



International Civil Aviation Organization

WP/6 Agenda Item 4

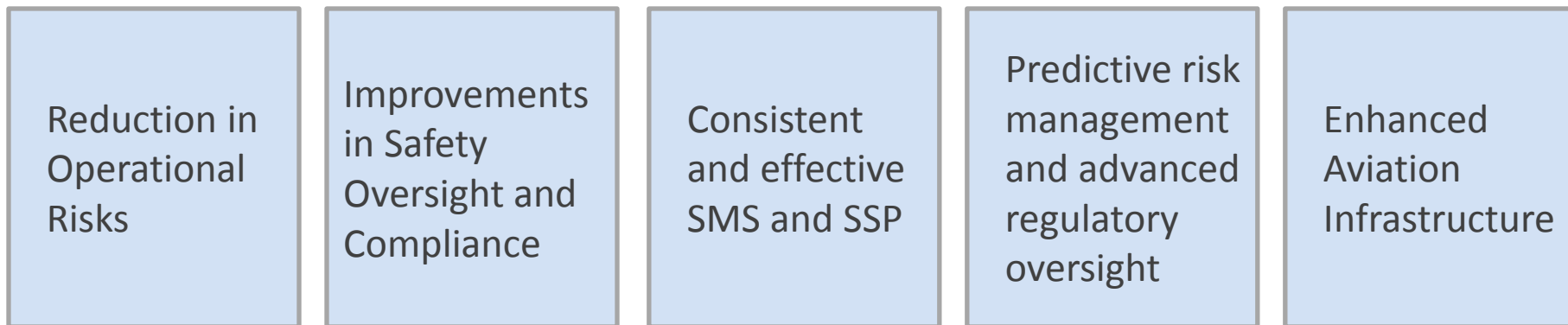
Update on APAC Regional Aviation Safety Priorities and Targets

Presented by APRAST Co-Chairs
APRAST/8

Introduction to APAC Regional Aviation Safety Priorities and Targets



- Approved at the RASG-APAC/4 meeting
- Aligned to the ICAO Global Aviation Safety Priorities and Targets specified in the revised Global Aviation Safety Plan (GASP)
- Broadly cover five areas:



- Last update was presented at RASG-APAC/5 in Oct 2015

Targets under Regional Aviation Safety Priority 1: Reduction of Operational Risks

- RASG-APAC to complete the development of currently identified priority SEIs by end 2016
- Reduction in the number of fatal accidents in 2018 compared to 2014 irrespective of the volume of air traffic in the APAC region
- States and industry to complete the implementation of all priority SEIs in RASG-APAC work programme by 2018

Regional Aviation Safety Priority 1: Reduction of Operational Risks



Target: RASG-APAC to complete the development of currently identified priority SEIs by end 2016

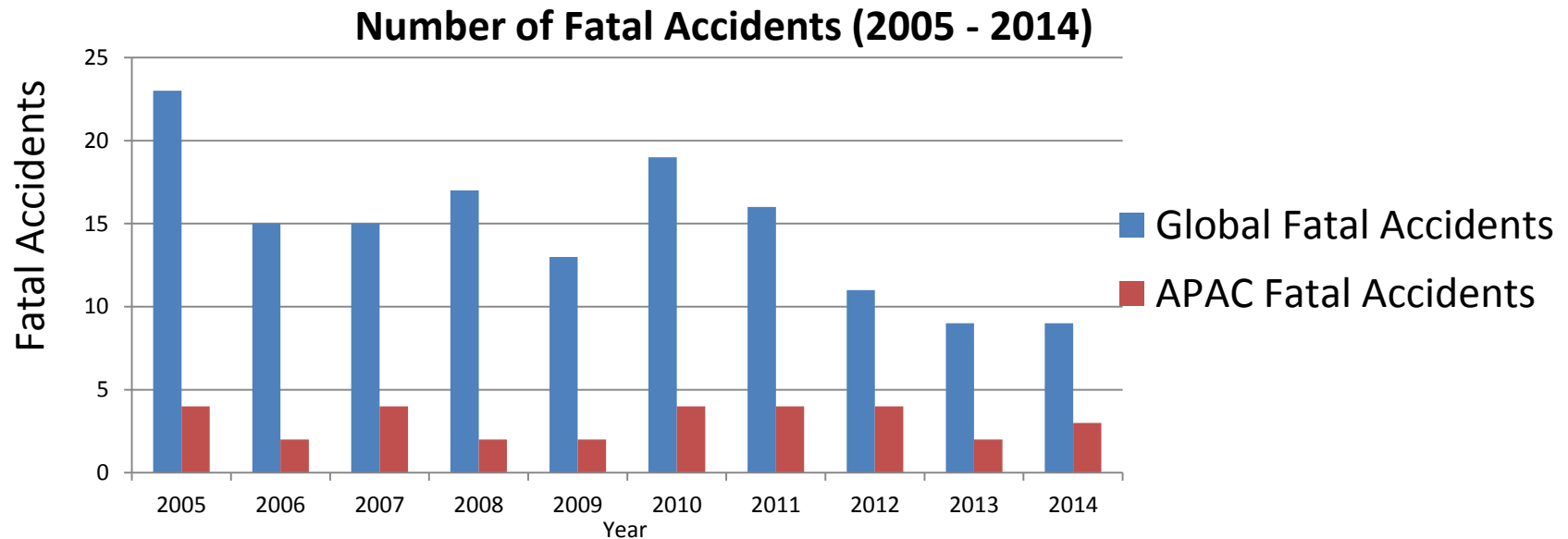
	Update at RASG-APAC/5	Update at APRAST/8
Number of Priority Level 1 SEIs	12	11
Number of completed Priority Level 1 SEIs	9	9
Number of Priority Level 1 SEIs to be developed	3	2

- Outputs of 9 out of 11 Priority Level 1 SEIs were approved by RASG-APAC and promulgated.
- Two remaining Priority Level 1 SEIs to be developed are LOC/2 and LOC/4.
- At the APRAST/7 meeting, it was determined that the scope of SEI RI/3 did not require further action by APRAST and would be closed. The total number of Priority Level 1 SEI has been updated accordingly.

Regional Aviation Safety Priority 1: Reduction of Operational Risks



Target: Reduction in the number of fatal accidents in 2018 compared to 2014 irrespective of the volume of air traffic in the APAC region



➤ The AP-SRP WG of APRAST will continue to monitor the accident figures for future updates.

Regional Aviation Safety Priority 1: Reduction of Operational Risks



Target: States and industry to complete the implementation of all priority SEIs in RASG-APAC work programme by 2018

Area of RASG-APAC Endorsed Safety Tool	No of States/Administrations that have implemented*	
	Update at RASG-APAC/5	Update at APRAST/8
Compliance with Annex 6 requirement on GPWS-FLF. [Annex 6(I) 6.15 & Annex 6(II)]	4	No change in status from update at RASG-APAC/5.
Guidance on training programme on the use of the GPWS	3	
Guidance on the effective use of the GPWS	4	
Development, implementation and assessment of crew resource management training programme	3	
Training of Flight Crew in ALAR and CFIT Prevention	3	
Mode Awareness and Energy State Management Aspects of Flight Deck Automation	4	

- The Secretariat will continue to monitor the level of implementation of the priority SEIs through monitoring mechanism.
- Secretariat and Bangladesh are developing a user-friendly online survey for monitoring.

Targets under Regional Aviation Safety Priority 2: Improvements in Safety Oversight and Compliance

- ➔ Task force (to be formed by APRAST) to develop an action plan on capacity building by June 2016
- ➔ 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
- ➔ States to achieve at least 60% EI in USOAP CMA by 2017
- ➔ Maintain at least 60% of applicable APAC airlines to be IOSA certified by the end of 2017
- ➔ Achieve at least 15% of applicable APAC airlines to be ISSA certified by the end of 2017
- ➔ Pursue at least a 50% increase in ISAGO registrations by end of 2017

Regional Aviation Safety Priority 2: Improvements in Safety Oversight and Compliance



Target: Task force (to be formed by APRAST) to develop an action plan on capacity building by June 2016

- The RASG-APAC/5 meeting approved the extension of the deadline for this target from December 2015 to June 2016.
- Discussion on the Task Force is expected to be carried out at the APRAST/8 meeting.
- Members are encouraged to participate in the Task Force.

Regional Aviation Safety Priority 2: Improvements in Safety Oversight and Compliance



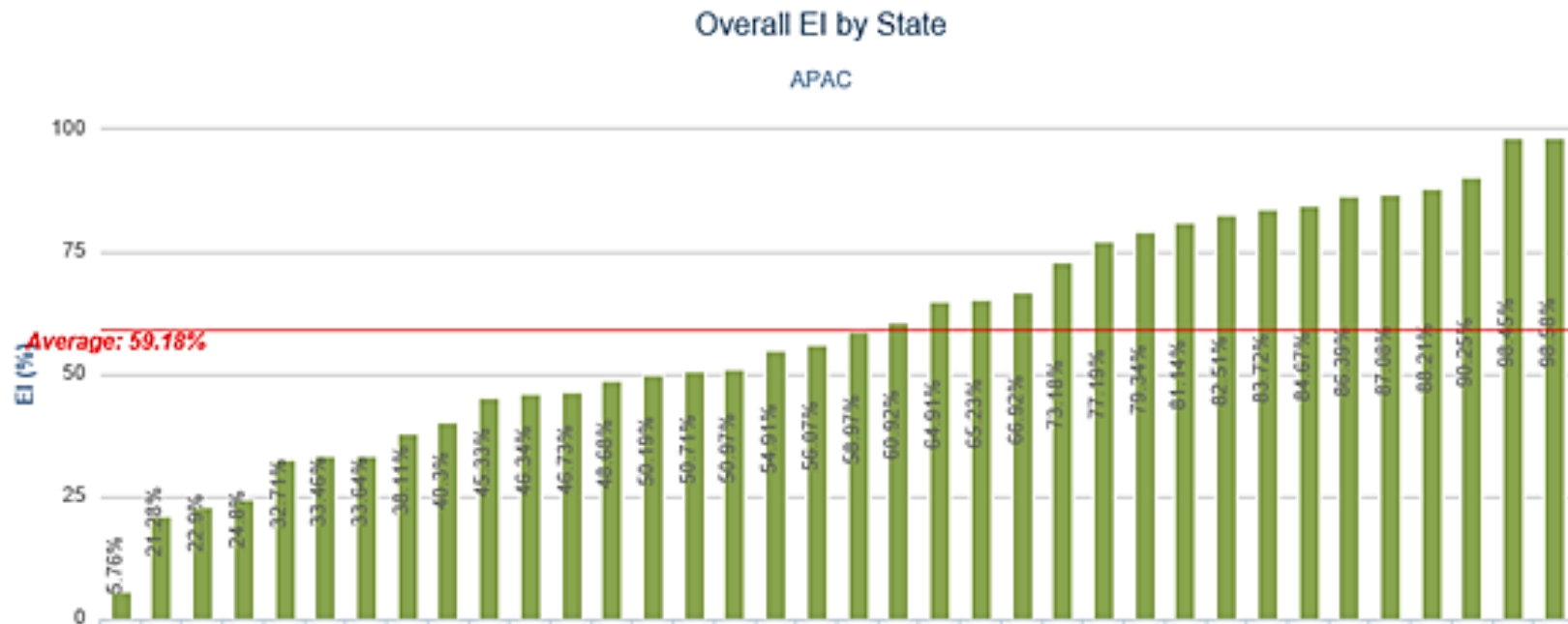
Target: States to resolve any SSCs identified by the ICAO USOAP CMA programme promptly within the timeline specified in the corrective action plan and agreed to by ICAO

- ➔ Same as the update given at RASG-APAC/5, 2 States, with SSCs in the area of Air Operator Certification, are in the process of resolving the SSCs.
- ➔ ICAO APAC Regional Office will continue to monitor the situation of resolving SSCs for APAC States.

Regional Aviation Safety Priority 2: Improvements in Safety Oversight and Compliance



Target: States to achieve at least 60% EI in USOAP CMA by 2017



- No change to the update given at RASG-APAC/5.
- 17 out of 36 (42%) audited States have at least 60% overall EI while the APAC average overall EI remains at 59.18%, which is below the global average overall EI (62.94%).
- States are strongly urged to accelerate the attainment of at least 60% EI in individual aspects of USOAP CMA.



Regional Aviation Safety Priority 2: Improvements in Safety Oversight and Compliance

Target: By end of 2017,

Maintain at least 60% of applicable APAC airlines to be IOSA certified

Achieve at least 15% of applicable APAC airlines to be ISSA certified

Pursue at least a 50% increase in ISAGO registrations

Certification/ Registration	IOSA		ISSA		ISAGO	
	Update at RASG- APAC/5	Update at APRAST/8	Update at RASG- APAC/5	Update at APRAST/8	Update at RASG- APAC/5	Update at APRAST/8
Current Status	51 APAC airlines certified	81 APAC airlines certified.	No information available	6 APAC airlines registered.	37 APAC stations* registered	50 APAC Ground Service Providers registered.

* Each station may contain more than one registered ground service provider.

Targets under Regional Aviation Safety Priority 3: Consistent and effective Safety Management Systems (SMS) and State Safety Programmes (SSP)

- Industry, particularly airlines, aviation training organisations, maintenance and repair organisations, airport operators, air navigation service providers, organisations responsible for the type design or manufacture of aircraft and aviation service providers to implement SMS by 2017
- States to implement the full ICAO SSP by 2022

Regional Aviation Safety Priority 3: Consistent and effective SMS and SSP



Target: Industry to implement SMS by 2017

	Update at RASG-APAC/5	Update at APRAST/8
Aviation organisations that have implemented SMS out of those required to implement SMS	26 %	66*%

*Based on the 11 States/ Administrations that responded thus far, 1060 out of 1597 aviation organisations that are required to implement SMS, have implemented SMS.

- Implementation of SMS for Industry is being monitored by the Secretariat.
- Increase is due to more information collected since RASG-APAC/5.
- Industry and States/ Administrations are encouraged to progress the implementation of SMS and provide status updates to the Secretariat.

Regional Aviation Safety Priority 3: Consistent and effective SMS and SSP



Target: States to implement the full ICAO SSP by 2022

Implementation Stage	No. of States	
	Update at RASG-APAC/5	Update at APRAST/8
SSP implementation completed	2	2
Implementation Plan Defined	2	3
Gap Analysis completed	2	4
Gap Analysis started	4	6
No information available	28	23

- Based on information on ICAO iSTARS self-reported by States.
- 2 more States have started the SSP gap analysis; 2 more have completed the gap analysis and; 1 more have defined the SSP Implementation Plan.
- The remaining 23 States are encouraged to provide information on the SSP implementation to ICAO.

Targets under Regional Aviation Safety Priority 4: Predictive risk management and advanced regulatory oversight

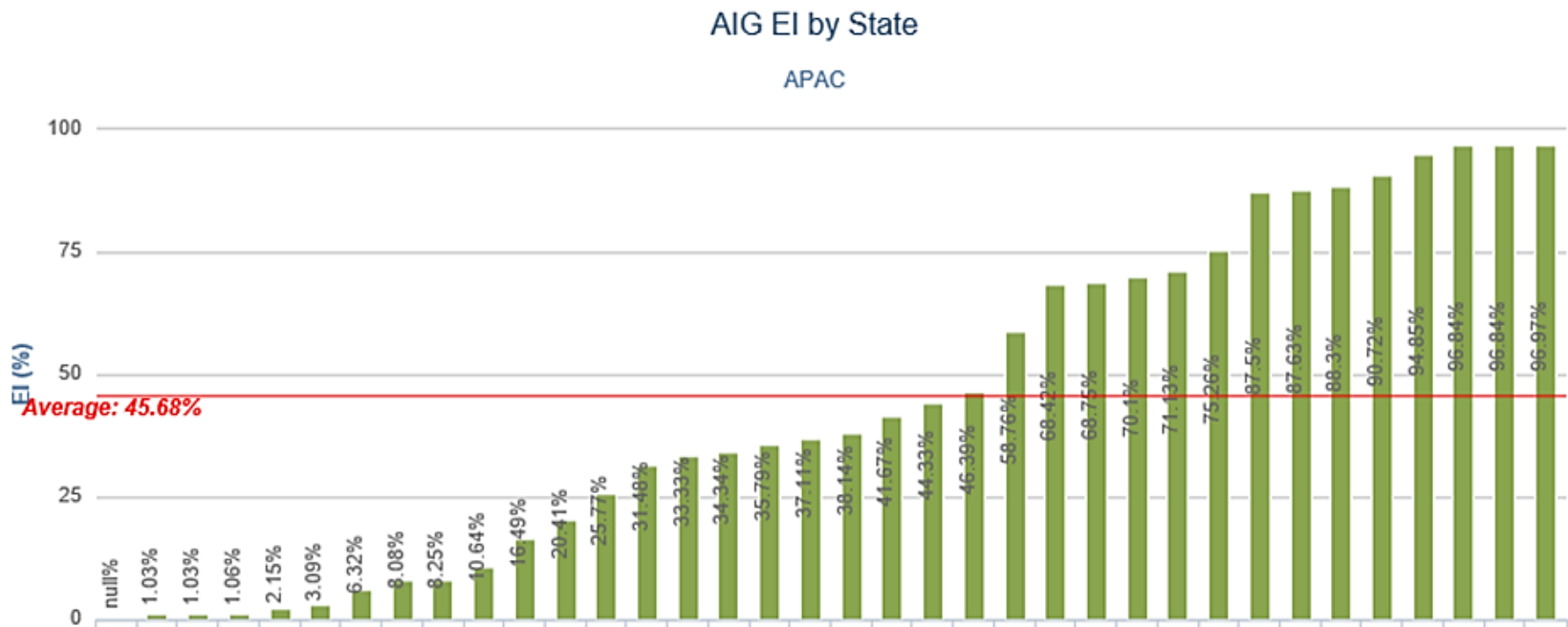
- States to achieve at least 60% EI in AIG of USOAP CMA by 2017
- To develop regional mechanism for data collection, analysis and sharing by 2017
- 50% of APAC air operators, with aircraft of mass 27,00kg and above, participating in flight data sharing initiative by 2016
- APAC States to provide assurance that predictive risk management is fully effective by 2027

Regional Aviation Safety Priority 4:

Predictive risk management and advanced regulatory oversight



Target: States to achieve at least 60% EI in AIG of USOAP CMA by 2017



- No change to the update at RASG-APAC/5.
- 13 out of 35 (37%) audited APAC States have attained at least 60% EI in AIG.
- APAC average AIG EI (45.68%) is below the global average AIG EI (54.89%).

Regional Aviation Safety Priority 4:

Predictive risk management and advanced regulatory oversight



Target: To develop regional mechanism for data collection, analysis and sharing by 2017

- ➔ The RASG-APAC/5 meeting was updated on the progress of developing the Governance Plan on a Regional Data Collection, Analysis and Information Sharing for Aviation Safety in the APAC region.
- ➔ Refer to separate APRAST/8 WP on 'Regional Data Collection, Analysis and Information Sharing Status Report'.

Regional Aviation Safety Priority 4:

Predictive risk management and advanced regulatory oversight



Target: 50% of APAC air operators, with aircraft of mass 27,00kg and above, participating in flight data sharing initiative by 2016

- ➔ This target was amended at RASG-APAC/5 to reflect its applicability to APAC air operators with aircraft of mass 27,000kg and above.
- ➔ The status will be updated when information from IATA and AAPA is made available.

Regional Aviation Safety Priority 4:

Predictive risk management and advanced regulatory oversight



Target: APAC States to provide assurance that predictive risk management is fully effective by 2027

- ➔ No change to the update at RASG-APAC/5.
- ➔ APRAST will continue to identify suitable metrics to monitor this development and propose changes to this target.
- ➔ As this target is also found in the global priorities and targets in the ICAO GASP, APRAST would take reference from further guidance from ICAO.

Targets under Regional Aviation Safety Priority 5: Enhanced Aviation Infrastructure

- ➔ Implement structures between RASG and APANPIRG to facilitate collection and sharing of ATM data by end 2015
- ➔ States to achieve at least 60% EI in AGA of USOAP CMA by 2017
- ➔ Promote runway safety through workshops and seminars at least yearly
- ➔ All aerodromes in APAC region that are used for international operations to have RSTs by 2017

Regional Aviation Safety Priority 5: Enhanced Aviation Infrastructure



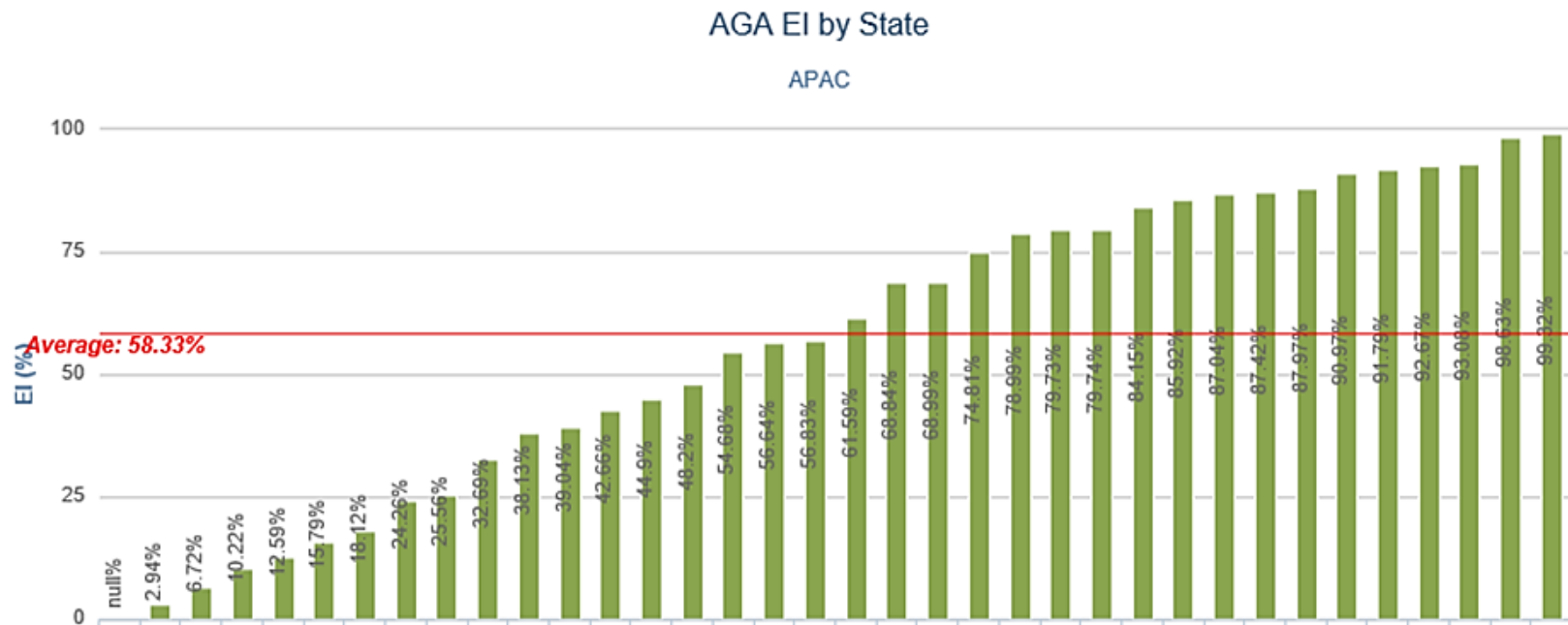
Target: Implement structures between RASG and APANPIRG to facilitate collection and sharing of ATM data by end 2015

- ➔ Since the RASG-APAC/5 meeting, Secretariat has linked up the AP-SRP WG with the APANPIRG's Regional Airspace Safety Monitoring Advisory Group (RASMAG), to explore the best mechanism/structure facilitating the collection and sharing of ATM data.
- ➔ Invitations were exchanged between AP-SRP WG and RASMAG for attendance of meetings.
- ➔ Propose AP-SRP WG to determine the overall framework facilitating the collection and sharing of ATM data with RASMAG and the revised deadline for completion of the target.

Regional Aviation Safety Priority 5: Enhanced Aviation Infrastructure



Target: States to achieve at least 60% EI in AGA of USOAP CMA by 2017



- 18 out of 35 (51%) audited APAC States have attained at least 60% EI in AGA, same as the update given at RASG-APAC/5.
- APAC average AGA EI (58.33%) has fallen below the level at RASG-APAC/5 (59.31%), but it is still above the global average AGA EI (58.12%).

Regional Aviation Safety Priority 5: Enhanced Aviation Infrastructure

Target: Promote runway safety through workshops and seminars at least yearly

- ➔ The workshops and seminars to be held in 2016 are
- a. ICAO Regional workshop on Annex 14 Vol II (April 2016)
 - b. Workshop on rollout of Procedures for Air Navigation Services (PANS)-Aerodromes (2nd half of 2016)
 - c. Workshop focusing on specific runway safety elements such as runway excursions, implementation of runway safety teams and wildlife management (APRAST/9)

Regional Aviation Safety Priority 5: Enhanced Aviation Infrastructure

Target: All aerodromes in APAC region that are used for international operations to have RSTs by 2017

	Update at RASG-APAC/5	Update at APRAST/8
Aerodromes in the APAC region that are used for international operations and have RSTs	30%	No change in status from update at RASG-APAC/5.

- This progress is monitored by the Secretariat.
- Feedback from ICAO HQ and ACI received after RASG-APAC/5 revealed that there is currently no accurate record regarding the availability of RSTs in aerodromes used for international operations.
- States/ Administrations are encouraged to provide information on the status of RST implementation to the Secretariat.

Recommendation

The Meeting is invited to:

- a) encourage States/ Administrations to make efforts in attaining various APAC Regional Aviation Safety Targets, including the improvement in USOAP CMA EI scores, noting the upcoming deadlines in 2016 and 2017 that are applicable to States/ Administrations and Industry;
- b) direct the Secretariat to obtain required information from States/ Administrations and Industry to aid the monitoring of the progress of the APAC Regional Aviation Safety Priorities and Targets;

Recommendation

The Meeting is invited to:

- c) encourage States/ Administrations to nominate representatives to participate in the task force to develop an action plan on capacity building by June 2016; and
- d) request the AP-SRP WG to determine the overall framework facilitating the collection and sharing of ATM data with RASMAG, and a proposed revised deadline for completion of the target to implement structures between RASG-APAC and APANPIRG to facilitate collection and sharing of ATM data by end 2015.

End