

INTERNATIONAL CIVIL AVIATION ORGANIZATION



REPORT OF THE FIFTH MEETING OF THE ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM (APRAST/5)

BANGKOK, THAILAND, 16 to 19 SEPTEMBER 2014

The views expressed in this Report should be taken as those of the
Meeting and not the Organization

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 Fifth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST) was held at the ICAO APAC Office in Bangkok, Thailand from 16 to 19 September 2014.

1.2 The APRAST/5 Meeting was attended by 83 participants from 20 States/Administrations and 12 International Organizations and Industry Partners viz. Australia, Bangladesh, Bhutan, Brunei Darussalam, Hong Kong, China; Macao, China; France (New Caledonia), India, Indonesia, Japan, Malaysia, Maldives, Mongolia, Nepal, Papua New Guinea, the Philippines, Republic of Korea, Singapore, Thailand, United States of America, Airbus, Airports Council International (ACI), Aviation Performance Solutions, LLC, Boeing, CAE, Civil Air Navigation Services Organization (CANSO), Commercial Aviation Safety Team (CAST), Flight Safety Foundation (FSF), International Air Transport Association (IATA), International Civil Aviation Organization (ICAO), International Federation of Air Line Pilots Associations (IFALPA) and MITRE Corporation. The list of participants is at **Attachment A**.

1.3 Mr. Kong Cheong Tuck, ICAO Flight Safety Expert acted as Secretariat to the Meeting.

2. Opening Session

2.1 Mr. Arun Mishra, ICAO Regional Director, Asia Pacific Office welcomed the participants to the APRAST/5 Meeting. In his opening remarks, Mr. Mishra expressed his appreciation to Mr. Anthony Houston, APRAST Co-Chair (Industry), Mr. Tay Tiang Guan, APRAST Co-Chair (States), the Facilitators and Champions as well as all participants for supporting the activities of RASG-APAC. He noted the good progress made by APRAST on the implementation of safety enhancement initiatives since its formation about two years ago. He mentioned that APANPIRG and RASG-APAC held its first coordination meeting in September 2014 and thanked the APRAST Co-chairs for attending that meeting on behalf of the RASG-APAC Chair. He noted the incorporation of workshops in the APRAST/5 meeting in response to feedback from participants for more support in SEI implementation and expressed confidence that the workshops would enhance the quality of SEI implementation by States/Administrations.

2.2 Mr. Tay Tiang Guan, Deputy Director-General CAA Singapore, APRAST Co-Chair (States) in his remarks highlighted the need for APRAST to finalize the regional safety priorities and targets for RASG-APAC/4's approval in November 2014. He thanked the COSCAP Chief Technical Advisors (CTAs) and their champions for tirelessly advancing the work of APRAST, and in particular in organizing the workshops. He also thanked the APAC-AIG and SRP AWG for their contribution to the work of APRAST.

2.3 Mr. Anthony Houston, Assistant Director for Aviation Safety, IATA and APRAST Co-Chair (Industry), highlighted the need to launch initiatives that have positive impact on safety performance in the APAC region and to develop the APRAST Work Programme for 2014-2015.

REPORT ON AGENDA ITEMS

1. AGENDA ITEM 1: ADOPTION OF AGENDA

1.1 Adoption of the Provisional Agenda – WP/1

1.1.1 Secretariat presented WP/1 on the provisional agenda, which was adopted by the Meeting.

2. AGENDA ITEM 2: UPDATE OF RASG-APAC/3 DECISIONS AND 2013/2014 YEARLY AND STANDING WORK PROGRAMMES

2.1 Update of RASG-APAC/3 Decisions – WP/2

2.1.1 Secretariat presented WP/2 on the status of the decisions adopted at RASG-APAC/3 since APRAST/4 meeting in April 2014. A summary of the update of RASG-APAC/3 Decisions is at **Attachment B**.

2.1.2 The Meeting noted the status of the Decisions adopted at RASG-APAC/3, and agreed to the following Conclusion:

Conclusion APRAST 5/1:

That APRAST recommend to RASG-APAC/4 to close all RASG-APAC/3 Decisions, except for Decisions 3/10 and 3/19 pending discussion at RASG-APAC/4.

2.2 Update of RASG-APAC 2013/2014 Yearly and Standing Work Programmes - WP/3

2.2.1 Secretariat presented WP/3 on the progress of the RASG-APAC 2013/2014 Yearly and Standing Work Programmes since APRAST/4 which was held in April 2014.

2.2.2 The Meeting noted the progress of the RASG-APAC 2013/2014 Yearly and Standing Work Programmes, as shown in **Attachment C** of this report, and urged members to support RASG-APAC and APRAST activities. The Meeting supported the need for members to complete the nomination of their point of contact for RASG-APAC/APRAST activities as soon as possible and agreed to the following conclusion:

Conclusion APRAST 5/2:

That APRAST recommend to RASG-APAC/4 that the item on the Nomination of a Point of Contact for RASG-APAC/APRAST activities be moved from the RASG-APAC Standing Work Programme to the 2014/2015 Yearly Work Programme.

3. AGENDA ITEM 3: REVIEW OF THE WORK OF APRAST AND ITS SUBSIDIARY BODIES

3.1 Update of SRP AWG/3 – WP/5

3.1.1 Mr. Ben Gyetvay, SRP AWG Vice-Chair (States) updated the Meeting on the outcomes of the SRP AWG/3 meeting which was held on 15 September 2014.

3.1.2 The Meeting noted that the Information Analysis Team (IAT) was supportive of the Regional Data Collection, Analysis, and Information Sharing System as mentioned in APRAST/5–WP/8 and recommended that such a system collect information on TAWS, TCAS RA, unstable Approaches, and stall warnings in order to measure vulnerabilities and the effectiveness of current Safety Enhancement Initiatives (SEIs). Existing metrics such as those developed by MITRE and IATA would be used as a basis for reporting. This would support SRP AWG undertaking the initiative on sharing of information on potential precursors to air accidents as requested in APRAST/3. The Meeting agreed to the following Decision:

Decision APRAST 5/1:

That as part of the demonstration project for the Regional Data Collection, Analysis, and Information Sharing System, SRP AWG work to identify sources and requirements to collect information on TAWS, TCAS RA, unstable Approaches, and stall warnings for analysis. This item is to be included in the RASG-APAC 2014/2015 Yearly Work Programme.

3.1.3 The Meeting noted that IAT had been waiting on the receipt of information from various stakeholders which had delayed the analysis phase of the 2014 APAC Annual Safety Report. The Meeting established the following timeframe for the development of the Annual Safety report:

- a. Draft report to be completed by 17 October 2014.
- b. Draft report to be circulated to APRAST Members for comments, with a view for comments to be received by 24 October 2014.
- c. Feedback to be incorporated into the draft report by 31 October 2014.
- d. Draft report to be provided to APRAST Co-chairs by 3 November 2014 for their consideration to present it at RASG–APAC/4.
- e. Following approval from RASG, the target date for completion of the Report is 15 December 2014.

3.1.4 In this regard, the Meeting agreed to the following Decision:

Decision APRAST 5/2:

That States/Administrations and industry provide SRP AWG with comments on the draft 2014 APAC Annual Safety Report by 24 October 2014, through Secretariat. The revised draft 2014 APAC Annual Safety Report should be submitted to APRAST Co-chairs by 3 November 2014 for their consideration to present it to RASG-APAC/4.

3.2 Update of APAC-AIG activities – WP/6

3.2.1 Mr. Chan Wing Keong, Chairman APAC-AIG presented the outcomes of the Second Meeting of APAC-AIG (APAC-AIG/2), which was held in Hong Kong, China on 27-28 May 2014.

- 3.2.2 The Meeting noted the activities of APAC-AIG, particularly the following:
- a. The increased regional cooperation on accident/incident investigation related activities; and
 - b. Expansion of the database of the APAC accident/incident investigation agencies to include information on underwater search resources.

3.2.3 The Meeting also noted the efforts by APAC-AIG in the area of investigator training, and encouraged States/Administrations to attend APAC-AIG/3 and the ICAO Asia Pacific Regional Accident Investigation Workshop, which will be hosted by the Civil Aviation Authority of Sri Lanka in 2015.

3.2.4 In line with the discussions, the Meeting agreed to the following Decision and Conclusion:

Decision APRAST 5/3:

That, the expansion of the APAC accident/incident investigation bodies' database to include information on underwater search resources and the convening of the ICAO Asia Pacific Regional Accident Investigation Workshop hosted by the Civil Aviation Authority of Sri Lanka, be included in the RASG-APAC 2014/2015 Yearly Work Programme.

Conclusion APRAST 5/3:

That, APRAST recommend RASG-APAC to encourage States/Administrations to consider joining the Asian Society of Air Safety Investigators (AsiaSASI).

3.3 Update of APRAST/4 Decisions and Conclusions – WP/4

3.3.1 Secretariat presented WP/4 on the progress of the Decisions and Conclusions adopted at APRAST/4.

3.3.2 The Meeting reviewed the APRAST/4 Decisions and Conclusions and updated their status based on progress made thus far, as reflected in **Attachment D**.

3.4 First Coordination Meeting between APANPIRG and RASG-APAC – WP/11

3.4.1 Secretariat presented WP/11 on the outcomes of the first coordination meeting between APANPIRG and RASG-APAC, which was held in Kuala Lumpur, Malaysia, on 9 September 2014. The Meeting was attended by APANPIRG Chairperson, APANPIRG Sub-group Chairperson and APRAST Co-chairs.

3.4.2 The Meeting noted the proposed coordination mechanism principles to strengthen coordination between APANPIRG and RASG-APAC and their respective subsidiary bodies, as well as the coordination topics and proposed lead regional groups for these topics.

3.4.3 With respect to the monitoring and resolution of operations deficiencies related to the implementation of ICAO Annex 6 requirements on ACASII and Pressure Altitude Responding Transponders (see **Attachment E**), the Meeting noted that the proposal from the first coordination meeting was for RASG-APAC to monitor these deficiencies.

3.4.4 The Meeting agreed to the following Decisions and Conclusions:

Decision APRAST 5/4:

That the aerodrome related topics such as runway safety programmes, runway safety teams, bird/wildlife management and procedures for ground operations, foreign object debris (FOD) and ramp be assigned to the Runway Safety Sub-group.

Decision APRAST 5/5:

That the coordination topics on SMS, SSP and Language Proficiency Requirements be placed as an agenda item of APRAST plenary for further consideration.

Decision APRAST 5/6:

That APRAST request the COSCAPs to consider training and technical assistance in the areas of SMS, SSP and Language Proficiency Requirements.

Decision APRAST 5/7:

That APRAST place the coordination topics on ACASII and Pressure Altitude Responding Transponders in the Registry of Emerging Issues.

Decision APRAST 5/8:

That the monitoring and resolution of the operations deficiencies related to the implementation of ICAO Annex 6 requirements on ACASII and Pressure Altitude Responding Transponders be tracked under the proposed mechanism for monitoring of safety tools implementation being developed by the Secretariat.

Decision APRAST 5/9:

That the APRAST Co-chairs 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.

Conclusion APRAST 5/4:

That the Secretariat present the proposed coordination mechanism between APANPIRG and RASG-APAC to RASG-APAC/4 for inclusion in the RASG-APAC 2014/2015 Yearly Work Programme.

Decision APRAST 5/10:

That the Secretariat develop a Procedural Handbook for RASG-APAC, which will among other things, document the APANPIRG–RASG-APAC coordination mechanisms and framework.

4. AGENDA ITEM 4: UPDATE OF REVISED PROPOSED REGIONAL PRIORITIES AND TARGETS – WP/7

4.1 APRAST Co-Chair (States) presented WP/7 on the revised proposed regional priorities and targets incorporating comments from ICAO HQ and some APRAST members on the earlier proposal presented at APRAST/4. After further deliberation, the Meeting agreed to the revised proposed regional safety priorities and targets, as presented in Attachment B to the WP/7-Revised.

4.2 Noting the need to align the safety priorities and targets with the ICAO Global Aviation Safety Plan, the Meeting adopted the following Conclusion:

Conclusion APRAST 5/5:

That APRAST submit the revised proposed regional priorities and targets to RASG-APAC/4 for approval.

5. AGENDA ITEM 5: PRESENTATIONS – STATES/INDUSTRY/ICAO

5.1 Regional Data Collection, Analysis and Information Sharing – WP/8

5.1.1 Singapore presented WP/8 on the outcome of the feasibility study of a regional information collection, analysis and sharing system for the APAC region which was conducted by the FSF/MITRE.

5.1.2 Dr. Hassan Shahidi, MITRE presented more details on the outcome of the feasibility study and on the proposal for a demonstration project on regional information collection, analysis and information sharing. This demonstration project would entail potential participants coming together to discuss on the modality of cooperation and areas of potential involvement. Singapore offered to host the meeting, which would tentatively take place in the first week of December 2014.

5.1.3 Australia, Bangladesh and the Philippines voiced strong support for the Regional Data Sharing Demonstration Project and the Meeting noted that the regional information collection, analysis and sharing system could provide safety analysis benefits to States/Administrations, airlines, ANSPs and other stakeholders, and would support the work of APRAST and SRP AWG. In this regard, the meeting agreed to the following Decisions and Conclusion:

Conclusion APRAST 5/6:

That APRAST recommend RASG-APAC/4 support Singapore's initiative for a demonstration project on a regional data collection, analysis and information sharing system for the APAC region and encourage States/Administrations, ANSPs, airlines and industry organizations to participate in the demonstration project, starting with the upcoming workshop, tentatively scheduled for the 1st week of December 2014, in Singapore.

5.2 Proposed Mechanism for Monitoring of RASG APAC Safety Tool Implementation – WP/9

5.2.1 The Secretariat presented a mechanism for the monitoring of implementation of safety tools by APAC States/Administrations.

5.2.2 The Meeting noted that the purpose of the monitoring mechanism was to allow RASG-APAC and APRAST to monitor the implementation status of the SEIs by States/Administrations and Industry. Based on the level of implementation, APRAST could then prioritize and allocate resources to provide implementation support to States/Administrations on these SEIs.

5.2.3 The Meeting supported the need to monitor the implementation of safety tools. In this regard, the Meeting requested Secretariat to develop a more detailed proposal for consideration at APRAST/6, and agreed to the following conclusion:

Conclusion APRAST 5/7:

That APRAST recommend that RASG-APAC/4 support the development of a monitoring mechanism for the implementation of RASG APAC safety tools, which will be included in the RASG-APAC 2014/2015 Yearly Work Programme.

5.3 IATA Standard Safety Assessment (ISSA) - WP/10

5.3.1 IATA presented an overview of IATA Standard Safety Assessment (ISSA), which is a new safety evaluation system of an operator's conformity with relevant ICAO requirements for smaller operators that may not be eligible for IOSA certification.

5.3.2 The Meeting recognized the benefits that ISSA would bring to improving operational safety by providing a global safety benchmark for those operators not eligible for IOSA certification. The Meeting agreed to the following Decision:

Decision APRAST 5/11:

That APRAST encourage eligible air operators to consider ISSA as a means to evaluate their compliance with ICAO requirements and industry best practices for air operators.

5.4 Proposal to update the GASP – WP/12

5.4.1 Secretariat presented WP/12 seeking feedback from States/Administration and industry on the GASP, which would be discussed at the High-Level Safety Conference (HLSC) in February 2015 in Montreal, Canada.

5.4.2 Secretariat explained that RASG APAC would be required to provide feedback on the GASP at the HLSC. The Meeting agreed to the following Decisions:

Decision APRAST 5/12:

That States/Administrations and industry to provide their comments on the GASP to Secretariat by 15 October 2014.

Decision APRAST 5/13:

That, APRAST Co-chairs to submit a working paper providing feedback on the GASP at RASG APAC/4 for its consideration.

5.5 Proposed dedicated web portal for RASG-APAC/APRAST

5.5.1 With regards to Decision APRAST 4/16, which states that the ICAO APAC Office would develop a dedicated web page to enhance RASG-APAC/APRAST capability to promote regional safety and to make working information and materials accessible to all members, Bangladesh presented a draft web page for discussion.

5.5.2 The Meeting expressed its appreciation to Bangladesh for the work done. The ICAO APAC Office subsequently provided guidance on web hosting and compatibility issues if the web page was to be hosted outside of the ICAO APAC website. After further discussion, the Meeting agreed to the following Decision:

Decision APRAST 5/14:

That, APRAST Co-chairs coordinate with the ICAO APAC Office on the desired structure and content, of the dedicated webpage to reside within the ICAO APAC website.

5.6 Database of APAC Accident/Incident Investigation Bodies

5.6.1 The Meeting expressed its appreciation to Bangladesh for developing the database of APAC Accident/Incident Investigation Bodies, which contained, among others, 24-hour contacts information of the investigation bodies in the States/Administrations as well as the technical resources, facilities and expertise available in these investigation bodies. The Meeting agreed to the following Decision:

Decision APRAST 5/15:

That APRAST urge aviation accident/incident investigation bodies that have yet to participate in the database of APAC Accident/Incident Investigation Bodies, to consider doing so.

6. AGENDA ITEM 6: WORKSHOPS, BREAKOUT SESSIONS AND REPORT TO PLENARY

6.1 Workshops

6.1.1 Workshops related to Controlled Flight into Terrain (CFIT), Loss of Control (LOC) and Runway Safety were organized by the CTA COSCAP SEA, Mr. David Biehn; CTA COSCAP-NA, Capt. Wayne Chapin; CANSO, Mr. Iain White; Aviation Performance Solutions LLC, Mr. Paul Ransbury; CAE, Mr. Stephane Clement; and U.S. CAST, Mr. James Fee to support the implementation of Safety Enhancement Initiatives (SEIs) in these areas.

6.2 Controlled Flight into Terrain (CFIT)

6.2.1 CTA COSCAP-NA, the facilitator of the CFIT sub-group, updated the Meeting on the key highlights of the workshop, the CFIT SEIs and the next steps that had been agreed by the CFIT sub-group. The Meeting noted the progress made on the CFIT SEIs and agreed to the following Conclusions:

Conclusion APRAST 5/8:

That the completed SEI CFIT/1 (Ground Proximity Warning Systems (GPWS) with Forward Looking Feature), SEI CFIT/5 (Crew Resource Management Training) and SEI CFIT/6 (CFIT/ALAR Training) be transferred to the proposed monitoring mechanism for implementation of safety tools to be developed by Secretariat.

Conclusion APRAST 5/9:

That SEI CFIT/2 (Standard Operating Procedures) be transferred to SEI LOC/1 for inclusion into the common SOP being developed for SEI LOC/1. (SEI CFIT/2 will be removed from the RASG-APAC work programme.)

Conclusion APRAST 5/10:

That the completed advisory circular (Output 1) of SEI CFIT/3 (Precision-Like Approach Standard Operating Procedures) be submitted to RASG-APAC/4 for approval.

Conclusion APRAST 5/11:

That the draft advisory circulars (Output 1) for SEI CFIT/8 (Minimum Safe Altitude Warning (MSAW)) be submitted to RASG-APAC/4 for approval.

6.2.2 In response to APRAST Co-chair (Industry)'s request, Boeing provided information on the hull loss projection for the APAC Region and informed that they would also share the information with RASG APAC/4.

6.3 Loss of Control (LOC)

6.3.1 CTA COSCAP-SEA, facilitator for the LOC sub-group shared the key highlights of the LOC workshop and provided an update on the status of LOC SEIs as well as the next steps that had been agreed by the LOC sub-group. Mr. Biehn suggested the merging of the various proposed SEIs related to Upset Prevention and Recovery Training into SEI LOC/6 (Upset Prevention and Recovery Training).

6.3.2 The Meeting noted the progress made on the LOC SEIs. The Meeting supported the need for higher priority to be placed on SEI LOC/6 and expressed its appreciation to FSF for agreeing to be the Champion for this SEI. Consequently, the DIP for this SEI would be developed by FSF in consultation with the facilitator for the LOC sub-group and APRAST Co-chairs. In view of the discussion, the Meeting agreed to the following Conclusions:

Conclusion APRAST 5/12:

That the draft ACs for SEI LOC/1 (Use of Standard Operating Procedures) / Output 2, which also includes standard operating procedures for SEI CFIT/2, be submitted to RASG-APAC/4 for approval.

Conclusion APRAST 5/13:

That APRAST submit the DIP for SEI LOC/6 when completed, to RASG-APAC/4 for inclusion in the RASG-APAC 2014/2015 Yearly Work Programme.

6.4 Runway Safety (RS)

6.4.1 Mr. Iain White, CANSO, provided a summary of the key highlights of the Runway Safety workshop and the status of Runway Safety SEIs and activities.

6.4.2 The Meeting noted the RS sub-group's discussion on potential topics to be included in future RS sub-group activities. These topics included the concern raised by the Philippines and New Caledonia regarding the implications of operation of larger aircraft on lower category aerodromes.

6.4.3 The APRAST Co-chairs expressed their appreciation to Mr. Iain White, CANSO, for facilitating the RS sub-group discussion in the absence of CTA COSCAP-SA. The APRAST Co-chairs thanked Mr. S.L. Wong, ACI, for his support to APRAST activities and requested updates on the ACI APEX in Safety Program. The Meeting expressed its appreciation to Bangladesh for volunteering to be the Champion for SEI RI/2 (Runway Incursion Prevention and Pilot Training).

6.4.4 The Meeting noted the progress made on the RS SEIs and agreed to the following Decisions and Conclusions:

Decision APRAST 5/16:

That the Runway Safety sub-group review the need for SEI RI/1 (RI Prevention and ATC Training) and provide an update on its review at APRAST/6.

Decision APRAST 5/17:

That the Runway Safety Sub-group develop the DIP for SEI RI/2 (Runway Incursion Prevention and Pilot Training).

Conclusion APRAST 5/14:

That APRAST recommend the guidance and training material developed by ACI under SEI RE/7 (Providing guidance material and training program for runway pavement, maintenance and operations from aerodrome operator's perspective) Output 2 be submitted to RASG-APAC/4 for approval.

Conclusion APRAST 5/15:

That RASG-APAC encourage States/Administrations and industry to participate in the ACI APEX in Safety Program.

Conclusion APRAST 5/16:

That RASG-APAC promote the use of Runway Safety Maturity Checklist as developed under SEI RS/1 (Runway Safety Checklist) to States /Administrations and industry.

6.5 Review of RASG Activities in Other Regions

6.5.1 The CFIT, LOC and RS sub-groups reviewed IP/2 – RASG Activities in Other Regions with the view to draw lessons learned and to consider activities and SEIs that could be introduced in the APAC region.

6.5.2 The CFIT sub-group noted the work of the ICAO EUR Regional Expert Safety Team (IE-REST) of RASG-EUR in the area of flight data analysis and air operators' safety management system (SMS), which could be relevant to RASG-APAC. It also suggested the possibility of a GO-Team concept for the implementation of air operators' SMS. The Meeting also noted the ongoing collaboration between RASG-PA / APRAST (CFIT sub-group) on CFIT SEIs and encouraged further opportunities to exchange information with RASG-PA as well as other RASGs.

6.5.3 The LOC Sub-group noted that there may be opportunities to share information and outputs of SEIs with other regions. In particular, it would be interested to know more about the RASG-PA Toolkit on Pilot Monitoring.

6.5.4 The RS sub-group noted there was opportunity to implement the Runway Safety GO-Team concept for the APAC region, drawing resources from existing programmes from ICAO, ACI and APEC as appropriate. The Meeting agreed with the following Conclusions:

Decision APRAST 5/18:

That Secretariat liaise with the RASG of other regions to obtain more information on IE-REST's initiatives on flight data analysis and air operators' SMS and RASG-PA's Toolkit on Pilot Monitoring.

Conclusion APRAST 5/17:

That APRAST recommend to RASG-APAC for the ICAO GO Team concept to be implemented for the APAC Region, particularly in the area of establishment of runway safety teams and implementation of SMS in air operators. APRAST will then work out the modalities of the GO-Team implementation in its subsequent meetings.

7. AGENDA ITEM 7: IDENTIFY ITEMS FOR CONSIDERATION AND APPROVAL AT RASG

7.1 Noting the need to set the Yearly and Standing Work Programmes for 2014/2015 (see **Attachment F**) and to submit APRAST/4 and APRAST/5 conclusions for approval, the Meeting agreed to the following Decisions:

Decision APRAST 5/19:

That APRAST submit the proposed 2014/2015 Yearly and Standing Work Programmes to RASG-APAC/4 for approval.

Decision APRAST 5/20:

That APRAST submit the APRAST/4 and APRAST/5 conclusions to RASG-APAC/4 for approval.

7.2 In relation to the APRAST conclusions on the various SEIs to be submitted to RASG-APAC/4 for approval, APRAST Co-chairs requested the SEI champions to submit working papers by 15 October 2014, for their respective SEI for RASG APAC/4's approval.

8. AGENDA ITEM 8: ANY OTHER BUSINESS

8.1 Presentations

8.1.1 The Meeting noted Mr. Anthony Houston's presentation on the IATA Global Aviation Data Management, which highlighted IATA's safety information collection and analysis performed under the IATA Safety Trend Evaluation, Analysis and Design Exchange System (STEADES) and the Flight Data Exchange (FDX) programmes. The Meeting noted that STEADES supported airlines in implementing safety management systems and developing safety indicators to detect significant trends and emerging issues in flight safety. The Meeting also noted the value of the IATA FDX programme in assisting airlines to identify various safety hazards, such as unstable approaches at airports.

8.1.2 Capt. Ishtiaque Hossain, IFALPA Regional Vice President (Asia / West), stated that some airline pilot unions wanted to know what IFALPA's position was on FDX and whether IFALPA was confident with IATA's protocols for data protection and confidentiality. He informed the Meeting that IFALPA endorses airline participation in the FDX program provided the airline and pilot association have a robust "Flight Data Analysis Protocol" where confidentiality and trust remain key to the success of any data sharing programme.

8.1.3 The Meeting noted Mr. James Fee's presentation on key components of safety reporting and analysis programmes under the US Commercial Aviation Safety Team (CAST). The Meeting noted CAST's work in reducing accident rates in the U.S based on the ASIAs and other safety data analysis programmes.

8.2 Topics for Workshops

8.2.1 The Meeting agreed for the workshops to be held in conjunction with the APRAST/6 meeting, preferably before the APRAST/6 meeting so as to reach out to an audience wider than those attending the APRAST/6 or SRP AWG meetings. The Meeting discussed possible topics as follows:

- a. Just Culture (Understanding Human Behavior)
- b. Safety Management Systems – Practical implementation
 - i. Hazard Identification and Open Reporting
 - ii. Risk Assessment
 - iii. Safety Assurance
 - iv. Root Cause Analysis
- c. State Safety Programme (including legislation and regulatory policy) - Australia has graciously volunteered to deliver content on this topic.

Decision APRAST 5/21:

That APRAST Co-chairs would work with the CTA COSCAPs to further consider and develop the workshop topics, including topics that support the implementation of new SEIs.

8.3 Hosting of APRAST meetings

8.3.1 The Meeting agreed that a schedule of APRAST meetings over the next three years should be created for planning purposes. States/Administrations that are interested to host the APRAST meetings should inform the Secretariat of their intentions as soon as possible. In addition, the Meeting agreed to the following Decision:

Decision APRAST 5/22:

That Secretariat send a State Letter to invite States/Administrations to indicate their intentions to host the APRAST/6, APRAST/8 and APRAST/10 meetings which are to be held outside of ICAO APAC Office in Bangkok.

8.4 Consistent Participation in APRAST Meetings

8.4.1 The Meeting noted the need for greater consistency and continuity in members' participation in APRAST meetings, including sub-group meetings. The Meeting also noted the non-availability of some Champions for SEIs which resulted in a lack of progress in the assigned activities in the RASG-APAC work programmes. The APRAST Co-Chairs highlighted that the recently proposed changes to the APRAST structure would begin to put in place a more formalized process to identify and nominate representatives and experts from States/Administrations and industry to lead and serve in the respective groups.

Conclusion APRAST 5/18:

That RASG-APAC strongly urge Member States/Administrations and industry to nominate appropriate representatives and experts to the meetings of APRAST and its subsidiary bodies and to ensure consistency and continuity in their participation/contribution to RASG-APAC /APRAST activities.

Decision APRAST 5/23:

Secretariat will endeavor to confirm the availability and attendance of Champions prior to the APRAST Meetings and/or receive their updates on the work progress. Such updates will be provided to the respective sub-groups at least two weeks before the APRAST Meeting.

9. AGENDA ITEM 9: REVIEW AND ADOPTION OF CONCLUSIONS AND DECISIONS

9.1 The Meeting adopted the APRAST/5 Report, and requested that the relevant Conclusions be submitted to the RASG-APAC/4 for approval. A list of APRAST/5 Decisions and Conclusions can be found at **Attachment G** to this report.

9.2 The APRAST Co-chairs thanked the ICAO APAC office for hosting this meeting, all the delegates for their active participation and contribution, and the Secretariat for its support for the meeting.

10. AGENDA ITEM 10: DATE AND VENUE OF NEXT MEETING

10.1 The Meeting noted the dates and venue for the Meetings of APRAST/6 and its subsidiary bodies would be confirmed at a later date.

APRAST/5
Attachment A to the Report

LIST OF PARTICIPANTS

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APRAST/5 – Summary of Participants

Total Participants = 83

20 States/Administrations

11 International Organizations and Industry Partners

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Bangladesh – 5

Bhutan – 2

Brunei Darussalam – 2

China

 Hong Kong, China – 5

 Macao, China – 6

France (New Caledonia) – 1

India – 1

Indonesia – 2

Japan – 1

Malaysia – 1

Maldives – 3

Mongolia – 1

Nepal – 4

Papua New Guinea – 6

Philippines – 3

Republic of Korea – 4

Singapore – 7

Thailand – 8

USA – 3

Airbus – 1

ACI – 1

Aviation Performance Solutions, LLC – 1

Boeing – 1

CAE – 1

CANSO – 1

CAST – 1

FSF – 1

IATA – 1

IFALPA – 2

MITRE – 1

ICAO – 2

 COSCAP-NA – 1

 COSCAP-SEA – 1

RASG-APAC/3 Decisions

S/N	Decision RASG-APAC/3	Ref.	Subject Ref.	Decisions	Status
1	Dec. 3/1	RASG-APAC/3 WP/3		That, all completed items recommended for closure and removal from the yearly and standing work programmes are accepted without further comment.	2012/2013 Yearly and Standing work programmes updated for completed DIPs for CFIT, LOC and Runway Safety SEIs.
2	Dec. 3/2	RASG-APAC/3 WP/4		That, the APAC Annual Safety Report is approved as presented.	Noted.
3	Dec. 3/3	RASG-APAC/3 WP/4		That, the circulation of the APAC Annual Safety Report be limited to RASG.	Safety report posted on ICAO APAC restricted website. (Username rasgapac, Password BKKapac). Ref: SL T/613.11.3 – AP – FS0106/13 (FS) dated 17 Oct 2013
4	Dec. 3/4	RASG-APAC/3 WP/5		That, the set of CFIT/1 Model Regulation and Guidance Material developed as part of the CFIT/1 Output 3, is approved for circulation to Member States.	States notified through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013. Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx
5	Dec. 3/5	RASG-APAC/3 WP/6		That, as CFIT/5 Output 1, the advisory circular developed to provide guidance on CRM training programs for flight crew members and other personnel essential to flight safety, is approved for circulation to Member States.	States notified through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013 Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx

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S/N	Decision RASG-APAC/3	Ref.	Subject Ref.	Decisions	Status
6	Dec. 3/6	RASG-APAC/3 WP/7		That, CFIT/6 Output 1, the advisory circular to provide guidance to assist air operators in the development and conduct of ALAR and CFIT training programmes, is approved for circulation to Member States.	States notified through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013 Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx
7	Dec. 3/7	RASG-APAC/3 WP/8		That, the Secretariat issue a State letter endorsing the training material presented under WP/8, and referring States to the CANSO website for downloading of the material.	States informed through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013 Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx
8	Dec. 3/8	RASG-APAC/3 WP/9		That, the “Industry Best Practices Manual on Timely and Accurate Reporting of Runway Condition by ATS/AIS to Flight Crew” (Version 4.0 dated 12th June 2013) for APAC Region is adopted as a reference document on this subject.	States informed through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013 Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx
9	Dec. 3/9	RASG-APAC/3 WP/9		That, the Industry Best Practices Manual be forwarded to the relevant subject experts in ICAO through the ICAO Regional Office for reference and appropriate follow up.	ICAO APAC has sent a memo IOM ref.: AN 3/3 – AP-AGA0158/13 dated 30 September 2013 to the SME at ICAO HQ.
10	Dec. 3/10	RASG-APAC/3 WP/9		That, APRAST Runway Safety Sub-group consider the need for a mechanism to update the Industry Best Practices Manual with the latest revisions to ICAO SARPs and Guidance Material.	APRAST/4 Decision 4/8, the maintenance of any SEI related documents produced by APRAST be under the purview of the proposed SEI AWG which would develop a mechanism for the review and updating of such documents.

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S/N	Decision RASG-APAC/3	Ref.	Subject Ref.	Decisions	Status
11	Dec. 3/11	RASG-APAC/3 WP/10		That, LOC 5 Output 1, the Model Advisory Circular as presented is approved for circulation to Member States.	States notified through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013 Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx
12	Dec. 3/12	RASG-APAC/3 WP/14		That, as part of SEI development APRAST will include generic implementation guidance to support the implementation efforts of States/Industry.	Decision APRAST 4/14, outputs from all SEIs would include a clear set of implementation guidelines for the relevant stakeholders.
13	Dec. 3/13	RASG-APAC/3 WP/14		That, APRAST will organise assistance programmes such as workshops/seminars to further supplement direct implementation support provided by COSCAPs and other agencies.	APRAST/4 Meeting agreed to incorporate workshops as part of the APRAST meeting programme as outlined in Attachment F to APRAST/4 Report para 9.2 refers.
14	Dec. 3/14	RASG-APAC/3 WP/14		That, APRAST schedule Workshops/seminars in conjunction with regularly scheduled APRAST meetings, facilitated by ICAO personnel, relevant APRAST Champions and subject matter experts or volunteer external sources as available.	APRAST/4 Meeting agreed to incorporate workshops as part of the APRAST meeting programme as outlined in Attachment F to APRAST/4 Report para 9.2 refers. Workshops/seminars for CFIT, LOC and Runway safety arranged for APRAST/5.
15	Dec. 3/15	RASG-APAC/3 WP/22 (AttachmentA)		That, the revised ToRs of AP-SRP AWG in Attachment A to WP/22 are approved.	Updated at SRP AWG/2 Meeting.
16	Dec. 3/16	RASG-APAC/3 WP/22 (Attachment B)		That, the ToRs for the Information Analysis Team (IAT) in Attachment B to WP/22 are approved.	IAT created at SRP AWG/2.

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S/N	Decision RASG-APAC/3	Ref.	Subject Ref.	Decisions	Status
17	Dec. 3/17	RASG-APAC/3 WP/15		<p>That, the suggested standardized list of information to be provided between licensing authorities for authentication for the conversion of foreign licences be accepted as a best practice for implementation within APAC Region, noting however the difficulty faced by some States in sharing certain information due to their national regulations on access to personal information.</p> <p>That, RASG requests ICAO Regional Office to issue a State letter to inform States of the above.</p>	<p>States informed through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013</p> <p>Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx</p>
18	Dec. 3/18	RASG-APAC/3 WP/18		That, all stakeholders are requested to support RASG/APRAST activities by responding to ICAO State Letters in a timely and accurate manner.	All to note.
19	Dec. 3/19	RASG-APAC/3 WP/23		That, the ICAO APAC Regional Office be requested to coordinate with the Chairs of RASG APAC and APANPIRG , to investigate the scope of activities and to develop the mechanism(s) required to capture and analyze en-route navigation safety data.	<p>The ICAO APAC regional office organised a meeting between the Chairs of RASG, APANPIRG and Co-chairs of APRAST on 9 September 2014 to discuss coordination of RASG/APANPIRG activities to minimise duplication of efforts.</p> <p>The mechanism(s) required to capture and analyze en-route navigation safety data was discussed.</p>
20	Dec. 3/20	RASG-APAC/3 WP/25		That, the proposal of the Republic of Korea be submitted by the ICAO Regional Office to ICAO Aerodrome Panel and APANPIRG for review and follow up action as appropriate.	ICAO APAC regional office has sent a memo IOM ref.: AN 3/3 – AP-AGA0157/13 dated 30 September 2013 to HQ to request for review and follow up as appropriate by the ICAO Aerodrome Panel and APANPIRG.

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S/N	Decision RASG-APAC/3	Ref.	Subject Ref.	Decisions	Status
21	Dec. 3/21	RASG-APAC/3 WP/26		That, the Secretariat refer the safety concerns highlighted in the paper to the Subject Matter Expert (SME) at ICAO Headquarters and seek guidance in this regard.	HQ SME while recognizing the potentially serious safety issue, recommends that this issue be dealt with by local regulation to or at the very least some sensible ANSP policies about the use of cell phones in consideration of the many different scenarios that can present in the ACC.
22	Dec. 3/22	RASG-APAC/3 WP/21		That, a) the RASG agreed to release the draft regional safety priorities and targets for discussion at the 50th Conference of the Director General of Civil Aviation, Asia and Pacific Regions, noting the need for further work to finalise the regional safety priorities and targets by RASG and its subsidiary bodies. that, b) APRAST review the Regional Safety Priorities and Targets presented in WP/21, and finalise them for circulation to RASG for comments, before submitting the final version incorporating comments received, to RASG Chair for consideration before March 2014.	Presented and discussed at the 50th DGCA Conference. Decision APRAST 4/5 and Decision APRAST 4/6, the Secretariat would, after feedback from RASG-APAC members and with RASG-APAC Chair's concurrence, submit revised draft regional priorities and targets to ICAO HQ. These regional priorities and targets will be finalised and submit to RASG-APAC/4 for approval.

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S/N	Decision RASG-APAC/3	Ref.	Subject Ref.	Decisions	Status
23	Dec. 3/23	RASG-APAC/3 WP/21		That, APRAST will also review the meeting structures and mechanisms necessary to support the GASP and to fulfil the Regional Priorities and Targets.	Conclusion APRAST 4/6, Conclusion APRAST 4/7 and Conclusion APRAST 4/8 the proposed changes to the APRAST structure and the TORs of the SEI WG would be submitted to RASG-APAC/4 for approval.
24	Dec. 3/24	RASG-APAC/3 WP/20		That, the RASG APAC Yearly (2013-2014) and Standing Work Programme is approved as presented at Attachment D .	Noted.

RASG APAC YEARLY AND STANDING WORK PROGRAMME

RASG APAC YEARLY WORK PROGRAMME (2013/2014)						
S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
1	2/2, 3/4	Conclusion APRAST 2/21	CFIT 1	CAAS	Ground Proximity Warning Systems (GPWS) With Forward Looking Feature (Safety Impact High). The purpose of this SE action is to promote compliance with ICAO SARPS regarding the equipage of GPWS-FLF (Forward Looking Feature) and ensure flight crews are trained and competent to effectively manage GPWS events including degraded performance issues and database validity.	Model Regulation and Advisory Circular approved by RASG-APAC for circulation (RASG-APAC Decision 3/4 refers). Disseminated through State letter T 6/13.11 - AP131/13 (FS) dated 23 September 2013. For States/Administrations follow-up.
2	2/2	Conclusion APRAST 2/22	CFIT 2	HK CAD	Standard Operating Procedures (SAFETY IMPACT HIGH). The purpose of this SE is to promote the development and issuance of advisory circular (AC) containing information air operators may utilize to develop Standard Operating Procedures and training for pilots in use of the continuous descent final approach (CDFA) technique when flying non-precision approach procedures in all aircraft types.	Review of COSCAP model advisory circular completed. CFIT SG is proposing further revision to reference existing FAA/CASA documentation. CFIT WG participated in LOC Focus Group to develop a common approach to drafting materials related to SOP format. Material presented at APRAST 4 by Focus Group will be amended to include CFIT input at Appendix 2 of the draft AC. Instead of developing a separate SOP for CFIT, HKCAD will now include CFIT material to Appendix 7 of the common SOP being developed under LOC 1 Output 2. The draft Appendix 7 will be circulated to CFIT WG members for comments before being forwarded to RASG-APAC as part of an omnibus submission under LOC 1.
3	2/2	Conclusion APRAST 2/24	CFIT 4	Pakistan	Flight Data Analysis (Safety Impact High). The purpose of this SE is to develop and implement a non-punitive FDA program to promote compliance with the Annex 6, Part 1 requirement regarding establishment of non-punitive FDA program.	Pakistan has volunteered as New Champion. Previous champion was developing generic principles on the management of collection of information to prevent inappropriate use of the data collected under FOQA program, against the airlines or their employees. When work on the SEI is resumed, the guiding principle will be that existing materials and information will be used to develop the CFIT 4 Outputs rather than drafting new materials.
4	2/2, 3/5	Conclusion APRAST 2/25	CFIT 5	KOCA	Crew Resource Management Training (Safety Impact High). The purpose of this SE is to promote the implementation of Crew Resource Management (CRM) training programs for flight crew members and other personnel essential to flight safety to reduce the risk of a CFIT event	CFIT/5 Output 1, the advisory circular developed to provide guidance on CRM training programs for flight crew members and other personnel essential to flight safety, is approved for circulation to Member States (RASG-APAC Decision 3/5 refers). States informed through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013. Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx For States/Administrations follow-up.
5	2/2, 3/6	Conclusion APRAST 2/26	CFIT 6	Singapore Airlines	CFIT/ALAR Training (Safety Impact Moderate). Purpose: The purpose of this SE is to promote the training of flight crew in Approach and Landing Accident and Controlled Flight into Terrain Prevention.	Advisory circular to provide guidance to assist air operators in the development and conduct of ALAR and CFIT training programmes, is approved for circulation to Member States (RASG-APAC Decision 3/6 refers). States informed through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013. Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx For States/Administrations follow-up.
6	2/2, 3/7	Conclusion APRAST 2/30	RE 2	CANSO	Identify Specific training for pilots and air traffic controllers to avoid un-stabilized approaches CANSO has been developing a global runway excursion risk identification tool. The tool will assist in identifying potential weaknesses in the ATM system in the final phase of flight. This will provide the opportunity to strengthen human centred risk controls. The output would be a training tool/kit for ATC and pilots. This will be in the form of an education booklet.	Recommending to RASG APAC/4 to approve closure of this SEI and be removed from the RASG-APAC Yearly Work Programme. (Conclusion APRAST 4/12 refers)

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S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
7	2/2,3/8, 3/9, 3/10	Conclusion APRAST 2/33	RE 6	AAI	Timely and Accurate Notification about Runway Conditions by AIS and ATS. The purpose is to develop best practices on timely and accurate reporting of runway conditions.	<p>"Industry Best Practices Manual on Timely and Accurate Reporting of Runway Condition by ATS/AIS to Flight Crew" (Version 4.0 dated 12th June 2013) for APAC Region is approved as a reference document. (States informed through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013. Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx)</p> <p>The Industry Best Practices Manual forwarded to the relevant subject experts in ICAO through the ICAO Regional Office for reference and appropriate follow up. (Ref: IOM ref.: AN 3/3 – AP-AGA0158/13 dated 30 September 2013 from ICAO APAC to SME at HQ for comment)</p> <p>The maintenance of any SEI related documents produced by APRAST would be under the purview of the proposed SEI AWG which would develop a mechanism for the review and updating of such documents. (Decision APRAST 4/8 refers).</p>
8	2/2	Conclusion APRAST 2/50	LOC 1	CAAS	Use of SOPs (Standard Operating Procedures). The establishment, maintenance and appropriate use of flight crew SOP aim to reduce the risk of LOC events. (Paragraph 3.1 of LOC working group report refers.)	<p>Output 1: Survey completed, Analysis Underway. Output 2: Development of Guidance -- completed. Attached as Appendix 6 to updated draft Advisory Circular on SOP for Flight Deck Crewmembers. CFIT and RE working groups to develop common SOPs for inclusion in draft AC. Updated draft AC to be submitted to RASG-APAC approval when ready.</p>
9	2/2	Conclusion APRAST 2/51	LOC 2	AAPA	Hazard Identification and Risk Management. Implementation of safety management practices (hazard identification and risk management) into operational processes & decision making. (Paragraph 3.2 of LOC working group report refers.)	<p>Output 1: Draft survey developed. Survey completed. Analysis Underway. Transitioning to Output 2: Development of guidance framework underway. Anticipated completion (12 - 18 Months) May - November 2014. When ready, draft guidance material will be presented at APRAST for consideration for submission to RASG-APAC for approval.</p>
10	2/2	Conclusion APRAST 2/53	LOC 4	DCA Malaysia	LOC 4 -- Flight Crew Proficiency. The appropriate use of trend information from Safety Management Systems (SMS) in the training and qualification processes to mitigate risk that could lead to a LOC event. (LOSA, non-punitive reporting systems, FDA, etc). (Paragraph 3.4 of LOC working group report refers.)	<p>Survey on the use of Standard Operating Procedures to reduce the risk of Loss of Control in-flight sent out. T 6/13.11.4 -AP164/13 (FS) dated 3 Dec 2013 refers. Output 1: Two surveys issued, response due 15 January 2014. Analysis underway. Model regulations, guidance and checklists focusing on mitigating LOC events to be drafted utilising aggregate and safety trend information.</p>
11	2/2, 3/11	Conclusion APRAST 2/54	LOC 5	Nepal Airlines	Human Factors and Automation. Increase flight crew Inflight Awareness of aircraft Mode, configuration, attitude and Energy State Management (Human Factors and Automation) (Paragraph 3.5 of LOC working group report refers.)	<p>For States/Administrations follow-up. Model Advisory Circular approved for circulation to Member States. States informed through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013. Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx</p> <p>Following up with APRAST Decision 4/12, ICAO APAC conducted a survey to find out the usefulness of the safety tools endorsed by RASG APAC. The feedback received from the 11 States/Administrations which responded was favourable and shared with the facilitators and co-chairs.</p>
12	3/24	Conclusion APRAST 3/9	CFIT 3	CASA	Precision-Like Approach Standard Operating Procedures This SEI focuses on approach procedure with vertical guidance (PBN-APV) and Continuous Descent Final Approach (CDFA) items.	<p>DIP approved. Draft ACs were discussed at APRAST/4 and would be circulated to the WG for comments prior to submission to RASG-APAC for approval. The final draft ACs would be circulated to CFIT WG members for final review and comments prior to being submitted to RASG-APAC/4.</p>
13	3/24	Conclusion APRAST 3/9	CFIT 8	COSCAP-NA	Minimum Safe Altitude Warning (MSAW) The purpose of this SEI is to promote that where MSAW equipment is being utilized it is important that all controllers are aware of the need to issue 'Safety Alert / Warning' when circumstances so warrant and that procedures have been clearly established in this regard.	<p>Work-in-progress Draft AC on MSAW developed. Circulating for comments. Discussed at APRAST 4 (Conclusion APRAST 4/11 refers) Draft AC to be revised in accordance with the discussions at APRAST/4 and be circulated to the CFIT WG for comments prior to submission to RASG.</p>

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S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
14	3/24	Conclusion APRAST 3/12	RS 1	CANSO	Runway Safety Checklist Using the Bow Tie risk model, the ACI APEX survey questions and other relevant sources of information, develop a set of Runway Safety Checklists suitable for use by ANSPs, Airlines and Airport Operators to benchmark their level of safety against best practice, as we know it today. Data will potentially be collectable to provide a Runway Safety Maturity Index score as a basis for driving runway safety performance improvement across the region and possibly globally.	Runway Safety Maturity Checklist has been completed. CANSO updated the meeting that all products have been released in hard copy on 18 June 2013. Available at http://www.canso.org/safety Access to Runway Safety Maturity Checklist online through email to rwysafety@eurocontrol.int The checklist has been completed and is available in both hard copy version and online version for use by industry. The completed SEI RS/1 (Runway Safety Maturity Checklist) would be submitted to RASG-APAC/4 for approval. (APRAST/4 Conclusion 4/13 refers.)
15	3/24	Conclusion APRAST 3/12	RE 7	ACI	Providing guidance material and training program for runway pavement, maintenance and operations from aerodrome operator's perspective. Reduce the risk of runway excursions by providing aerodrome operators with guidance materials and training in the form of courses (online or face-to-face) and seminars on runway maintenance and operations based on Annex 14 SARPs and industry best practices	ACI has completed and published its guidance materials on runway maintenance and operations, the "Runway Safety Handbook", available at www.aci.aero . The handbook also provides guidance on the design and planning of aerodromes and the setup and running of runway safety teams to minimize risks of runway incursion. ACI is also planning to supplement the Runway Safety Handbook with three more new handbooks in the next two years: Apron Safety Handbook, Emergency Planning & Preparedness Handbook and Airport Safety Performance Handbook. On training, ACI continues to provide online and face-to-face courses on airside and runway safety. These courses are listed on www.aci.aero . An ACI Safety Symposium will be held on 26 May 2014 in Seoul to share best practices in airside and runway operations and maintenance and to promote the ACI APEX for Safety program. More details www.aci-waga2014.com . Further update at APRAST/5.
16	3/22	None	General		Regional Priorities and Targets	Draft proposed regional priorities and targets circulated to RASG APAC members for comments. Revised draft incorporating comments to be discussed at APRAST/5 before submitting to RASG APAC/4 for approval. (Decision APRAST 4/5 and 4/6 refer)
17	3/23	None	General		APRAST Structures and Mechanisms to support GASP and Regional Priorities / Targets	Changes to the organisational structure of APRAST to support the GASP and to fulfil the Regional Priorities and Targets be submitted to RASG APAC/4 for approval. (Conclusions APRAST 4/6, 4/7 and 4/8 refer)
RASG APAC STANDING WORK PROGRAMME						
1	2/3	Conclusion APRAST 2/2	General		Nomination of a Point of contact for RASG-APAC/APRAST activities	As 25 August 2014, 24 States/Administrations and 3 Industry/organisation have responded. Information on nominated PoC posted on ICAO BKK secure website https://portal.icao.int/RO_APAC/Meetings/Lists/RASGAPAC%20List/AllItems.aspx .
2	2/3	Conclusion APRAST 2/8	AIG-AWG 1/7		Recommendation for having a core of trained investigators.	Closed APAC-AIG will monitor ICAO APAC Office's action and follow up as necessary.
3	2/3	Conclusion APRAST 2/9	AIG-AWG 1/10 AIG-AWG 2/1		Draft Code of Conduct aimed at promoting mutual cooperation in investigations.	Closed ICAO APAC Office is encouraging States/Administrations to pledge support to the revised Code of Conduct via State Letter dated 02 August 2013 [Ref.: T6/13.9-AP 109/13 (FS)]. So far, 17 States/Administrations have pledged their support.

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S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
4	2/3	Conclusion APRAST 2/14	AIG-AWG 1/15		Implementation of European Coordination Centre for Aviation Incident Reporting System (ECCAIRS)	Closed ICAO APAC Office is encouraging States/Administrations to use ECCAIRS via State Letter dated 21 October 2013 [Ref.: T 10/1.5 - AP 152/13 (FS)]. ICAO APAC Office is arranging for ECCAIRS Technical and End User training. The last ECCAIRS Technical and End-User was held in New Delhi, India in May 2014.
5	2/3	Conclusion APRAST 2/15	AIG-AWG 1/17		Desirability of establishing Accident/Incident Data Report (ADREP) compatible systems.	Closed States/Administrations have been notified by ICAO APAC Office via State Letter dated 21 October 2013 [Ref.: T 10/1.5 - AP 152/13 (FS)].
6	2/3	Conclusion APRAST 2/18	APRAST/2 FAOSD WP10		Implementation of the FAOSD Programme	Closed Invitation to participate in the FAOSD programme issued [SL T 6/19.5 – AP114/14 (FS) dated 20 Aug 2014].
7	2/4, 3/15	Conclusion APRAST 3/4	SRP		AP-SRP AWG to be the focal group for matters relating to Decision RASG-APAC 2/4 on the sharing of information of potential precursors to Air accidents.	Closed. SRP-AWG approved as focal group. SRP AWG to undertake the initiatives. TORs amended accordingly to reflect the creation of IAT. Updated at SRP AWG/2.
8	2/4, 3/16	Conclusion APRAST 3/4	SRP		To form an Information Analysis Team (IAT) within the AP-SRP AWG, which will be tasked to provide the necessary data analysis capabilities.	Closed. TOR for IAT approved. Discussed at SRP AWG/2. IAT formed at SRP AWG/2.
9	3/12, 3/13, 3/14	None	General		SEI Implementation Support to States/Industry	Closed. APRAST/4 established a revised APRAST programme incorporating workshops/seminars to support Member States/Administration in the implementation of more complex SEIs. Workshops/seminars related to CFIT, LOC and Rwy Safety arranged for APRAST/5.

PROGRESS STATUS OF APRAST/4 DECISIONS AND CONCLUSIONS

Decision / Conclusion No.	Text of Decision / Conclusion	Status
Decision APRAST 4/1: (WP/11) Conclusion APRAST 5/6: (WP/8)	APRAST would support Singapore’s initiative for FSF and MITRE to conduct a study on the feasibility of a regional data collection, analysis and sharing system for the APAC region.	Singapore would present a paper at APRAST/5 to update the meeting on the progress of the study and the work of MITRE. Conclusion APRAST 5/6 refers.
Decision APRAST 4/2: (WP/11) Conclusion APRAST 5/6: (WP/8)	States/Administrations, air navigation service providers, airlines and international organizations were encouraged to participate in such a study, including providing inputs to FSF / MITRE.	Singapore would present a paper at APRAST/5 to update the meeting on the progress of the study and the work of MITRE. Conclusion APRAST 5/6 refers.
Decision APRAST 4/3: (WP/11)	Airlines were encouraged to subscribe to the IATA FDX programme as a means to enhance internal risk management and to contribute to regional safety information sharing.	Closed. IATA continues to promote FDX to the airlines and are seeing a number of new airlines joining.
Decision APRAST 4/4: (WP/10)	Following the presentation of the WP, Conclusion APRAST 3/14 would be closed and ICAO APAC Office would continue with the monitoring of the level of response to ICAO State letters.	Closed. Secretariat to continue with monitoring of State Letter response.
Decision APRAST 4/5: (WP/8)	Secretariat would circulate the draft proposed regional safety priorities and targets to RASG-APAC members for comments by 15 June 2014.	Closed. SL Ref.: T 6/13.11.1 - AP070/14 (FS) / Reply by 15 June 2014.
Decision APRAST 4/6: (WP/8) Conclusion APRAST 5/5: (WP/7)	After feedback from RASG-APAC members and with RASG-APAC Chair’s concurrence, Secretariat would submit the revised draft regional safety priorities and targets to ICAO HQ. These priorities and targets would be finalised and approved at RASG-APAC/4.	OPEN. SL Ref.: T 6/13.11.1 - AP070/14 (FS) sent. Deadline for States response is 15 Jun 2014. 1) Review of State comments by Co-chairs completed. 2) Revised proposed APAC priorities and targets to be discussed at APRAST/5. 3) Secretariat to fwd revised proposal to RASG-APAC Chair concurrence. 4) For submission to ICAO HQ after RASG Chair's concurrence. Conclusion APRAST 5/5 refers.

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Decision / Conclusion No.	Text of Decision / Conclusion	Status
Decision APRAST 4/7: <i>(Runway Safety Breakout presentation)</i>	The Runway Safety sub-group would identify a Champion and determine the timeline for completion of RI/2 (SOP – RI Prevention and Pilot Training) by the APRAST/5 meeting, before considering whether to include SEI RI/2 in the RASG-APAC Work Programme.	Closed. Bangladesh volunteered as Champion for this SEI. (APRAST/5 Report para 6.4.3 refers)
Decision APRAST 4/8: <i>(Runway Safety Breakout presentation)</i>	The maintenance of any SEI related documents produced by APRAST would be under the purview of the proposed SEI AWG which would develop a mechanism for the review and updating of such documents.	Closed. The mechanism to review and update of related documents would be added to the TORs of the SEI AWG in the working paper on enhancements to the APRAST structure. See APRAST conclusions 4/6, 4/7 & 4/8.
Decision APRAST 4/9: <i>(Runway Safety Breakout presentation)</i>	ICAO APAC Office would issue State letters to advise States/Administrations of the assistance mechanisms and tools available for establishing RSTs and, for States/Administrations with established RSTs to review to ascertain if they are able to improve their current structures and processes.	Closed. SL ref T 11/20.1- AP095/14 (AGA) dated 25 June 2014 issued to advise States/Administrations of the assistance mechanisms and tools available for establishing RSTs and, for States/Administrations with established RSTs to review to ascertain if they are able to improve their current structures and processes.
Decision APRAST 4/10: <i>(Runway Safety Breakout presentation)</i>	The Secretariat would follow-up with ICAO to incorporate more guidance in the ICAO Runway Safety Team Guidebook on military participation, particularly at joint-use airports, and that the ICAO RST checklist would include the composition of the RST (membership) in the sample Terms of Reference.	Closed. IOM ref T 11120.1- AP-AGA0100/14 dated 27 June 2014 sent to HQ for their review and follow-up.
Decision APRAST 4/11: <i>(Runway Safety Breakout presentation)</i>	APRAST would hold a workshop related to runway safety and RST implementation would be held conjunction with future APRAST meetings.	Closed. Workshop related to runway safety and RST implementation arranged.
Decision APRAST 4/12: <i>(LOC Breakout presentation)</i>	LOC sub-group would seek feedback from States/Administrations on the adoption of the AC on Mode awareness through the Secretariat.	Closed. Survey on usefulness of model regulations and guidance issued [Ref.: T 6/13.11 - AP071/14 (FS)] Results of survey collated and provided to COSCAP CTAs and co-chairs.

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Decision / Conclusion No.	Text of Decision / Conclusion	Status
Decision APRAST 4/13: <i>(LOC Breakout presentation)</i>	The following SEIs would be added to the APRAST Registry of Emerging Issues: (i) Flight crew training verification and validation (ii) Airplane state awareness – effective upset prevention and recovery training (iii) Policy and training for non-normal situations (iv) Scenario based training for low altitude maneuvers (v) Enhanced crew resource management training	Closed. SEIs entered into Registry of Emerging Issues.
Decision APRAST 4/14: <i>(Agenda Item 9.1)</i>	Outputs from all SEIs would include a clear set of implementation guidelines for the relevant stakeholders.	Closed. Facilitators and Champions to note. No further action.
Decision APRAST 4/15: <i>(Agenda Item 9.3)</i>	Every other APRAST meeting would be held outside of ICAO APAC Office in Bangkok, subject to a State/ Administration volunteering to host the meeting. States/Administrations that are interested to host APRAST/6 Meeting in early 2015 should indicate their offer to Secretariat by the APRAST/5 Meeting.	Closed. There were no volunteer for hosting of APRAST/6 at APRAST/5. (Decision APRAST 5/22 refers)
Decision APRAST 4/16: <i>(Agenda Item 9.4)</i>	ICAO APAC Office would develop a dedicated web portal to enhance RASG APAC / APRAST capability to promote regional safety and to make information and materials that have been developed to enhance safety, accessible to all members.	OPEN. Bangladesh presented a draft web page for discussion. ICAO APAC subsequently provided guidance on web hosting and compatibility issues if the web page was to be hosted outside of the ICAO APAC website. (Decision APRAST 5/14 refers).
Conclusion APRAST 4/1 <i>(APAC AIG WP/12, WP/13 WP/14, WP/15 and IP/2)</i>	APRAST recommend that RASG-APAC draw the States/Administrations’ attention to the ICAO State Letter 2013/55 dated 19 July 2013 [Ref. AN 6/12-13/55] which proposes a new standard specifying that “States shall 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.”	OPEN. WP consolidating the APRAST/4 conclusions 4/1 - 4/5 will be submitted to RASG-APAC/4 for approval.

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Decision / Conclusion No.	Text of Decision / Conclusion	Status
Conclusion APRAST 4/2: <i>(APAC AIG WP/12, WP/13 WP/14, WP/15 and IP/2)</i>	APRAST recommend that RASG-APAC encourage States/Administrations to establish an independent accident investigation authority to do so as soon as possible if not already established.	OPEN. WP consolidating the APRAST/4 conclusions 4/1 - 4/5 will be submitted to RASG-APAC/4 for approval.
Conclusion APRAST 4/3: <i>(APAC AIG WP/12, WP/13 WP/14, WP/15 and IP/2)</i>	APRAST recommend that RASG-APAC inform States/Administrations that APAC-AIG can be consulted on matters relating to their plan to set up an independent accident investigation authority.	OPEN. WP consolidating the APRAST/4 conclusions 4/1 - 4/5 will be submitted to RASG-APAC/4 for approval.
Conclusion APRAST 4/4: <i>(APAC AIG WP/12, WP/13 WP/14, WP/15 and IP/2)</i>	APRAST recommend that RASG-APAC encourage States/Administrations to accept requests for observer participation when they are conducting investigations.	OPEN. WP consolidating the APRAST/4 conclusions 4/1 - 4/5 will be submitted to RASG-APAC/4 for approval.
Conclusion APRAST 4/5: <i>(APAC AIG WP/12, WP/13 WP/14, WP/15 and IP/2)</i>	APRAST recommend that RASG-APAC encourage States/Administrations to invite investigators from other States/Administrations to join the training that they organise, in order to help raise the knowledge, skill and experience of investigators in the APAC region.	OPEN. WP consolidating the APRAST/4 conclusions 4/1 - 4/5 will be submitted to RASG-APAC/4 for approval.
Conclusion APRAST 4/6: <i>(WP/7)</i>	APRAST would submit the following amendments (underlined) to the Terms of Reference of SRP AWG, to RASG-APAC/4 for approval: Purposes of the AP-SRP AWG: - Gather safety information from different available sources to determine the main aviation safety risks in the Asia and Pacific Regions, and provide it to IAT for analysis; - Develop and organise an Annual Safety Report in three main Sections, one for each safety information category based on analysis provide by IAT	OPEN. WP on the enhancements to the APRAST structure will be submitted to RASG-APAC/4 for approval.
Conclusion APRAST 4/7: <i>(WP/7)</i>	The proposed enhancements to the APRAST structure and the TORs of the SEI AWG would be submitted to RASG-APAC/4 for approval after incorporating the comments from APRAST/4.	OPEN. WP on the enhancements to the APRAST structure will be submitted to RASG-APAC/4 for approval.

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Decision / Conclusion No.	Text of Decision / Conclusion	Status
Conclusion APRAST 4/8: (WP/7)	The name “Ad-hoc Working Group” would be amended to “Working Group” to better reflect the permanent rather than ad-hoc nature of the current SRP-AWG and the proposed new SEI AWG. Consequential amendments to the TORs of RASG-APAC and APRAST would also be needed to reflect the name change.	OPEN. WP on the enhancements to the APRAST structure will be submitted to RASG-APAC/4 for approval.
Conclusion APRAST 4/9: (CFIT Breakout presentation)	The draft ACs for CFIT/3 (Precision-Like Approach Standard Operating Procedures) would be submitted to RASG-APAC/4 for approval after incorporating comments by CFIT the sub-group.	OPEN. Pending submission of draft AC to RASG-APAC/4 for approval.
Conclusion APRAST 4/10: (CFIT Breakout presentation)	The SEI CFIT/7 (ALAR – Policies for ALAR) Detailed Implementation Plan (DIP) would be submitted to RASG-APAC/4 for approval and inclusion in the RASG-APAC Yearly Work Programme 2014/2015.	OPEN. Pending submission of DIP to RASG-APAC/4 for approval and incorporation into RASG APAC Yearly Work Programme 2014/2015.
Conclusion APRAST 4/11: (CFIT Breakout presentation)	APRAST would engage APANPIRG to develop a process to facilitate the review of SEI outputs that have implications for air navigation.	OPEN. Coordination meeting between APANPIRG Chair and APRAST Co-Chairs was held on 9 Sept 2014.
Conclusion APRAST 4/12: (Runway Safety Breakout presentation)	SEI RE/2 (Training for Pilots and Air Traffic Controllers to Avoid Unstabilised Approaches) would be closed and removed from the RASG-APAC Yearly Work Programme.	OPEN. Rwy Safety Group to Draft WP to update RASG-APAC of the completion of this SEI and to recommend to RASG APAC/4 for approval to close and remove this item from the RASG-APAC Yearly Work Programme.
Conclusion APRAST 4/13: (Runway Safety Breakout presentation)	The completed SEI RS/1 (Runway Safety Maturity Checklist) would be submitted to RASG-APAC/4 for approval.	OPEN. Pending submission of completed SEI to RASG-APAC/4 for approval.

Relevant Standards and Recommended Practices in Annex 6 Part I relating to ACASII and pressure-altitude reporting transponders.

6.18 Aeroplanes required to be equipped with an airborne collision avoidance system (ACAS II)

6.18.1 From 1 January 2003, all turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 15 000 kg or authorized to carry more than 30 passengers shall be equipped with an airborne collision avoidance system (ACAS II).

6.18.2 From 1 January 2005, all turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than 19 passengers shall be equipped with an airborne collision avoidance system (ACAS II).

6.18.3 *Recommendation.— All aeroplanes should be equipped with an airborne collision avoidance system (ACAS II).*

6.18.4 An airborne collision avoidance system shall operate in accordance with the relevant provisions of Annex 10, Volume IV.

6.19 Requirements for pressure-altitude reporting transponders

6.19.1 All aeroplanes shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the relevant provisions of Annex 10, Volume IV.

6.19.2 All aeroplanes for which the individual certificate of airworthiness is first issued after 1 January 2009 shall be equipped with a data source that provides pressure-altitude information with a resolution of 7.62 m (25 ft), or better.

6.19.3 After 1 January 2012, all aeroplanes shall be equipped with a data source that provides pressure-altitude information with a resolution of 7.62 m (25 ft), or better.

6.19.4 *Recommendation. The Mode S transponder should be provided with the airborne/on-the-ground status if the aeroplane is equipped with an automatic means of detecting such status.*

Note 1.— These provisions will improve the effectiveness of airborne collision avoidance systems as well as air traffic services that employ Mode S radar. In particular, tracking processes are significantly enhanced with a resolution of 7.62 m (25 ft), or better.

Note 2.— Mode C replies of transponders always report pressure altitude in 30.50 m (100 ft) increments irrespective of the resolution of the data source.

Proposed RASG APAC 2014/2015 YEARLY AND STANDING WORK PROGRAMME

RASG APAC YEARLY WORK PROGRAMME (2014/2015)						
S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
1	3/24	Conclusion APRAST 3/9 Con APRAST 4/9 Con APRAST 5/10	CFIT 3	CASA	Precision-Like Approach Standard Operating Procedures This SEI focuses on approach procedure with vertical guidance (PBN-APV) and Continuous Descent Final Approach (CDFA) items.	DIP approved. Draft ACs were discussed at APRAST/4 and would be circulated to the WG for comments prior to submission to RASG-APAC for approval. The final draft ACs would be circulated to CFIT WG members for final review and comments prior to being submitted to RASG-APAC/4. CFIT 3 Output 1, final AC will be submitted to RASG-APAC/4 for approval.
2	2/2	Conclusion APRAST 2/24	CFIT 4	Pakistan	Flight Data Analysis (Safety Impact High). The purpose of this SE is to develop and implement a non-punitive FDA program to promote compliance with the Annex 6, Part 1 requirement regarding establishment of non-punitive FDA program.	Pakistan has volunteered as New Champion. Previous champion was developing generic principles on the management of collection of information to prevent inappropriate use of the data collected under FOQA program, against the airlines or their employees. When work on the SEI is resumed, the guiding principle will be that existing materials and information will be used to develop the CFIT 4 Outputs rather than drafting new materials. Draft Generic Principles on the Management of the Collection of Information was reviewed by CFIT sub group. Draft will be circulated to sub group members for final review and comments. Comments to be provided to Facilitator by end of October
3		Conclusion APRAST 4/10	CFIT 7	HK CAD	(ALAR – Policies for ALAR) Detailed Implementation Plan (DIP)	Recommending that Detailed Implementation Plan (DIP) be submitted to RASG-APAC/4 for approval and inclusion in the RASG-APAC Yearly Work Programme 2014/2015. (Conclusion APRAST 4/10 refers).
4	3/24	Conclusion APRAST 3/9	CFIT 8	COSCAP-NA	Minimum Safe Altitude Warning (MSAW) The purpose of this SE is to promote that where MSAW equipment is being utilized it is important that all controllers are aware of the need to issue 'Safety Alert / Warning' when circumstances so warrant and that procedures have been clearly established in this regard.	Work-in-progress Draft AC on MSAW developed. Circulating for comments. Discussed at APRAST 4 (Conclusion APRAST 4/11 refers) Draft AC to be revised in accordance with the discussions at APRAST/4 and be circulated to the CFIT WG for comments prior to submission to RASG. Output 1, final AC will be submitted to RASG-APAC/4 for approval.
5	2/2,3/8, 3/9, 3/10	Conclusion APRAST 2/33	RE 6	AAI	Timely and Accurate Notification about Runway Conditions by AIS and ATS. The purpose is to develop best practices on timely and accurate reporting of runway conditions.	"Industry Best Practices Manual on Timely and Accurate Reporting of Runway Condition by ATS/AIS to Flight Crew" (Version 4.0 dated 12th June 2013) for APAC Region is approved as a reference document. (States informed through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013. Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx) The Industry Best Practices Manual forwarded to the relevant subject experts in ICAO through the ICAO Regional Office for reference and appropriate follow up. (Ref: IOM ref.: AN 3/3 – AP-AGA0158/13 dated 30 September 2013 from ICAO APAC to SME at HQ for comment) Post APRAST 4 The maintenance of any SEI related documents produced by APRAST would be under the purview of the proposed SEI AWG which would develop a mechanism for the review and updating of such documents. (Decision APRAST 4/8 refers).

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S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
6	2/2	Conclusion APRAST 2/50 Con APRAST 5/12	LOC 1	CAAS	Use of SOPS (Standard Operating Procedures). The establishment, maintenance and appropriate use of flight crew SOP aim to reduce the risk of LOC events. (Paragraph 3.1 of LOC working group report refers.)	Output 1: Survey completed, Analysis Underway. Output 2: Development of Guidance -- completed. Attached as Appendix 6 to updated draft Advisory Circular on SOP for Flight Deck Crewmembers. CFIT and RE working groups to develop common SOPs for inclusion in draft AC. Draft Model AC completed and included LOC and CFIT 2 SOP. (Rwy Safety WG deemed that Rwy Safety SOP deemed not appropriate to be included into this AC). Output 2 draft Model AC will be submitted to RASG-APAC/4 for approval.
7	2/2	Conclusion APRAST 2/51	LOC 2	AAPA	Hazard Identification and Risk Management. Implementation of safety management practices (hazard identification and risk management) into operational processes & decision making. (Paragraph 3.2 of LOC working group report refers.)	Output 1: Draft survey developed. Survey completed. Analysis Underway. Transitioning to Output 2: Development of guidance framework underway. Anticipated completion (12 - 18 Months) May - November 2014. When ready, draft guidance material will be presented at APRAST for consideration for submission to RASG-APAC for approval. No progress for this item. Continue to be worked on in 2014/2015 work programme.
8	2/2	Conclusion APRAST 2/53	LOC 4	DCA Malaysia	LOC 4 -- Flight Crew Proficiency. The appropriate use of trend information from Safety Management Systems (SMS) in the training and qualification processes to mitigate risk that could lead to a LOC event. (LOSA, non-punitive reporting systems, FDA, etc). (Paragraph 3.4 of LOC working group report refers.)	Survey on the use of Standard Operating Procedures to reduce the risk of Loss of Control in-flight sent out. T 6/13.11.4 -AP164/13 (FS) dated 3 Dec 2013 refers. Output 1: Two surveys issued, response due 15 January 2014. Analysis underway. Model regulations, guidance and checklists focusing on mitigating LOC events to be drafted utilising aggregate and safety trend information. No progress for this item. Continue to be worked on in 2014/2015 work programme.
9	2/2, 3/11	Conclusion APRAST 2/54	LOC 5	Nepal Airlines	Human Factors and Automation. Increase flight crew Inflight Awareness of aircraft Mode, configuration, attitude and Energy State Management (Human Factors and Automation) (Paragraph 3.5 of LOC working group report refers.)	For States/Administrations follow-up. Model Advisory Circular approved for circulation to Member States. States informed through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013. Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx Following up with APRAST Decision 4/12, ICAO APAC conducted a survey to find out the usefulness of the safety tools endorsed by RASG APAC. The feedback received from the 11 States/Administrations which responded was favourable and shared with the facilitators and co-chairs.
10		Conclusion APRAST 5/13	LOC 6	Flight Safety Foundation	Upset Prevention Recovery Training (UPRT)	Conclusion APRAST 5/13 refers. To be included into the 2014/2015 Yearly Work Programme. To submit DIP when completed to RASG-APAC/4 for approval.

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S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
11	3/24	Conclusion APRAST 3/12 APRAST 4/13	RS 1	CANSO	Runway Safety Checklist Using the Bow Tie risk model, the ACI APEX survey questions and other relevant sources of information, develop a set of Runway Safety Checklists suitable for use by ANSPs, Airlines and Airport Operators to benchmark their level of safety against best practice, as we know it today. Data will potentially be collectable to provide a Runway Safety Maturity Index score as a basis for driving runway safety performance improvement across the region and possibly globally.	Post APRAST/4: Runway Safety Maturity Checklist has been completed. CANSO updated the meeting that all products have been released in hard copy on 18 June 2013. Available at http://www.canso.org/safety Access to Runway Safety Maturity Checklist online through email to rwysafety@eurocontrol.int The checklist has been completed and is available in both hard copy version and online version for use by industry. SEI RS/1 (Runway Safety Maturity Checklist) will be submitted to RASG-APAC/4 for approval. (APRAST/4 Conclusion 4/13 refers.) RASG-APAC to promote the use of Runway Safety Maturity Checklist to States/Administrations. (Conclusion APRAST 5/16 refers) ☐
12	3/24	Conclusion APRAST 3/12	RE 7	ACI	Providing guidance material and training program for runway pavement, maintenance and operations from aerodrome operator's perspective. Reduce the risk of runway excursions by providing aerodrome operators with guidance materials and training in the form of courses (online or face-to-face) and seminars on runway maintenance and operations based on Annex 14 SARPs and industry best practices	ACI has completed and published its guidance materials on runway maintenance and operations, the "Runway Safety Handbook", available at www.aci.aero . The handbook also provides guidance on the design and planning of aerodromes and the setup and running of runway safety teams to minimize risks of runway incursion. ACI is also planning to supplement the Runway Safety Handbook with three more new handbooks in the next two years: Apron Safety Handbook, Emergency Planning & Preparedness Handbook and Airport Safety Performance Handbook. On training, ACI continues to provide online and face-to-face courses on airside and runway safety. These courses are listed on www.aci.aero . An ACI Safety Symposium will be held on 26 May 2014 in Seoul to share best practices in airside and runway operations and maintenance and to promote the ACI APEX for Safety program. More details www.aci-waga2014.com . Output 2: The guidance and training materials developed by ACI be submitted to RASG-APAC/4 for approval.
13	3/23	Conclusion APRAST 4/6, 4/7 and 4/8	APRAST	Co-Chairs	APRAST Structures and Mechanisms to support GASP and Regional Priorities / Targets	Changes to the organisational structure of APRAST to support the GASP and to fulfil the Regional Priorities and Targets will be submitted to RASG APAC/4 for approval. (Conclusions APRAST 4/6, 4/7 and 4/8 refer)
14	-	Decision APRAST 5/9	APRAST	Co-Chairs		Decision APRAST 5/9 refers.
15	-	Decision APRAST 5/1	SRP AWG	SRP AWG	SRP AWG work to identify sources and requirements to collect information on TAWS, TCAS RA, unstable Approaches, and stall warnings for analysis	Decision APRAST 5/1 refers.

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S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
16	-	Decision APRAST 5/3	APAC AIG	APAC AIG	The expansion of the APAC accident/incident investigation bodies' database to include information on underwater search resources.	Decision APRAST 5/3 refers.
17	-	Decision APRAST 5/3	APAC AIG	APAC AIG	Hosting of the ICAO Asia Pacific Regional Accident Investigation Workshop in 2015 by Sri Lanka.	Decision APRAST 5/3 refers.
18	2/3	Conclusion APRAST 2/2 Decision APRAST 5/2	APRAST	Secretariat	Nomination of a Point of contact for RASG-APAC/APRAST activities	As 25 August 2014, 24 States/Administrations and 3 Industry/organisation have responded. Information on nominated PoC posted on ICAO BKK secure website https://portal.icao.int/RO_APAC/Meetings/Lists/RASGAPAC%20List/AllItems.aspx . Conclusion APRAST 5/2 refers.
19	-	Conclusion APRAST 5/4	APRAST	Secretariat	That the Secretariat present the proposed coordination mechanism between APANPIRG and RASG-APAC to RASG-APAC/4.	Decision APRAST 5/9 and Conclusion APRAST 5/4 refer.
20	-	Conclusion APRAST 5/7	APRAST	Secretariat	Development of a monitoring mechanism for the implementation of RASG APAC safety tools.	Conclusion APRAST 5/7 refers.
21	-	Decision APRAST 5/10	APRAST	Secretariat	That the Secretariat develop a Procedural Handbook for RASG-APAC, which will among other things, document the APANPIRG – RASG-APAC coordination mechanisms and framework.	Decision APRAST 5/10 refers.
RASG APAC STANDING WORK PROGRAMME						

Summary of APRAST/5 Decisions and Conclusions

APRAST/5 Reference	APRAST/5 Decision
Decision APRAST 5/1	That as part of the demonstration project for the Regional Data Collection, Analysis, and Information Sharing System, SRP AWG work to identify sources and requirements to collect information on TAWS, TCAS RA, unstable Approaches, and stall warnings for analysis. This item is to be included in the RASG-APAC 2014/2015 Yearly Work Programme.
Decision APRAST 5/2	That States/Administrations and industry provide SRP AWG with comments on the draft 2014 APAC Annual Safety Report by 24 October 2014, through Secretariat. The revised draft 2014 APAC Annual Safety Report should be submitted to APRAST Co-chairs by 3 November 2014 for their consideration to present it to RASG-APAC/4.
Decision APRAST 5/3	That, the expansion of the APAC accident/incident investigation bodies' database to include information on underwater search resources and the convening of the ICAO Asia Pacific Regional Accident Investigation Workshop hosted by the Civil Aviation Authority of Sri Lanka, be included in the RASG-APAC 2014/2015 Yearly Work Programme.
Decision APRAST 5/4	That the aerodrome related topics such as runway safety programmes, runway safety teams, bird/wildlife management and procedures for ground operations, foreign object debris (FOD) and ramp be assigned to the Runway Safety Sub-group.
Decision APRAST 5/5	That the coordination topics on SMS, SSP and Language Proficiency Requirements be placed as an agenda item of APRAST plenary for further consideration.
Decision APRAST 5/6	That APRAST request the COSCAPs to consider training and technical assistance in the areas of SMS, SSP and Language Proficiency Requirements.
Decision APRAST 5/7	That APRAST place the coordination topics on ACASII and Pressure Altitude Responding Transponders in the Registry of Emerging Issues.
Decision APRAST 5/8	That the monitoring and resolution of the operations deficiencies related to the implementation of ICAO Annex 6 requirements on ACASII and Pressure Altitude Responding Transponders be tracked under the proposed mechanism for monitoring of safety tools implementation being developed by the Secretariat.

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APRAST/5 Reference	APRAST/5 Decision
Decision APRAST 5/9	<p>That the APRAST Co-chairs pursue the development of the coordination mechanism between APANPIRG and RASG-APAC at the next APANPIRG – RASG-APAC coordination meeting in 2015. The coordination mechanism should address issues such as:</p> <ul style="list-style-type: none"> a. the attendance of RASG-APAC /APRAST representatives at relevant APANPIRG bodies and vice versa; b. the development of an analysis body (similar to the RMA/EMA models that report to RASMAG for vertical and horizontal safety analysis) that manages ATS safety concerns/occurrences for onward reporting to APRAST/RASG-APAC; and c. the review and endorsement of subsequent versions of the APAC Seamless ATM Plan by APANPIRG and RASG-APAC.
Decision APRAST 5/10	That the Secretariat develop a Procedural Handbook for RASG-APAC, which will among other things, document the APANPIRG – RASG-APAC coordination mechanisms and framework.
Decision APRAST 5/11	That APRAST encourage eligible air operators to consider ISSA as a means to evaluate their compliance with ICAO requirements and industry best practices for air operators.
Decision APRAST 5/12	That States/Administrations and industry to provide their comments on the GASP to Secretariat by 15 October 2014.
Decision APRAST 5/13	That, APRAST Co-chairs to submit a working paper providing feedback on the GASP at RASG APAC/4 for its consideration.
Decision APRAST 5/14	That, APRAST Co-chairs coordinate with the ICAO APAC Office on the desired structure and content, of the dedicated webpage to reside within the ICAO APAC website.
Decision APRAST 5/15	That APRAST urge aviation accident/incident investigation bodies that have yet to participate in the database of APAC Accident/Incident Investigation Bodies, to consider doing so.
Decision APRAST 5/16	That the Runway Safety sub-group review the need for SEI RI/1 (RI Prevention and ATC Training) and provide an update on its review at APRAST/6.
Decision APRAST 5/17	That the Runway Safety sub-group develop the DIP for SEI RI/2 (Runway Incursion Prevention and Pilot Training).

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APRAST/5 Reference	APRAST/5 Decision
Decision APRAST 5/18	That Secretariat liaise with the RASG of other regions to obtain more information on IE-REST's initiatives on flight data analysis and air operators' SMS and RASG-PA's Toolkit on Pilot Monitoring.
	That APRAST submit the proposed 2014/2015 Yearly and Standing Work Programmes to RASG-APAC/4 for approval.
Decision APRAST 5/20	That APRAST submit the APRAST/4 and APRAST/5 conclusions to RASG-APAC/4 for approval.
Decision APRAST 5/21	That APRAST Co-chairs would work with the CTA COSCAPs to further consider and develop the workshop topics, including topics that support the implementation of new SEIs.
Decision APRAST 5/22	That Secretariat send a State Letter to invite States/Administrations to indicate their intentions to host the APRAST/6, APRAST/8 and APRAST/10 meetings which are to be held outside of ICAO APAC Office in Bangkok.
Decision APRAST 5/23	Secretariat will endeavor to confirm the availability and attendance of Champions prior to the APRAST Meetings and/or receive their updates on the work progress. Such updates will be provided to the respective sub-groups at least two weeks before the APRAST Meeting.

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APRAST/5 Reference	APRAST/5 Conclusion
Conclusion APRAST 5/1	That APRAST recommend to RASG-APAC/4 to close all RASG-APAC/3 Decisions, except for Decisions 3/10 and 3/19 pending discussion at RASG-APAC/4.
Conclusion APRAST 5/2	That APRAST recommend to RASG-APAC/4 that the item on the Nomination of a Point of Contact for RASG-APAC/APRAST activities be moved from the RASG- APAC Standing Work Programme to the 2014/2015 Yearly Work Programme.
Conclusion APRAST 5/3	That APRAST recommend RASG-APAC to encourage States/Administrations to consider joining the Asian Society of Air Safety Investigators (AsiaSASI).
Conclusion APRAST 5/4	That the Secretariat present the proposed coordination mechanism between APANPIRG and RASG-APAC to RASG-APAC/4 for inclusion in the RASG-APAC 2014/2015 Yearly Work Programme.
Conclusion APRAST 5/5	That APRAST submit the revised proposed regional priorities and targets to RASG- APAC/4 for approval.
Conclusion APRAST 5/6	That APRAST recommend RASG-APAC/4 support Singapore’s initiative for a demonstration project on a regional data collection, analysis and information sharing system for the APAC region and encourage States/Administrations, ANSPs, airlines and industry organisations to participate in the demonstration project, starting with the upcoming workshop, tentatively scheduled for the 1st week of December, in Singapore.
Conclusion APRAST 5/7	That APRAST recommend that RASG-APAC/4 support the development of a monitoring mechanism for the implementation of RASG APAC safety tools, which will be included in the RASG-APAC 2014/2015 Yearly Work Programme.
Conclusion APRAST 5/8	That the completed SEI CFIT/1 (Ground Proximity Warning Systems (GPWS) with Forward Looking Feature), SEI CFIT/5 (Crew Resource Management Training) and SEI CFIT/6 (CFIT/ALAR Training) be transferred to the proposed monitoring mechanism for implementation of safety tools to be developed by Secretariat.
Conclusion APRAST 5/9	That SEI CFIT/2 (Standard Operating Procedures) be transferred to SEI LOC/1 for inclusion into the common SOP being developed for SEI LOC/1. (SEI CFIT/2 will be removed from the RASG-APAC work programme.)

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APRAST/5 Reference	APRAST/5 Conclusion
Conclusion APRAST 5/10	That the completed advisory circular (Output 1) of SEI CFIT/3 (Precision-Like Approach Standard Operating Procedures) be submitted to RASG-APAC/4 for approval.
Conclusion APRAST 5/11	That the draft advisory circulars (Output 1) for SEI CFIT/8 (Minimum Safe Altitude Warning (MSAW)) be submitted to RASG-APAC/4 for approval.
Conclusion APRAST 5/12	That the draft ACs for SEI LOC/1 (Use of Standard Operating Procedures) / Output 2, which also includes standard operating procedures for SEI CFIT/2, be submitted to RASG-APAC/4 for approval.
Conclusion APRAST 5/13	That APRAST submit the DIP for SEI LOC/6 when completed, to RASG-APAC/4 for inclusion in the RASG-APAC 2014/2015 Yearly Work Programme.
Conclusion APRAST 5/14	That APRAST recommend the guidance and training material developed by ACI under SEI RE/7 (Providing guidance material and training program for runway pavement, maintenance and operations from aerodrome operator's perspective) Output 2 be submitted to RASG-APAC/4 for approval.
Conclusion APRAST 5/15	That RASG-APAC encourage States/Administrations and industry to participate in the ACI APEX in Safety Program.
Conclusion APRAST 5/16	That RASG-APAC promote the use of Runway Safety Maturity Checklist as developed under SEI RS/1 (Runway Safety Checklist) to States /Administrations and industry.
Conclusion APRAST 5/17	That APRAST recommend to RASG-APAC for the ICAO GO Team concept to be implemented for the APAC region, particularly in the area of establishment of runway safety teams and implementation of SMS in air operators. APRAST will then work out the modalities of the GO-Team implementation in its subsequent meetings.
Conclusion APRAST 5/18	That RASG-APAC strongly urge Member States/Administrations and industry to nominate appropriate representatives and experts to the meetings of APRAST and its subsidiary bodies and to ensure consistency and continuity in their participation/contribution to RASG-APAC /APRAST activities.

— END —