa.gov;
INTERNATIONAL ORGANIZATIONS / INDUSTRY PARTNERS					
1.	**AIRBUS**				
	65.	Mr. Hugues LALOË	Senior Director International Safety Programs Airbus SAS 1 rond point Maurice Bellonte 31707 Blagnac, France	Tel.: +33-567 191 071	Hugues.laloe@airbus.com;
2.	**AIRPORTS COUNCIL INTERNATIONAL (ACI)**				
	66.	Mr. SL WONG	Head - Technical & Industry Affairs ACI Asia-Pacific Unit 13, 2/F, Airport World Trade Centre 1 Sky Plaza Road Hong Kong International Airport Hong Kong	Tel.: +852-2989 8001	sl@aci-asiapac.aero;
3.	**BOEING**				
	67.	Gunter ERTEL	Safety Programme Manager Boeing U.S.A.		Gunter.Ertel@boeing.com;

STATE / NAME		DESIGNATION / ORGANIZATION	TEL. / FAX	E-MAIL
4.		**CIVIL AIR NAVIGATION SERVICES ORGANIZATION (CANSO)**		
	68.	Mr. Hai Eng CHIANG	Director Asia Pacific Affairs CANSO Singapore Changi Airport Singapore 918141	Tel.: +65-6541 2007 Fax: +65-6543 4995	Hai.eng.chiang@canso.org;
	69.	Ms. Duangtawan PINPIMAI	Manager, Safety Management System Safety Management Department Bangkok, Thailand	Tel.: +66 2287 8190 Fax: +66 2287 8119	duangtawan.pi@aerothai.co.th;
5.		**EUROPEAN AVIATION SAFETY AGENCY (EASA)**		
	70.	Mr. Frank MANUHUTU	EASA Representative Singapore and Southeast Asia EASA – EU Delegation 250 North Bridge Road Raffles City Towers #38-03 Singapore 179101	Tel.: +65-6576 0126	frank.manuhutu@easa.europa.eu;
6.		**INTERNATIONAL AIR TRANSPORT ASSOCIATION (IATA)**		
	71.	Mr. Honghai YANG	Regional Director, Safety and Flight Operations, North Asia 3F, China Digital Harbor No.1 Wangjing North Road, Beijing 100102, China	Tel.: +86-10-85719055	yanghh@iata.org;
	72.	Mr. Gerardo HUETO	Assistant Director, Safety and Flight Operations-ASPAC 80 Pasir Panjang Road, #20-81 Singapore 117372	Tel.: +65-64992288	huetog@iata.org;
	73.	Mr. Hakimuddin PATANWALA	Manager, Safety and Flight Operations- ASPAC 80 Pasir Panjang Road, #20-81 Singapore 117372	Tel.: +65 6499 2253	patanwalah@iata.org;

STATE / NAME			DESIGNATION / ORGANIZATION	TEL. / FAX	E-MAIL
	74.	Capt. Aric OH	Senior Vice President, Flight Operations IATA/Asiana Airlines 161 Tai Keng Gardens Singapore 535 433	Tel.: +82-2-2669 5120	aricoh@flyasiana.com;
	75.	Capt. Mushafiz MUSTAFA BAKRI	Director Safety Security Quality Thai Lion Mentari Co. Ltd., Bangkok 10210 Thailand	Tel.: + 66952076100	ds@lionairthai.com; mushafiz@gmail.com;
	76.	Mr. Yoshiki IMAWAKA	Executive Advisor, ANA Strategic Research Institute IATA / ANA Tokyo 105-7140, Japan	Tel.: +81-3-6735 1460	
7.	**INTERNATIONAL FEDERATION OF AIR LINE PILOTS' ASSOCIATIONS (IFALPA)**				
	77.	Captain Bhudhibhuntu TEINWAN	Chief Technical and Safety Advisor to Deputy President IFALPA Bangkok 10900, Thailand	Tel.: + 6625454046	bhudhibhuntu@gmail.com;
8.	**PACIFIC AVIATION SAFETY OFFICE (PASO)**				
	78.	Mr. Netava Waqa	Operations Manager PASO PO Box 139, Lini Hwy Port Vila, Vanuatu	Tel.: + (678) 28500	om@paso.aero; netavaw@gmail.com;
	ICAO & COSCAPs				
	79.	Mr. Arun MISHRA	Regional Director ICAO Asia and Pacific Office Bangkok 10900, Thailand	Tel.: +66-2-537 8189 Fax: +66-2-537 8199	amishra@icao.int;
	80.	Mr. Catalin RADU	Deputy Director, Aviation Safety ANB/SAF ICAO Headquarters		cradu@icao.int;

STATE / NAME		DESIGNATION / ORGANIZATION	TEL. / FAX	E-MAIL
81.	Mr. Erwin LASSOOIJ	Chief, Programmes Coordination and Implementation Section ANB/SAF/PCI ICAO Headquarters		ELassooij@icao.int;
82.	Mr. Manjit SINGH	Deputy Regional Director ICAO Asia and Pacific Office Bangkok 10900, Thailand	Tel.: +66-2-537 8189 Fax: +66-2-537 8199	msingh@icao.int;
83.	Mr. SM Nazmul ANAM	Regional Officer, Flight Safety ICAO Asia and Pacific Office Bangkok 10900, Thailand	Tel.: +66-2-537 8189 Fax: +66-2-537 8199	sanam@icao.int;
84.	Mr. Susantha DESILVA	Regional Officer, Safety Implementation ICAO Asia and Pacific Office Bangkok 10900, Thailand	Tel.: +66-2-537 8189 Fax: +66-2-537 8199	sdesilva@icao.int;
85.	Mr. Len Wicks	Regional Officer, Air Traffic Management ICAO Asia and Pacific Office Bangkok 10900, Thailand	Tel.: +66-2-537 8189 Fax: +66-2-537 8199	LWicks@icao.int;
86.	Mr. Punya Raj SHAKYA	Regional Officer, Aerodromes and Ground Aids ICAO Asia and Pacific Office Bangkok 10900, Thailand	Tel.: +66-2-537 8189 Fax: +66-2-537 8199	pshakya@icao.int;
87.	Ms. Marie Helene ZUBRYCKYJ	Chief Technical Advisor COSCAP – South Asia		marie.zubryckyj@coscap-icao.org; mariemimi@icloud.com;
88.	Mr. Michiel VREEDENBURGH	COSCAP-SEA Programme Coordinator COSCAP – South East Asia c/o ICAO Asia and Pacific Office Bangkok 10900, Thailand	Tel.: +66-2-537 8197 Fax: +66-2-537 8198	mvreedenburgh@icao.int; sjuntarapratin@icao.int;
89.	Mr. Wayne LOE	Chief Technical Advisor COSCAP – North Asia Beijing, China	Tel.: + Fax: +	wayne.loe@coscap-icao.org;

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LIST OF WORKING PAPERS AND INFORMATION PAPERS

WORKING PAPERS

WP No.	Agenda	Title	Presented by
WP/1	1	Adoption of the Provisional Agenda	Secretariat
WP/2	2	Election of RASG-APAC Chairperson and Vice-chairperson	Secretariat
WP/3	3	Outcome of the First Asia/Pacific Ministerial conference on Civil Aviation	Secretariat
WP/4	3	Enhancing Support for the Implementation of Effective Safety Management	ICAO HQ
WP/5	4	Review of Progress of RASG-APAC/7 Decisions and Conclusions	Secretariat
WP/6	5	Update of RASG-APAC 2017/2018 Work Programme	Secretariat
WP/7	5	Review of Decisions and Conclusions Adopted at APRAST/11 and APRAST/12 and its Progress	Secretariat
WP/8	5	APAC-AIG direct reporting to RASG-APAC and corresponding change of ToRs in RASG-APAC procedural handbook	Secretariat
WP/9	5	Update on Asia Pacific Regional Aviation Safety Priorities and Targets	APRAST Co-chairs
WP/10	5	Update on APAC-AIG Activities	Chairman APAC-AIG
WP/11	5	Progress of Development of Annual Safety Report	SRP WG
WP/12	5	Safety Enhancement Initiative (SEI) LOC/6 – Upset Prevention and Recovery Training (UPRT)	SEI WG
WP/13	6	Formulating a Regional Aviation Safety Plan (RASP) and Role of RASG	Secretariat
WP/14	6	Regulation of unmanned aircraft systems in Hong Kong, China	Hong Kong, China
WP/15	6	Operation Standards of Foreign Business Aircraft	Hong Kong, China
WP/16	6	Importance of Maintaining the RASG Safety Framework in Support of the GASP	United States
WP/17	6	Regional Data Collection, Analysis and Information Sharing (AP-SHARE) Demonstration Project Status Report	FSF and MITRE
WP/18	6	System-of-systems Notion within Cybersecurity in Aviation	Singapore
WP/19	6	Preventing Objects Falling off Airplanes	Japan

WP No.	Agenda	Title	Presented by
WP/20	6	Challenges with the Implementation of the Concept of the Acceptable Level of Safety Performance (ALoSP)	Singapore
WP/21	7	Proposed RASG-APAC 2018-2019 Yearly and Standing Work Programmes	APRAST Co-Chairs

INFORMATION PAPERS

IP No.	Agenda	Title	Presented by
IP/1	-	List of Papers	–
IP/2	6	Global Aviation Safety Plan	United States
IP/3	6	Areas of Interest for the United States at ICAO's 13th Air Navigation Conference	United States
IP/4	6	Challenges in Incorporating ICAO SARPS and PANS in National Regulations	Nepal
IP/5	6	Update of the Global Aviation Safety Plan (GASP)	Secretariat
IP/6	6	ICAO Update	Secretariat
IP/7	6	International Business Aviation Commitment to Safety	IBAC
IP/8	8	Impact Assessment Report regarding Suspended Safety and Security Services	DPR Korea

PRESENTATIONS

PPT No.	Agenda	Title	Presented by
PPT 01		Safety & Air Navigation Overview–Implementation	ICAO HQ
PPT 02		GASOS and ROSS	ICAO HQ

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LIST OF DECISIONS AND CONCLUSIONS OF THE RASG-APAC/8

LIST OF DECISIONS

Decision RASG-APAC 8/1 — Implementation on the Outcome of the First Asia/Pacific Ministerial conference on Civil Aviation	
That, APRAST be requested to look into the Safety Aspects and related Human Resources Development.	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional
Why: Implementation of the Beijing Declaration Commitments	
When: Immediate	**Status**: On going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: Industry	

Decision RASG-APAC 8/2 — Implementation on the Outcome of the First Asia/Pacific Ministerial conference on Civil Aviation	
That, APAC-AIG to be requested to look into the matters related to Accident Investigation with a view to develop the Action Plan and monitor the progress as articulated in the Beijing Declaration.	**Expected impact**: ☐ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional
Why: Implementation of the Beijing Declaration Commitments	
When: Immediate	**Status**: On going
Who: ☐ Sub-groups ☒ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

Decision RASG-APAC 8/3 — **Enhancing Support for the Implementation of Effective Safety Management; WP/4**	

That,
 	
   a) the nominated focal points submit practical implementation examples and tools using the secure portal; and
 	
   b) States are encouraged to make use of the updated tools and training once made available.
	Expected impact:
	
	 ☒ Achievement of global and regional aviation safety priorities and targets
	
	 ☐ Enhancement of USOAP effective implementation
	
	 ☒ Monitoring and administration
	
	 ☐ Capacity Building and Sharing of Information
	
	 ☐ Inter-regional

Why: For the sharing of multiple tools and examples in support of effective safety management implementation.	
When: Immediate	**Status**: On going
Who: ☐ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: Industry	

Decision RASG-APAC 8/4 — **Review of Progress of RASG-APAC/7 Decisions and Conclusions (WP/5)**	
That, the Meeting endorsed the recommendations of the 7 Decisions and 5 Conclusions of RASG-APAC/7 presented in Attachment A and B to WP/5.	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional
Why: Achievement of global and regional aviation safety priorities and targets.	
When: Immediate	**Status**: Closed
Who: ☒ Sub-groups ☒ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

Decision RASG-APAC 8/5 — Update of RASG-APAC 2017/2018 Work Programme (WP/6)	
That, the Meeting endorsed the recommendation as described in Attachment to WP/6.	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☐ Capacity Building and Sharing of Information ☐ Inter-regional
Why: Achievement of global and regional aviation safety priorities and targets.	
When: Immediate	**Status**: Closed
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☒ ICAO HQ ☐ Other:	

Decision RASG-APAC 8/6 — Update of RASG-APAC 2017/2018 Work Programme (WP/6)	
That, APRAST looks into a proposal to enable delegation of certain decision making from RASG-APAC to APRAST and table it for consideration and approval at RAS-APAC/9.	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☐ Capacity Building and Sharing of Information ☐ Inter-regional
Why: Achievement of global and regional aviation safety priorities and targets.	
When: Immediate	**Status**: Closed
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

Decision RASG-APAC 8/7 — **Review of Decisions and Conclusions Adopted at APRAST/11 and APRAST/12 and its Progress (WP/7)**	
That, Conclusions adopted at APRAST/11 and APRAST/12 as described in Attachments A and B be endorsed.	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☐ Capacity Building and Sharing of Information ☐ Inter-regional
Why: Achievement of global and regional aviation safety priorities and targets.	
When: Immediate	**Status**: On-going
Who: ☒ Sub-groups ☒ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

Decision RASG-APAC 8/8 — **Proposal for APAC-AIG direct reporting to RASG-APAC and change of the ToRs in RASG-APAC Procedural Handbook (WP/8)**	
That, proposed changes to the APAC AIG ToRs as described in Attachment A (WP/8) is endorsed by RASG-APAC/8 for onward insertion in Appendix 'B' of RASG-APAC procedural handbook replacing the existing APAC-AIG ToRs.	*Expected impact*: ☐ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP Effective Implementation ☒ Monitoring and Administration ☐ Capacity Building and Sharing of Information ☐ Inter-Regional
Why: AIG reporting to RASG-APAC	
When: RASG-APAC/8	**Status**: In progress
Who: ☐ APRAST ☒ APAC-AIG ☐ SRP WG ☐ SEI WG ☐ Capacity Building TF ☐ APAC States/Administrations ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

Decision RASG-APAC 8/9 — **Update on Asia Pacific Regional Priorities and Targets (WP/9)**

That, RASG-APAC/8 endorsed the revisions to the Regional Aviation Safety Priorities and Targets as described in paragraph 2.2	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP effective implementation ☐ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional

Why: Update the regional aviation safety priorities and targets.	
When: Immediate	**Status**:
Who: ☒ Sub-groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

Decision RASG-APAC 8/10 — **Update on Asia Pacific Regional Priorities and Targets (WP/9)**

That, RASG-APAC/8 endorsed the Mechanism described in Appendix C of WP/9 for future reviews as described in paragraph 2.3.	**Expected impact**: ☐ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP effective implementation ☐ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional

Why: Update the regional aviation safety priorities and targets.	
When: Immediate	**Status**:
Who: ☒ Sub-groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

Decision RASG-APAC 8/11 — Safety Enhancement Initiative (SEI) LOc-6 Output for RASG-APAC Consideration and Approval - (WP/12)	
That, the Meeting endorsed the APRAST Conclusion 11/7 and action taken on SEI LOC/6 and consider completed and removed from the work programme.	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP effective implementation ☐ Monitoring and administration ☐ Capacity Building and Sharing of Information ☐ Inter-regional
Why: To achieve global and regional aviation safety priorities and targets.	
When: Immediate	**Status**: On-going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: Industry	

Decision RASG-APAC 8/12 — Formulating a Regional Aviation Safety Plan (RASP) and role of RASG – (WP/13)	
That, APRAST be requested to look into formulating a Regional Aviation Safety Plan (RASP) for 2020-22 in collaboration with APAC-AIG (wherever required) by APRAST/14 and present the Draft RASP in RASG-APAC/9 for approval.	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional
Why: To achieve global and regional aviation safety priorities and targets.	
When: Immediate	**Status**: On-going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: Industry	

Decision RASG-APAC 8/13 — **Update of the Global Aviation Safety Plan (GASP) – IP/5**	
That, the Meeting endorsed that the States are urged to initiate the development of a national aviation safety plan, including goals and targets consistent with the regional aviation safety plan, and in line with the GASP 2020-22, including the global aviation safety roadmap, and based on the operational safety needs and provide feedback on the new global aviation safety roadmap and suggestions for the future 2020 - 2022 Edition of the GASP via email to: GASP@icao.int.	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional
Why: To achieve global and regional aviation safety priorities and targets.	
When: Immediate	**Status**: On-going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: Industry	

Decision RASG-APAC 8/14 – **RASG-APAC Yearly/Standing Work Programme 2018-2019 (Proposed) for Consideration and Approval**	
That, the proposed RASG-APAC 2018/2019 Yearly and Standing Work Programme is approved, as in **Attachment D** of this Report.	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☒ Enhancement of USOAP effective implementation ☒ Monitoring and administration ☒ Capacity Building and Sharing of Information ☐ Inter-regional
Why: To achieve global and regional aviation safety priorities and targets and Commitments of Beijing Declaration.	
When: Immediate	**Status**: On-Going
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: Industry	

LIST OF CONCLUSIONS

Conclusion RASG-APAC 8/1 — Presentations PPT-1, PPT-2 and PPT-3	

That, given the fast growth in aviation and the advent of new entrants, it is imperative that:
 	
   a) ICAO through Regional and national planning and implementation be prioritized and seamlessly linked to Global Planning;
 	
   b) a project management structure be required as a vehicle to address the process from planning to implementation; and
 	
   c) in order to elevate political will and increase opportunities for funding, projects be linked to the UNSDGs and the National Development plans.
	Expected impact:
	☒ Achievement of global and regional aviation safety priorities and targets
	☐ Enhancement of USOAP effective implementation
	☐ Monitoring and administration
	☒ Capacity Building and Sharing of Information
	☐ Inter-regional

Why: Due to the increasing volume of traffic and new stakeholders in aviation.	
When: RASG-APAC/8	**Status**: On going
Who: ☐ Sub-groups ☒ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

Conclusion RASG-APAC 8/2 — Progress of development of Annual Safety Report – WP/11	
That, RASG-APAC/8 endorsed the Annual Safety Report 2017 and 2018. The Meeting also agreed the timeline of the Annual Safety Report 2019.	**Expected impact**: ☒ Achievement of global and regional aviation safety priorities and targets ☐ Enhancement of USOAP effective implementation ☐ Monitoring and administration ☒ Capacity Building and Sharing of Information ☒ Inter-regional
Why: Update the Annual Safety Report of APAC Region.	
When: Immediate	**Status**:
Who: ☒ Sub-groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☒ Other: Industry partners	

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PROPOSED RASG-APAC 2018/2019 YEARLY AND STANDING WORK PROGRAMME

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description	Status
					RASG APAC YEARLY WORK PROGRAMME (2017-2018)	
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	**Coordination with APANPIRG and its sub-groups** 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: 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.	**Open -** In addition to the progress updated at previous meetings, APRAST/10 agreed to focus on the following three issues: *large height deviations*, *English language proficiency* and *terrain/obstacle databases*, with respect to coordination between APANPIRG and RASG-APAC. **Decision APRAST 10/4 refers**. 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**) 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. 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 methodolgy 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.
2		Decisions APRAST 7/3, 8/24	-	Secretariat Nokscoot	**Dedicated web portal for RASG-APAC/APRAST** Develop a two-tier online access to RASG-APAC website to allow for: a. A documents management system for public view; and b. A protected workspace to allow APRAST members to collaborate and exchange working information. This item aims to enhance access and visibility of RASG-APAC/ APRAST work and for more efficient collaboration among its members.	**Open -** NokScoot and Secretariat have outlined the scope and contents of the two-tier website. NoksScoot 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. APRAST/12 update: No further update from the champion. New Champion may nominated in APRAST-13 or Close the item.

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description	Status
3		Decisions APRAST 7/31, 8/13 Decision APRAST 10/5	RE 1	FSF and IFALPA	**Causal factors with pilot decision to not go-around** Promote pilot adherence to SOPs for approaches including go-around decision making	**Open -** 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. <u>APRAST/11 update</u>: 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 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.
4	Decision RASG-APAC 8/12			APRAST Co-Chairs	**Formulating the Regional Aviation Safety Plan (RASP) for APAC Region**	to be taken up with APRAST
5	Conclusion RASG-APAC 8/2			APRAST Co-Chairs	**Production of Annual Safety Report 2018 & 2019**	to be taken up with SRP WG
6	Decision RASG-APAC 8/1			APRAST Co-Chairs	**Follow up of Beijing Declaration**	to be taken up with APRAST

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description	Status
					Safety: - (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. Collaboration: a) Promote regional government and industry collaboration for sharing of best practices in safety management through the Regional Aviation Safety Group (RASG). Human Resource Development: (a) Establish access to quality training; and (b) Encourage sharing of resources bilaterally and/or multi-laterally as well as with industry partners.	
7	Decision RASG-APAC 8/2			APAC-AIG	Independent Accident Investigation Boday: a) 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	to be taken up with APAC-AIG
RASG APAC STANDING WORK PROGRAMME						
S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
					Nil	

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description	Status

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