

# INTERNATIONAL CIVIL AVIATION ORGANIZATION



## REPORT OF THE SIXTH MEETING OF THE ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM (APRAST/6)

BANGKOK, THAILAND, 6 to 10 APRIL 2015

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

Approved by the Meeting  
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## ATTACHMENTS

<b>Attachment A:</b>	List of participants
<b>Attachment B:</b>	Update of RASG-APAC/4 Decisions
<b>Attachment C:</b>	Update of RASG-APAC 2014/2015 Yearly and Standing Work Programmes
<b>Attachment D:</b>	Update of APRAST/5 Decisions and Conclusions
<b>Attachment E:</b>	Summary of APRAST/6 Decisions and Conclusions



## 1. Meeting and Registration

1.1 The Sixth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST) was held at the ICAO APAC Office in Bangkok, Thailand from 6 to 10 April 2015.

1.2 The APRAST/6 Meeting was attended by 108 participants from 22 States/Administrations and 10 International Organizations and Industry Partners viz. Australia, Bangladesh, China, Hong Kong, China; Macao, China; DPR Korea, Fiji, Indonesia, Japan, Malaysia, Maldives, Myanmar, Nepal, New Zealand, Pakistan, Papua New Guinea, the Philippines, Republic of Korea, Sri Lanka, Singapore, Thailand, United States of America, Viet Nam, Airbus, Airports Council International (ACI), Association of Asia Pacific Airlines (AAPA), Boeing, Civil Air Navigation Services Organization (CANSO), 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 (MITRE). The list of participants is at **Attachment A**.

1.3 Mr. Amal Hewawasam, ICAO Regional Officer, Flight Safety and Mr. Kong Cheong Tuck, Flight Safety Expert acted as Secretariat to the Meeting.

## 2. Opening Session

2.1 The ICAO Regional Director, Mr. Arun Mishra opened the Meeting and thanked all participants and the two Co-chairs for their contribution to the RASG-APAC Work Programme. He informed the Meeting of the key highlights from the High Level Safety Conference (HLSC/2) held in February 2015. He also highlighted that ICAO has committed to play a leadership role for alignment and coordination of regional initiatives to improve safety, implement the Global Aviation Safety Plan objectives, and achieve the regional safety targets.

2.3 Finally the Regional Director thanked Malaysia and Australia for their interest to host APRAST/8 (2016) and APRAST/10 (2017) respectively.

2.5 In his remarks, Mr. Tay Tiang Guan, Deputy Director-General CAA Singapore, APRAST Co-chair (States) summarized the progress made since APRAST/5, which included establishment of the regional priorities and targets, the restructuring of APRAST, development of the proposed mechanism for monitoring of safety tools implementation and the conclusion of the workshop on “Implementing an Effective National and Organizational Safety Management Framework” which was organized in response to States’ calls for sharing of best practices.

2.6 He also highlighted the desired outcomes for the APRAST/6 meeting, which would lay the foundation for activities to be approved at the RASG APAC/5 meeting in October 2015 in Philippines and help achieve the regional safety priorities and targets and the ICAO Global Aviation Safety Plan. These included the meeting of the inaugural Safety Enhancement Initiatives Working Group (SEI WG), the updates from APAC-AIG and SRP WG and follow up on the RASG APAC Work Programme. He also noted that FSF and MITRE would continue to lead in the demonstration project for a regional safety data collection and analysis and information sharing system.

2.7 Mr. Anthony Houston, Assistant Director for Aviation Safety, IATA and APRAST Co-chair (Industry), highlighted that the APRAST/6 meeting represents another significant step as a new work structure is implemented, as more people are taking leadership roles and as new ways to develop tools to improve safety performance are being explored. He further noted that APRAST needs to be keenly focused on delivering results that make a difference; specifically to ensure all activities are directed toward fulfilling the regional priorities and targets established by RASG-APAC. He expressed gratitude to all those who have contributed to the APRAST activities so far and encouraged even wider participation.



## REPORT ON AGENDA ITEMS

### 1. AGENDA ITEM 1: SMS/SSP WORKSHOPS AND BREAKOUT SESSION

1.1 The workshop on “Implementing an Effective National and Organizational Safety Management Framework”, including the breakout sessions, was successfully held on 6 April 2015.

1.2 The Workshop covered the following presentations from 5 speakers in the morning session:

- a. EASA Safety Culture Framework by Mr. Tony Houston, APRAST Co-chair (Industry);
- b. Organizational Safety Culture by Mr. Rob Scriven, Civil Aviation Authority New Zealand;
- c. Australia’s Experience on SSP implementation by Mr. John Thynnes, Civil Aviation Safety Authority of Australia;
- d. ANSP’s Perspective on SMS implementation by Mr. Lucius Fan, Civil Aviation Department, Hong Kong, China
- e. Challenges of implementing aerodrome SMS by Mr. SL Wong, ACI.

1.6 Two breakout sessions were held in the afternoon session on SSP and SMS. The SSP Group led by Mr. Teo Gim Thong, CAA Singapore discussed “*Establishing and achieving a SSP-ALoSP through SSP-SPIs*” and “*SRM Tools & Documentation related to SSP*”. The SMS Group led by Mr. Wayne Chapin, COSCAP-NA and Capt. James Yun, Singapore Airlines discussed “*Establishing and achieving a SMS-ALoSP through SMS-SPIs*” and “*SRM Tools & Documentation related to SMS*”.

### 2. AGENDA ITEM 2: PLENARY SESSION – ADOPTION OF AGENDA

#### 2.1 Adoption of the Provisional Agenda – WP/1

2.1.1 The Secretariat presented WP/1 on the adoption of Provisional Agenda. The Meeting adopted the Provisional Agenda as proposed.

#### 2.2 Election of Co-chairs/Formation of SEI Work Group – WP/2

2.2.1 The Secretariat presented WP/2 on the election of the Co-chairs of the SEI WG. The Meeting elected Mr. Stanley Pun, Acting Director Flight Standards and Licensing, Civil Aviation Authority of Macao, China and Mr. Hugues Laloë, Director International Safety Programmes, Airbus as the Co-chair (States) and Co-chair (Industry) respectively of the SEI WG. Mr. Stanley Pun was nominated by Singapore and seconded by Hong Kong, China. Mr. Hugues Laloë of Airbus was nominated by ACI and seconded by CANSO.

2.2.2 Mr. Pun and Mr. Laloë acknowledged the nominations and thanked the Meeting for its endorsement. The APRAST Co-chairs thanked Mr. Pun and Mr. Laloë for accepting the posts.

### **2.3 Election of SRP WG Vice-chair (States) – WP/3**

2.3.1 This paper was presented by the Secretariat on the election of the Vice-chair (States) of the SRP WG. The Meeting elected Ms. Sonja Marshall, Safety Systems Officer, Civil Aviation Safety Authority (CASA), Australia as the Vice-Chair (States) of the SRP WG. She was nominated by Bangladesh and seconded by Sri Lanka.

2.3.2 Ms. Marshall acknowledged the nomination and thanked the Meeting for its endorsement. The APRAST Co-chairs thanked Ms. Marshall for accepting the post and also expressed appreciation to Mr. Ben Gyetvay, the outgoing SRP WG Vice-Chair (States) for his contribution to the SRP WG during the last two years.

## **3. AGENDA ITEM 3: RASG-APAC/4 DECISIONS AND WORK PROGRAMME**

### **3.1 Update of RASG-APAC/4 Decisions – WP/4**

3.1.1 The Secretariat presented WP/4 on the status of the Decisions adopted at RASG-APAC/4 in November 2014. A summary of the update of RASG-APAC/4 Decisions is at **Attachment B**.

3.1.2 The Meeting noted the updates and agreed to the following Conclusion:

#### **Conclusion APRAST 6/1:**

That APRAST recommend to RASG-APAC/4 to close all RASG-APAC/4 Decisions, except for Decisions 4/15 and 4/16 pending further updates.

*Note:* Decision 4/15 states that APRAST develop and distribute implementation guidance to harmonize implementation of TCAS II Version 7.1 requirements in the APAC region. Decision 4/16 states that RASG-APAC/4 considered and approved ICAO's proposal to convene a Meeting in the APAC region by June 2015 inviting authorities involved in aspects of lithium battery manufacture and transport. States were requested to inform ICAO by January 2015 if they were interested in hosting the meeting by mid-2015.

### **3.2 Update of RASG-APAC 2014/2015 Yearly and Standing Work Programmes - WP/5**

3.2.1 The Secretariat presented WP/5 on the progress of the RASG-APAC 2014/2015 Yearly and Standing Work Programmes since APRAST/5 which was held in September 2014.

3.2.2 The Meeting noted the updates, as shown in **Attachment C**, particularly the new items added to the work programmes and urged members to support RASG-APAC and APRAST activities. Further updates to the work programmes were provided during the Meeting.

3.2.3 The Secretariat informed the Meeting that the draft RASG-APAC Procedural Handbook will be circulated at the APRAST/7 Meeting for review and comments prior to being presented to RASG-APAC/5 for approval.



#### **4. AGENDA ITEM 4: UPDATE, DISCUSSION AND REVIEW OF APRAST ACTIVITIES**

##### **4.1 Update of APRAST/5 Decisions and Conclusions – WP/6**

4.1.1 Secretariat presented WP/6 on the progress of the Decisions and Conclusions adopted at APRAST/5.

4.1.2 The Meeting reviewed the APRAST/5 Decisions and Conclusions and updated their status based on progress made thus far, as reflected in **Attachment D**.

##### **4.2 Update of APAC-AIG activities – WP/7**

4.2.1 Mr. Chan Wing Keong, Chairman APAC-AIG presented the outcomes of the APAC-AIG/2 meeting, which was held in Hong Kong, China on 27-28 May 2014 and the follow-up actions by APRAST/5 and RASG-APAC/4.

4.2.2 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.

4.2.3 The Meeting also noted the efforts by APAC-AIG in the area of investigator training, which included a workshop that would be held in Colombo, Sri Lanka on 25-26 June 2015, after the APAC-AIG/ meeting on 23-24 June 2015. Chairman APAC-AIG thanked Sri Lanka for hosting these two events.

4.2.4 Chairman APAC-AIG informed the meeting that the Annex 13 amendment proposed by ICAO in its State Letter 2013/55 dated 19 July 2013 [Ref. AN 6/12-13/55] would likely be implemented by November 2016. He urged States/Administrations to start early to prepare for compliance with the new Standard 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.*”

4.2.5 In line with the discussions, the Meeting agreed to the following Decision:

##### **Decision APRAST 6/1:**

That, States/Administrations and Industry are encouraged to attend the APAC-AIG/3 meeting and the ICAO Asia Pacific Regional Accident Investigation Workshop, which will be hosted by the Civil Aviation Authority of Sri Lanka in June 2015.

##### **4.3 Discussion – APRAST Decision 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.**

4.3.1 At this stage, APRAST Co-chair (States) initiated a discussion on APRAST Decision 5/5 which called for safety management systems (SMS), State Safety Programme (SSP) and Language Proficiency Requirements (LPR) to be placed as an agenda item of the APRAST plenary session for further consideration. Mr. Len Wicks, ICAO RO/ATM, presented WP/11 on English Language Proficiency Related to Non- Routine and Emergency Events. The Meeting noted that the

ICAO Search and Rescue Task Force was not reviewing English proficiency training with a special focus on being able to manage non-routine or emergency events. In this regard, the Meeting reached the following Decision:

**Decision APRAST 6/2:**

That, AAPA and IATA will provide information from safety reports related to English Language Proficiency issues to be further studied by SEI WG to try and identify the nature and extent of the issues and determine what APRAST actions might follow.

4.3.2 The Meeting considered the use of workshops and other means of communication to disseminate best practices on SMS, SSP and LPR. AAPA suggested workshop formats that would encourage more interaction among participants. AAPA agreed that English proficiency was an important area that APRAST should focus on though not necessarily through holding workshops. APRAST Co-chair (Industry) agreed with the comments of AAPA.

4.3.3 APRAST Co-Chair (Industry) suggested using the workshops to consider the modality of the Go-teams for the APAC region. Australia suggested focus on safety data analysis and safety performance indicators. Fiji and Papua New Guinea noted the need for workshops to be substantial so that participants could have something to bring back, while Papua New Guinea suggested that workshops cover the implementation of SSP and in particular development of the SSP manual. Boeing shared that RASG-PA focused on strengthening use of standard phraseology when promoting implementation of LPR requirements. Boeing also noted that while there was value in having a SMS workshop, operators should prioritise their focus on safety issues such that they work on those that may lead to a high consequence event.

4.3.4 At the conclusion of the discussion on APRAST Decision 5/5 which called for SMS, SSP and Language Proficiency Requirements the APRAST Co-chairs requested the SEI Working Group to further deliberate these issues and propose the way forward.

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

### **5.1 Monitoring of Safety Tools Implementation – WP/8**

5.1.1 Secretariat presented WP/8 on the mechanism to monitor the extent of implementation among States of the safety tools developed by RASG-APAC.

5.1.2 The APRAST Co-chairs agreed with CANSO's suggestion for the mechanism to also allow for feedback to understand the reason for not implementing a particular safety tool, and also Papua New Guinea's suggestion to separate the implementation of ICAO SARPs from the use of safety tools.

5.1.3 Bangladesh presented a safety tool monitoring system used by COSCAP-SA and suggested possible integration with the existing tool. Bangladesh also offered to adapt the COSCAP-SA safety tools monitoring system for APRAST purposes and populate with the current APRAST safety tools. APRAST Co-chair (States) thanked Bangladesh and suggested that the Secretariat could further discuss the matter with Bangladesh while in the meantime populate the template presented to the Meeting. The Meeting agreed to the proposed monitoring mechanism which will be further refined taking on board the comments of States/Administrations, and the following Decisions:

**Decision APRAST 6/3:**

That the Secretariat update the survey form for monitoring of RASG-APAC safety tool implementation to incorporate the suggestions raised by CANSO and Papua New Guinea at APRAST/6, and disseminate the survey form to States/Administrations.

**Decision APRAST 6/4:**

That Bangladesh assist the Secretariat by transitioning the mechanism for monitoring of RASG-APAC safety tool implementation to a format similar to the COSCAP-SA safety tools monitoring system.

**5.2 Presentation – Update on Airport Excellence (“APEX”) in Safety Program**

5.2.1 ACI presented an update on Airport Excellence (APEX) in Safety Programme which was well received by the Meeting.

**5.3 International Safety Information Project – IP/2**

5.3.1 FSF presented a paper on the international safety information project to identify and address issues surrounding the collection, analysis, protection and use of information derived from data collected through safety data collection and processing systems (SDCPSs). The focus would be on the Latin America and Asia Pacific regions. The Meeting noted the usefulness of regular updates on the project and encouraged FSF to present updates to APRAST.

**5.4 Establishment of Go-Teams for the Asia Pacific Region - WP/9**

5.4.1 APRAST Co-chair (States) presented WP/9 on the establishment of Go-Teams for the Asia Pacific Region.

5.4.2 AAPA suggested that establishing SMS Go Teams for air operators was not necessary as there were existing industry-led measures and Pakistan however commented that there was a great need for proper implementation of the SMS among operators and service providers. There was lively discussion on whether Go-Teams should be implemented for SMS and SSP and whether the Go-Teams should also be targeted at assisting States/Administrations. The Meeting requested SEI WG to review the requirements and modalities to support the Go-Teams for runway safety and SMS for air operators in the APAC region.

**5.5 The Regulator as a Professional New Capabilities for New Challenges – WP/10**

5.5.1 APRAST Co-Chair (Industry) presented WP/10 on behalf of Civil Aviation Authority of New Zealand on the requisite workforce capability and behaviours, which forms a subset of organizational safety culture. To embed and sustain the right behaviours, CAANZ advocated treating the role of an aviation safety regulator as a profession in its own right by fusing aviation skills or knowledge with regulatory craft.

**6. AGENDA ITEM 6: BREAKOUT SESSIONS**

6.1 The SEI WG and SRP WG held breakout sessions which included review of the open Decisions and conclusions from RASG-APAC/4 and APRAST/5, the work items in the RASG-APAC 2014/2015 Work Programme, and the APAC aviation safety priorities and targets.

## 6.2 SEI WG Breakout Session

6.2.1 With regard to RASG Decision 4/15 that APRAST develop and distribute implementation guidance to harmonize implementation of TCAS II Version 7.1 requirements in the APAC region, the Meeting noted that there were existing guidance material developed by Eurocontrol and ICAO (Doc 4444 & Doc 8168 Vol 1). The Meeting thanked the Philippines for volunteering to review the existing documentation by Eurocontrol (Link to Eurocontrol: <https://www.eurocontrol.int/articles/acas-ii-training>) and ICAO, and agreed to the following Decisions:

### **Decision APRAST 6/5:**

That, the Philippines review the existing documentation on implementation of TCAS II Version 7.1 requirements developed by Eurocontrol and ICAO, and provide a report at APRAST/7.

### **Decision APRAST 6/6:**

That, States/Administrations are also encouraged to review the relevance of the TCAS II Version 7.1 requirements guidance material developed by Eurocontrol and provide comments, if any, to COSCAP-NA CTA by 30 June 2015.

6.2.2 To address 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), the SEI WG recommended that the Runway Safety Sub-group should be renamed to the Runway and Ground Safety Sub-group to reflect the expanded scope. Going further, APRAST Co-Chair (Industry) requested SEI WG to consider the items to be proposed for inclusion in the 2015/2016 RASG-APAC Work Programmes. The Meeting agreed to the following Decision:

### **Decision APRAST 6/7:**

That, SEI WG propose work items under its purview to be included in the 2015/2016 RASG-APAC Yearly and Standing Work Programmes for discussion at APRAST/7.

6.2.3 With regard to 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), the Meeting focused on the topics of SMS and SSP. The Meeting agreed with SEI WG's recommendation for sharing of SSP/SMS implementation experiences through workshops at which Australia, Pakistan and Papua New Guinea offered to plan and facilitate. The SEI WG recommended a workshop format that is interactive, involves group exercises and allows for all participants to attend both SSP and SMS presentations. Therefore the Meeting agreed to the following Decisions:

### **Decision APRAST 6/8:**

That, APRAST organize a workshop in conjunction with the APRAST/7 meeting to share experiences on SSP and SMS, with a workshop format that is interactive, involves group exercises and allows for all participants to attend both SSP and SMS presentations. Australia, Pakistan and Papua New Guinea agreed to plan and facilitate the workshop.

**Decision APRAST 6/9:**

AAPA and IATA will collect further information based on airline safety reports pertaining to the LPR issues. AAPA and IATA will provide the outputs to the SEI WG for further review.

6.2.4 With regard to Conclusion APRAST 5/17 and RASG-APAC Yearly Work Programme item on the establishment of Go-Teams for the Asia Pacific Region (APRAST/6 - WP/9), the Meeting noted that SEI WG supported the establishment of Go-Teams to assist with the implementation of Runway Safety Teams. CANSO volunteered to further study the concept and modalities by APRAST/7. ACI offered to explore the possibility of holding the Go-Team visits alongside the ACI APEX programme visits. The Meeting agreed to the following Decisions:

**Decision APRAST 6/10:**

That, CANSO conduct further study to define the concept and modality of Runway Safety Go-Team for discussion at APRAST/7.

**Decision APRAST 6/11:**

That, ACI explore the possibility of holding the Go-Team visits alongside the ACI APEX programme visits and provide a report at APRAST/7.

6.2.5 The SEI WG reviewed the paper on the RASG-MID framework to support runway safety teams, and considered the content relevant to all regions. Therefore the Meeting agreed to the following Decision:

**Decision APRAST 6/12:**

That, the Secretariat arrange for the distribution of the paper to all RASGs.

6.2.6 The Meeting agreed with SEI WG to defer the Decision on the establishment of the Go-Teams for the implementation of SMS by air operators until the concept is defined. The concept should also cover other service providers. Australia, Macao China, Papua New Guinea, AAPA and Biman Bangladesh volunteered to develop the concept.

**Decision APRAST 6/13:**

That, Australia, Macao China, Papua New Guinea, AAPA and Biman Bangladesh will develop a concept to support the implementation of SMS for all service providers and SSP for States/Administrations to be presented at APRAST/7.

6.2.7 Pakistan suggested conducting workshops ahead of APRAST/7, which should also include SMS for other service providers. However, several participants noted that it was important to prioritize resources. AAPA noted that there would be a workshop on Hazard Identification and Risk Management (HIRM) which would be organized by COSCAP-NA to be held before APRAST/7.

**Decision APRAST 6/14:**

That, States/Administrations and industry be encouraged to participate in the Hazard Identification and Risk Management (HIRM) workshop organized by COSCAP-NA and hosted by Macao China.

6.2.8 The Meeting noted the progress made on the LOC and CFIT SEIs. The Meeting expressed its appreciation to Capt. Paul Au, Singapore Airlines for volunteering to be the Champion for CFIT/4 (Flight Data Analysis). The Meeting agreed to the following Decision:

**Decision APRAST 6/15:**

That, the DIP for CFIT/4 (Flight Data Analysis) be developed for discussion at APRAST/7, with the view of submitting to RASG-APAC/5 for inclusion in the 2015/2016 RASG-APAC Work Programmes.

6.2.9 The Meeting noted that editorial changes to the draft advisory circular for SEI LOC/1 had been made, as requested by APRAST Co-chair (Industry). The Meeting therefore agreed to the following Decision:

**Decision APRAST 6/16:**

That, the Output 2 draft model advisory circular for SEI LOC/1 be submitted to APRAST/7 for review, with the aim of seeking approval at RASG-APAC/5.

6.2.10 With regard to 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), the Meeting noted that SEI RI/1 had been incorporated into RI/6 (Scenario based training for the Air Traffic Controllers (safety impact medium) at APRAST/2. Therefore the Meeting agreed with SEI WG's recommendation that it was not necessary for further review on SEI RI/1. The Meeting therefore agreed to the following Decision:

**Decision APRAST 6/17:**

That SEI RI/1 (RI Prevention and ATC Training) is closed.

6.2.11 With regard to Decision APRAST 5/17 (That the Runway Safety Sub-group develop the detailed implementation plan (DIP) for SEI RI/2 on Runway Incursion Prevention and Pilot Training), the Meeting noted that in addition to developing the DIP, Bangladesh has developed a draft Model Advisory Circular on Pilot Training to prevent a runway incursion. Therefore the meeting agreed to the following Decision:

**Decision APRAST 6/18:**

That, the DIP and draft model advisory circular for SEI RI/2 on Runway Incursion Prevention and Pilot Training be submitted to APRAST/7 for review with the aim of seeking approval at RASG-APAC/5.

6.2.12 The Meeting noted that FSF had completed the draft advisory circular for SEI LOC/6 (Upset Prevention and Recovery Training) and agreed to the following Decision:

**Decision APRAST 6/19:**

That, the draft advisory circular for SEI LOC/6 (Upset Prevention and Recovery Training) be submitted to APRAST/7 with the aim of seeking approval at RASG-APAC/5.

6.2.13 The Meeting noted that RS/1 (Runway Safety Checklist) had been completed with the Checklist posted on the APAC e-doc website and State Letters sent out to inform RASG-APAC members. Similarly, the output for SEI RE/7 (Guidance material and training programme for runway

pavement, maintenance and operations from aerodrome operator's perspective) was disseminated through State Letters. As such the meeting agreed to the following conclusion:

**Conclusion APRAST 6/2:**

That, the items on SEI RS/1 on Runway Safety Checklist and SEI RE/7 (Guidance material and training programme for runway pavement, maintenance and operations from aerodrome operator's perspective be removed from the RASG APAC 2014/2015 Work Programme.

6.2.14 As part of the review of the SEIs, the Meeting noted that SEI RI/3 (Enhanced Surface Marking and Lighting) and SEI RE/5 (Monitor Implementation of RESA) could be reviewed for relevance and areas of work needed. ACI and CANSO volunteered to review SEI RI/3. SEI RE/5 (Monitor Implementation of RESA) would remain on the Registry of Emerging Issues. The Meeting agreed to the following Decision:

**Decision APRAST 6/20:**

That, ACI and CANSO would further review SEI RI/3 (Enhanced Surface Marking and Lighting) to determine possible next steps.

6.2.15 The Meeting noted the need for further study on the type of runway occurrences so as to better craft the guidance material for training of pilots and air traffic controllers. In this regard, the Meeting agreed to the following Decision:

**Decision APRAST 6/21:**

That, SRP WG provide information on runway incursion, runway excursion and runway confusion occurrences for further development of SEI RI/5 and SEI RI/6 (Scenario based training for pilot and ATC).

6.2.16 The Meeting agreed with SEI WG's suggestion for a master registry of SEIs to facilitate the tracking and reporting of SEI work. The Meeting also proposed a consultation process to enhance the effectiveness of the SEI workflow during and between APRAST meetings. The SEI WG Co-chairs also emphasized the importance of having facilitators and champions at the SEI WG discussions. The Meeting agreed to the following Decisions:

**Decision APRAST 6/22:**

That, SEI WG develop a process to maintain and update a master registry of SEIs and provide the draft process to the Secretariat for inclusion in the RASG-APAC Procedural Handbook.

**Decision APRAST 6/23:**

That, SEI WG develop the draft consultation process for the development of SEIs and provide the draft process to the Secretariat for inclusion in the RASG-APAC Procedural Handbook.

### 6.3 SRP WG Breakout Session

6.3.1 The Meeting noted SRP WG's plans to produce the 2015 APAC Annual Safety Report which would also use predictive data analysis. Roles and timeframes for the production of the report were also agreed upon to achieve a completion date of 31 October 2015. The SRP WG noted a need to clearly outline and revisit the distribution protocols for this report. The Meeting noted that ICAO HQ and other RASGs were asking for access to the APAC Annual Safety Report and that it was useful to demonstrate the analysis and work done by RASG-APAC. The Meeting agreed to the following Decisions:

#### Decision APRAST 6/24:

That, SRP WG would observe the following timeline for the production of the APAC Annual Safety Report:

Date	Task	Action by
23 April	Draft predictive analysis to be provided for SRP group review	Boeing
18 June	Data to be provided to Singapore for reactive analysis	IATA, Boeing, ICAO
31 July	Draft analysis to be completed	Boeing, Singapore, Australia
15 August	Draft report produced.	Australia
15 August – 15 September	APRAST Review	Secretariat
31 October	Final report completed (prior RASG 5)	Australia

#### Decision APRAST 6/25:

That, SRP WG formalise a process for the publication and distribution of the APAC Annual Safety Report and provide the final draft of this process to the Secretariat for inclusion in the RASG-APAC Procedural Handbook.

#### Conclusion APRAST 6/3:

That, APRAST recommend to RASG-APAC/5 that the APAC Annual Safety Report be distributed to other RASGs.

6.3.2 In regard to APRAST Decision 5/1 regarding the identification of data sources and information requirements in relation to TAWS / TCAS RA, unstable approaches and stall warnings, the Meeting agreed with SRP WG's recommendation to use ASIAs metrics to promote standardization in the analysis of safety issues. It was further agreed that ASIAs information can be used to help validate the existing SEIs and identify regional safety issues. The Meeting agreed to the following Decisions:



**Decision APRAST 6/26:**

That, SRP WG adopt the ASIAS metrics regarding the identification of data sources and information requirements in relation to TAWS / TCAS RA, unstable approaches and stall warnings.

**Decision APRAST 6/27:**

That, SRP WG conduct an analysis using ASIAS information to help identify key regional safety issues.

6.3.3 Regarding the issue of developing co-ordination mechanisms with APANPIRG and RASG APAC in relation to sharing ATM data, it was determined that data sharing was unable to be achieved; however consideration could be given to the sharing of de-identified information. Broader issues regarding coordination mechanisms between these groups were recommended for discussion at APRAST.

**Decision APRAST 6/28:**

That, SRP WG coordinate with the RASMAG to initiate a study to explore relationships between large height deviations and Traffic Collision Avoidance System-Resolution Advisories (TCAS-RA).

**7. AGENDA ITEM 7: ANY OTHER BUSINESS**

7.1 FSF/MITRE presented a summary of the development of the governance plan for a data collection, analysis and information sharing system in the Asia Pacific (APAC) region. The system aimed to integrate and analyze operational data from various sources, such as flight data and air traffic control data. The Meeting noted that FSF and MITRE has shared with States/Administrations and industry information on the demonstration project governance plan and cost sharing model. Responding to Maldives' query on the cost sharing model, FSF/MITRE said that, the cost for States to participate in the demonstration project would be consistent while the costs for the actual system may take into account distinguishing factors between States.

7.2 The Meeting supported the establishment of a goal of at least 20 State/Administrations signing the Governance Plan for the APAC Regional Data Collection, Analysis and Information Sharing for Aviation Safety Demonstration Project. The governance plan would be updated for distribution for review and signature by States/Administrations, air navigation service providers and airlines. In view of the discussion the Meeting agreed to the following conclusion and Decision.

**Conclusion APRAST 6/4:**

That, APRAST/6 recommend that RASG-APAC endorse a desired goal of at least 20 State/Administrations joining the demonstration project for the APAC Regional Data Collection, Analysis and information Sharing for Aviation Safety by May 2016.

**Decision APRAST 6/29:**

That, FSF/MITRE would provide the Governance Plan together with a draft letter containing background and explanation to the Secretariat for dissemination to the Directors-General of APAC States/Administrations in advance of RASG-APAC/5.

**8. AGENDA ITEM 8: REVIEW AND ADOPTION OF CONCLUSIONS AND DECISIONS**

8.1 The Meeting adopted the APRAST/6 Report, and requested that the relevant Conclusions be submitted to RASG-APAC/5 for approval. A list of APRAST/6 Decisions and Conclusions can be found at **Attachment E** to this report.

8.2 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.

**9. AGENDA ITEM 9: DATE AND VENUE OF NEXT MEETINGS**

9.1 The Meeting noted the following dates and venues for the meetings of APRAST, its subsidiary bodies and related bodies:

- APANPIRG–RASG-APAC Coordination Meeting: 21-22 May 2015, Bangkok, Thailand
  - APAC-AIG/3: 23-26 June 2015, Colombo, Sri Lanka
  - APRAST/7: 31 August – 4 September 2015, Bangkok, Thailand
  - RASG-APAC/5: 26-27 October 2015, Philippines
  - APRAST/8 to be hosted by Malaysia
  - APRAST/10 to be hosted by Australia
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**LIST OF PARTICIPANTS**

State/Name	Title/Organization	Tel/Fax Number	e-mail
1.	<b>AUSTRALIA</b>		
1.	Mr. John D. THYNNE Manager, Safety Systems Office CASA Operations Headquarters Civil Aviation Safety Authority Canberra ACT 2601	Tel.: +61-7-3144 7484 Fax: +61-7-3144 7575	<a href="mailto:John.thynne@casa.gov.au">John.thynne@casa.gov.au</a> ;
2.	Ms. Sonja M. MARSHALL Safety Systems Office CASA Operations Headquarters Civil Aviation Safety Authority Canberra ACT 2601	Tel.: +61-3-144 7441	<a href="mailto:Sonja.marshall@casa.gov.au">Sonja.marshall@casa.gov.au</a> ;
3.	Mr. Stuart M. CAMERON Acting Senior Policy Officer Civil Aviation Safety Authority Canberra ACT 2601	Tel.: +61-2-6217 1535 Fax: +61-2-6217 1209	<a href="mailto:Stuart.cameron@casa.gov.au">Stuart.cameron@casa.gov.au</a> ;
2.	<b>BANGLADESH</b>		
4.	Capt. Salahuddin M. RAHMATULLAH Chief Flight Operations Inspector Flight Safety & Regulations Division Civil Aviation Authority of Bangladesh Dhaka-1229	Tel.: +880-2-890 1406 Fax: +880-2-890 1418	<a href="mailto:smr@bdcom.net">smr@bdcom.net</a> ; <a href="mailto:smr@dfscaab.gov.bd">smr@dfscaab.gov.bd</a> ;
5.	Mr. Kabir S. M. LUTFUL Senior Aerodrome Officer Flight Safety & Regulations Division Civil Aviation Authority of Bangladesh Dhaka-1229	Tel.: +880-2-890 1406 Fax: +880-2-890 1418	<a href="mailto:kabircaab@gmail.com">kabircaab@gmail.com</a> ; <a href="mailto:sml_kabir@yahoo.com">sml_kabir@yahoo.com</a> ;
6.	Mr. Tareq Md. MUNEEM Junior Air Transport Consultant Flight Safety & Regulations Division Civil Aviation Authority of Bangladesh Dhaka-1229	Tel.: +880-2- Fax: +880-2-	<a href="mailto:Tareq.munem@gmail.com">Tareq.munem@gmail.com</a> ; <a href="mailto:tanimju@hotmail.com">tanimju@hotmail.com</a> ;
7.	Mr. Mohammad Shafiul AZAM Communication Engineer Flight Safety & Regulations division Civil Aviation Authority of Bangladesh Dhaka – 1229	Tel.: +880-2-890 1406 Fax: +880-2-890 1418	<a href="mailto:shafiulcaab@gmail.com">shafiulcaab@gmail.com</a> ;

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State/Name		Title/Organization	Tel/Fax Number	e-mail
8.	Mr. Muhammed Abdul WADUD	Deputy General Manager Corporate Safety and Quality Biman Bangladesh Airlines	Tel.: +880-2-890 1784	<a href="mailto:Mabdul.wadud@bdbiman.com">Mabdul.wadud@bdbiman.com</a> ;
<b>3. CHINA</b>				
9.	Mr. Bao Suiyi	Director Office of Aviation Safety Division of Safety Information Civil Aviation Administration of China	Tel.: +86-10-6409 2906 Fax: +86-10-6409 1906	<a href="mailto:Sy_bao@caac.gov.cn">Sy_bao@caac.gov.cn</a> ;
10.	Mr. Wan Jian	Engineer Aviation Safety Research Division Aviation Safety Information Analysis Centre of CAAC China Academy of Civil Aviation Science and Technology	Tel.: +86-10-6447 3521 Fax: +86-10-6447 3527	<a href="mailto:wanjian@mail.castc.org.cn">wanjian@mail.castc.org.cn</a> ;
<b>4. HONG KONG, CHINA</b>				
11.	Mr. Lucius FAN	Chief, Air Traffic Management Standards Air Traffic Management Standards Office Air Services and Safety Management Division Civil Aviation Department	Tel.: +852-2910 6590 Fax: +852-2910 0799	<a href="mailto:lwcfan@cad.gov.hk">lwcfan@cad.gov.hk</a> ;
12.	Capt. Sanjeev GROVER	Flight Operations Inspector Civil Aviation Department	Tel.: +852- Fax: +852-	
<b>5. MACAO, CHINA</b>				
13.	Mr. PUN Wa Kin (Stanley)	Acting Director – Flight Standards & Licensing Civil Aviation Authority of Macao Alameda Dr. Carlos D’Assumpcao 336-342 Centro, Commercial Cheng Feng	Tel.: +853-8796 4136 Fax: +853-2833 8089	<a href="mailto:stanleypun@aacm.gov.mo">stanleypun@aacm.gov.mo</a> ; <a href="mailto:aacm@aacm.gov.mo">aacm@aacm.gov.mo</a> ;
14.	Mr. LAO Weng Kin (Tony)	Assistant Safety Officer (Air Traffic Control) – Flight Standards & Licensing Civil Aviation Authority of Macao Alameda Dr. Carlos D’Assumpcao 336-342 Centro, Commercial Cheng Feng	Tel.: +853-8796 4154 Fax: +853-2833 8089	<a href="mailto:tonylao@aacm.gov.mo">tonylao@aacm.gov.mo</a> ; <a href="mailto:aacm@aacm.gov.mo">aacm@aacm.gov.mo</a> ;

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State/Name		Title/Organization	Tel/Fax Number	e-mail
15.	Mr. LEONG Ka Iao (Kobo)	Assistant Safety Officer (Flight Standards) – Flight Standards & Licensing Civil Aviation Authority of Macao Alameda Dr. Carlos D’Assumpcao 336-342 Centro, Commercial Cheng Feng	Tel.: +853-8791 4155 Fax: +853-2833 8089	<a href="mailto:koboleong@aacm.gov.mo">koboleong@aacm.gov.mo</a> ; <a href="mailto:aacm@aacm.gov.mo">aacm@aacm.gov.mo</a> ;
16.	Ms. DE SOUSA Antonia	Assistant Safety Officer (Airworthiness) – Flight Standards & Licensing Civil Aviation Authority of Macao Alameda Dr. Carlos D’Assumpcao 336-342 Centro, Commercial Cheng Feng	Tel.: +853-8796 4149 Fax: +853-2833 8089	<a href="mailto:antoniasousa@aacm.gov.mo">antoniasousa@aacm.gov.mo</a> ; aacm.aacm.gov.mo;
17.	Mr. LI Guang	General Manager of Aviation Safety Division Air Macau Company Limited 398 Alm Dr. Carlos D’Assumpcao Edif. CNAC, 13-18 Andar	Tel.: +853-8396620	<a href="mailto:li.guang@airmacau.com.mo">li.guang@airmacau.com.mo</a> ;
18.	Mr. IP Seng Chao (Justin)	Deputy Safety Manager Administration of Airports Ltd. Macao International Airport Taipa	Tel.: +853-8898 2507 Fax: +853-8898 2506	<a href="mailto:Justin.ip@ada.com.mo">Justin.ip@ada.com.mo</a> ;
19.	Mr. SUN Cheng Lon (Sam)	ATC Supervisor Administration of Airports Ltd. Macao International Airport Taipa	Tel.: +853-6630 6805 Fax: +853-8898 2130	<a href="mailto:Sam_sun1118@yahoo.com.hk">Sam_sun1118@yahoo.com.hk</a> ;
6.	<b>DPR KOREA</b>			
20.	Mr. Han Kyong Ho	Air Koryo Bangkok	Tel.: + Fax: +	<a href="mailto:bkk-airkoryo@hotmail.com">bkk-airkoryo@hotmail.com</a> ;
7.	<b>FIJI</b>			
21.	Ms. Molly MURPHY	Manager Safety and Risk Management Airports Fiji Limited Nadi Airport	Tel.: +679-672 5777 Fax: +679-673 2383	<a href="mailto:mollym@afl.com.fj">mollym@afl.com.fj</a> ;

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State/Name	Title/Organization		Tel/Fax Number	e-mail
8.	<b>INDONESIA</b>			
	22.	Mr. M. Irfan SIRAJUDDIN	Airworthiness Inspector Directorate of Airworthiness and Aircraft Operation Directorate General of Civil Aviation Ministry of Transportation	Tel.: +62-21-350 6664 Fax: +62-21-350 6663  <a href="mailto:Irfan_sirajuddin@dephub.go.id">Irfan_sirajuddin@dephub.go.id</a> ;
	23.	Mr. Marcus Totok HERMAWAN	Airworthiness Inspector Directorate of Airworthiness and Aircraft Operation Directorate General of Civil Aviation Ministry of Transportation	Tel.: +62-857273 98333 Fax: +62-21-350 6663  <a href="mailto:marcushermawan@yahoo.com">marcushermawan@yahoo.com</a> ;
9.	<b>JAPAN</b>			
	24.	Mr. Tadashi YANO	Civil Aviation Bureau	Tel.: +81- Fax: +81-
	25.	Mr. Kazuyoshi SARUWATARI	Civil Aviation Bureau	Tel.: +81- Fax: +81-  <a href="mailto:Yasuhisa.kato@jal.com">Yasuhisa.kato@jal.com</a> ;
	26.	Mr. Yasuhisa KATO	Staff Director Flight Safety Management Dept. Japan Airlines	Tel.: +81-3-5756 3153 Fax: +81-3-5756 3524  <a href="mailto:Yasuhisa.kato@jal.com">Yasuhisa.kato@jal.com</a> ;
10.	<b>MALAYSIA</b>			
	27.	Mr. Weng Cheong CHOW	Assistant Director Department of Civil Aviation Putrajaya	Tel.: +60-3-8871 4352  <a href="mailto:chowwc@dca.gov.my">chowwc@dca.gov.my</a> ;
	28.	Mr. Mahyuddin Bin SAJURI <i>(for Workshop only)</i>	Deputy Director, Airport Standards Department of Civil Aviation Putrajaya	Tel.: +60-3-8871 4002 Fax: +60-3-8871 4335  <a href="mailto:mahyuddin@dca.gov.my">mahyuddin@dca.gov.my</a> ;
11.	<b>MALDIVES</b>			
	29.	Ms. Ramiza FATHIMATH	Director Air Navigation and Aerodrome Maldives Civil Aviation Authority Male	Tel.: +960-332 4983 Fax: +960-332 3039  <a href="mailto:ramiza@caa.gov.mv">ramiza@caa.gov.mv</a> ; <a href="mailto:civav@aviainfo.gov.mv">civav@aviainfo.gov.mv</a> ; <a href="mailto:simana@caa.gov.mv">simana@caa.gov.mv</a> ;

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Attachment A to the Report

State/Name		Title/Organization	Tel/Fax Number	e-mail
30.	Mr. Mohamed SOLIH	Maldives Airports Company Limited Ibrahim Nasir International Airport Hulhule' 22000	Tel.: +960-3313308 Fax: +960-3342670	<a href="mailto:mohamed.solih@macle.aero">mohamed.solih@macle.aero</a> ; <a href="mailto:solih@dhinet.net.mv">solih@dhinet.net.mv</a> ;
31.	Mr. Mohamed HUSNEE	Senior Air Traffic Control Officer Maldives Airports Company Ltd. Hulhule 2200	Tel.: +960-301 3363 Fax: +960-333 1515	<a href="mailto:husnee@macl.aero">husnee@macl.aero</a> ;
32.	Mrs. Mariyam NASIHA	Safety Officer Villa Air Male 20181	Tel.: +960-301 0331	<a href="mailto:Safety.admin@flyme.mv">Safety.admin@flyme.mv</a> ;
33.	Mr. Ibahim IYAS	Head of Safety and Quality Island Aviation Services Limited	Tel.: +960-333 1372 Fax: +960-333 2022	<a href="mailto:iyas@iasl.aero">iyas@iasl.aero</a> ; <a href="mailto:iyas@hotmail.com">iiyas@hotmail.com</a> ;
34.	Mr. Mohamed M. ABDUL HAMEED	Deputy Manager Safety and Security Mega Maldives Airlines Male	Tel.: +960-999 2659	<a href="mailto:Mohamed.mabrook@megamaldivesair.com">Mohamed.mabrook@megamaldivesair.com</a> ; <a href="mailto:ramsis_2@hotmail.com">ramsis_2@hotmail.com</a> ;
12.	<b>MYANMAR</b>			
35.	Mr. Min LWIN	Deputy Director General Department of Civil Aviation Yangon	Tel.: +95-1-533 001 Fax: +95-1-533 016	<a href="mailto:dydg@dca.gov.mm">dydg@dca.gov.mm</a> ;
36.	Mr. Nyunt WIN	ATC Operations Buidling Department of Civil Aviation Yangon	Tel.: +95-1-533 085 Fax: +95-1-533 016	<a href="mailto:aiso@ais.gov.mm">aiso@ais.gov.mm</a> ; <a href="mailto:ais.myanmar@gmail.com">ais.myanmar@gmail.com</a> ;
13.	<b>NEPAL</b>			
37.	Mr. Rajan Pokhrel	Director, ICAO/Int'l Affairs and Legal Dept. Civil Aviation Authority of Nepal Kathmandu	Tel.: + Fax: +	
38.	Mr. Pratap Babu Tiwari	Director, Air Navigation Services, Safety Standards Department Civil Aviation Authority of Nepal Kathmandu	Tel.: + Fax: +	
14.	<b>NEW ZEALAND</b>			

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State/Name		Title/Organization	Tel/Fax Number	e-mail
	39.	Mr. Rob SCRIVEN	Executive Project Manager Civil Aviation Authority of New Zealand	Tel.: + Fax: + <a href="mailto:Rob.scriven@caa.govt.nz">Rob.scriven@caa.govt.nz</a> ;
15.	<b>PAKISTAN</b>			
	40.	Gp Capt. (Retd.) Riasat Ali Changezi	Addl. Director Airworthiness Civil Aviation Authority of Pakistan	Tel.: + Fax: +
16.	<b>PAPUA NEW GUINEA</b>			
	41.	Mr. Lei DO'O	Civil Aviation Safety Authority of PNG Boroko NCD	Tel.: +675-302 7536 Fax: +675-325 1919 <a href="mailto:ldoo@casapng.gov.pg">ldoo@casapng.gov.pg</a> ; <a href="mailto:leidoo4@gmail.com">leidoo4@gmail.com</a> ;
	42.	Mr. Paul J. BASKYS	Aviation Safety – Security Adviser Civil Aviation Safety Authority of PNG Boroko NCD	Tel.: +675-7287 2236 Fax: +675-325 1919 <a href="mailto:pbaskys@casapng.gov.pg">pbaskys@casapng.gov.pg</a> ; <a href="mailto:paul_baskys@hotmail.com">paul_baskys@hotmail.com</a> ;
	43.	Mr. Malakai M. NAWAI	Manager Flying Operations Civil Aviation Safety Authority of PNG Boroko NCD	Tel.: +675-302 7561 Fax: +675-325 1919 <a href="mailto:mnawai@casapng.gov.pg">mnawai@casapng.gov.pg</a> ;
	44.	Mr. William SENEKA	Senior Investigator PNG Accident Investigation Commission Boroko, NCD	Tel.: + Fax: +
	45.	Mr. Nemo YALO	Chief Commissioner PNG Accident Investigation Commission Boroko, NCD	Tel.: + Fax: +
	46.	Mr. Vilimoni CAUCAU	Senior Security & Safety Manager National Airports Corporation Boroko, NCD	Tel.: +675-324 4810 Fax: +675-325 0833 <a href="mailto:vcaucau@nac.com.pg">vcaucau@nac.com.pg</a> ;
17.	<b>PHILIPPINES</b>			
	47.	Capt. Efren C. ROCAMORA	Department Manager III – Regulatory Standards Department Flight Standards Inspectorate Service Civil Aviation Authority of the Philippines	Tel.: +63-2-8799 9227 Fax: +63-2-879 9227 <a href="mailto:efrenrocamora@yahoo.com">efrenrocamora@yahoo.com</a> ; <a href="mailto:efrenrocamora@gmail.com">efrenrocamora@gmail.com</a> ;



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State/Name		Title/Organization	Tel/Fax Number	e-mail
48.	Mr. Mario T. MENDOZA	Division Chief III Air Navigation Service Civil Aviation Authority of the Philippines Pasay City 1300	Tel.: +63-2-8799 258 Fax: +63-2-2788 165	<a href="mailto:Mardoza03@yahoo.com">Mardoza03@yahoo.com</a> ; <a href="mailto:ayomen50@gmail.com">ayomen50@gmail.com</a> ;
49.	Mr. Robin F. ALZONA	Air Traffic Management Officer III / Lead Safety Officer Air Traffic Service Civil Aviation Authority of the Philippines Pasay City 1300	Tel.: +63-2-879 9265 Fax: +63-2-879 9265	<a href="mailto:Robin_alzona@yahoo.com">Robin_alzona@yahoo.com</a> ; <a href="mailto:robinalzona@yahoo.com">robinalzona@yahoo.com</a> ;
50.	Mr. Deogracias A. PULMANO, Jr.	Division Chief, ATM Inspectorate Div. Civil Aviation Authority of the Philippines Pasay City 1300	Tel.: +63-2-879 9118 Fax: +63-2-879 9118	<a href="mailto:Djunp2@yahoo.com">Djunp2@yahoo.com</a> ; <a href="mailto:aanso.caap@gmail.com">aanso.caap@gmail.com</a> ;
18.	<b>REPUBLIC OF KOREA</b>			
51.	Mr. Young-jae KI	Assistant Director Ministry of Land, Infrastructure and Transport	Tel.: +82-44-201 42 52 Fax: +82-44-201 5628	<a href="mailto:Gigas99@korea.kr">Gigas99@korea.kr</a> ;
52.	Mr. Hui-yang KIM	Assistant Director Ministry of Land, Infrastructure and Transport	Tel.: +82-44-201 4304 Fax: +82-44-201 5631	<a href="mailto:miohy@korea.kr">miohy@korea.kr</a> ;
53.	Mr. Yong-tae AHN	Aviation Safety Inspector Ministry of Land, Infrastructure and Transport	Tel.: +82-2-2064 1033 Fax: +82-44-201 5629	<a href="mailto:B767300@korea.kr">B767300@korea.kr</a> ;
19.	<b>SINGAPORE</b>			
54.	Mr. Tiang Guan TAY (Principal Delegate)	Deputy Director-General Civil Aviation Authority of Singapore Singapore 918141	Tel.: +65-6541 2562 Fax: +65-6546 7544	<a href="mailto:Tay_tiang_guan@caas.gov.sg">Tay_tiang_guan@caas.gov.sg</a> ;
55.	Mr. Wing Keong CHAN	Director Air Accident Investigation Bureau of Singapore Singapore 918155	Tel.: +65-6595 6010 Fax: +65-6542 2395	<a href="mailto:Chan_wing_keong@mot.gov.sg">Chan_wing_keong@mot.gov.sg</a> ;
56.	Mr. Chee Seng MAK	Senior Manager (Continuing Airworthiness) Civil Aviation Authority of Singapore Singapore 918141	Tel.: +65-6541 3486 Fax: +65-6545 6519	<a href="mailto:Mak_chee_seng@caas.gov.sg">Mak_chee_seng@caas.gov.sg</a> ;

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State/Name		Title/Organization	Tel/Fax Number	e-mail
57.	Capt. Keng Peng ONG	Deputy Head (Flight Operation Civil Aviation Authority of Singapore Singapore 918141	Tel.: +65-6541 3488 Fax: +65-6545 6519	<a href="mailto:Ong_keng_peng@caas.gov.sg">Ong_keng_peng@caas.gov.sg</a> ;
58.	Mr. Dong Neng TAN	Senior Inspector (Aerodromes) Civil Aviation Authority of Singapore Singapore 918141	Tel.: +65-6541 2684 Fax: +65-6542 3869	<a href="mailto:Tan_dongneng@caas.gov.sg">Tan_dongneng@caas.gov.sg</a> ;
59.	Mr. Kok Liang TANG	Head (Personnel Licensing) Civil Aviation Authority of Singapore Singapore 918141	Tel.: +65-6595 6025	<a href="mailto:Tang_kok_liang@caas.gov.sg">Tang_kok_liang@caas.gov.sg</a> ;
60.	Mr. Wee Phing NG	Senior Manager (Policy and Rulemaking) Civil Aviation Authority of Singapore Singapore 918141	Tel.: +65-6541 3045 Fax: +65-6542 2869	<a href="mailto:Ng_wee_phing@cass.gov.sg">Ng_wee_phing@cass.gov.sg</a> ;
61.	Mr. Gim Thong TEO	Principal Manager (Policy & Rulemaking) Civil Aviation Authority of Singapore Singapore 918141	Tel.: +65-6541 2295	<a href="mailto:Teo_gim_thong@cass.gov.sg">Teo_gim_thong@cass.gov.sg</a> ;
62.	Mr. Chow Wah CHONG	Senior Investigator Air Accident Investigation Bureau of Singapore Singapore 918155	Tel.: +65-6541 2798 Fax: +65-6542 2394	<a href="mailto:Chong_chow_wah@mot.gov.sg">Chong_chow_wah@mot.gov.sg</a> ;
63.	Mr. Chun Tat Dalen TAN	Head (Policy & Rulemaking) Civil Aviation Authority of Singapore Singapore 918141	Tel.: +65-6541 2568	<a href="mailto:Dalen_tan@caas.gov.sg">Dalen_tan@caas.gov.sg</a> ;
64.	Capt. Paul AU	Manager Flight Operations Safety & Security Singapore Airlines Limited Singapore 496952	Tel.: +65-6549 8411 Fax: +65-6490 0912	<a href="mailto:Jinhoe_au@singaporeair.com.sg">Jinhoe_au@singaporeair.com.sg</a> ;
65.	Mr. Sandeep GODREI	Manager Flight Operations Safety & Security Flight Operations Division Singapore Airlines Limited SIA Training Centre Singapore 496952	Tel.: +65-6540 3503 Fax: +65-6490 0912	<a href="mailto:Sandeep_godrei@singaporeair.com.sg">Sandeep_godrei@singaporeair.com.sg</a> ;

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State/Name	Title/Organization	Tel/Fax Number	e-mail
20.	<b>SRI LANKA</b>		
66.	Mr. Troncy A. NANAYAKKARA	Airport Service Manager (Ramp) Airport Service Support – Ramp Services Sri Lankan Airlines Limited Katunayake	Tel.: +94-710-212 430 Fax: +94-197 335 216  <a href="mailto:Troncy.nanayakkara@srilankan.com">Troncy.nanayakkara@srilankan.com</a> ; <a href="mailto:troncy.nanayakkara@gmail.com">troncy.nanayakkara@gmail.com</a> ;
21.	<b>THAILAND</b>		
67.	Ms. Orapim CHAMMEK <i>(for Workshop only)</i>	Air Traffic Control Manager (Safety Management System) Aeronautical Radio of Thailand Bangkok	Tel.: +66-287 8373 Fax: +66-287 8645  <a href="mailto:Orapim.ch@aerothai.co.th">Orapim.ch@aerothai.co.th</a> ;
68.	Ms. Oranee PHIPHITAPHANDA	Safety Management System Manager Aeronautical Radio of Thailand Bangkok	Tel.: +66-287 8294 Fax: +66-287 8645  <a href="mailto:Oranee.ph@aerothai.co.th">Oranee.ph@aerothai.co.th</a> ;
69.	Mr. Anek DAOMANEE <i>(for Workshop only)</i>	Manager, Flight Operations Document Control Department Thai Airways International PCL Bangkok	Tel.: +66-545 4676 Fax: +66-545 3901  <a href="mailto:Anek.d@thaiairways.com">Anek.d@thaiairways.com</a> ;
70.	Capt. Jate MUANGKROOT	Department Manager Aviation Safety Investigation and Inspection Department Thai Airways International PCL Bangkok	Tel.: +66-545 4360 Fax: +66-545 4175  <a href="mailto:Jate.m@thaiairways.com">Jate.m@thaiairways.com</a> ;
71.	Mr. Verapon TUSSANATHRONE <i>(for Workshop only)</i>	Safety Manager Bangkok Airways PCL Bangkok	Tel.: +66-328 3226 Fax: +66-325 0670  <a href="mailto:verapon@bangkokair.com">verapon@bangkokair.com</a> ; <a href="mailto:safetybureau@bangkokair.com">safetybureau@bangkokair.com</a> ;
72.	Ms. Phasachanan WONGSAMPHANCHAI <i>(for Workshop only)</i>	Corporate Safety Director Nok Airlines PCL Bangkok	Tel.: +66-627 2618 Fax: +66-535 6680  <a href="mailto:Phasachanan.won@nokair.com">Phasachanan.won@nokair.com</a> ;

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State/Name	Title/Organization	Tel/Fax Number	e-mail
73. Mr. Nattapote KUSLASAYANON <i>(for Workshop only)</i>	Corporate Safety, Security & Quality Assurance Vice President Nok Airlines PCL Bangkok	Tel.: +66-627 2610 Fax: +66-535 6680	<a href="mailto:Nattapote.kus@nokair.com">Nattapote.kus@nokair.com</a> ;
74. Mr. Kosol ONNUAM	Corporate Security Director Nok Airlines PCL Bangkok	Tel.: +66-627 2610 Fax: +66-535 6680	<a href="mailto:Kosol.onn@nokair.com">Kosol.onn@nokair.com</a> ;
75. Mr. Atsawut PHUENGSAIT	Principle Security Coordinator Orient-Thai Airlines Bangkok	Tel.: +66-81-888 0895	<a href="mailto:atsawut@orient-thai.com">atsawut@orient-thai.com</a> ;
76. Mr. Widodo DJOKO PRASETYO	Quality Assurance Manager Orient-Thai Airlines Bangkok	Tel.: +66-2-535 7166 Fax: +66-2-504 3876	<a href="mailto:Qa.ftops1@orient-thai.com">Qa.ftops1@orient-thai.com</a> ;
77. Mr. Bambang BUDIATNO <i>(for Workshop only)</i>	Flight Safety Officer Orient-Thai Airlines Bangkok	Tel.: +66-2-535 7166 Fax: +66-2-504 3876	<a href="mailto:Safety_flightops@orient-thai.com">Safety_flightops@orient-thai.com</a> ;
78. Mr. Yotsapol KANTARAT	Safety Management Officer Orient-Thai Airlines Bangkok	Tel.: +66-2-535 7166 Fax: +66-2-504 3876	<a href="mailto:safety@orient-thai.com">safety@orient-thai.com</a> ;
79. Ms. Nattha HARNWONGKAJOHN <i>(for Workshop only)</i>	Security Team Orient-Thai Airlines Bangkok	Tel.: +66- Fax: +66-	
80. Ms. Luksanawadee TALANON	Security Team Orient-Thai Airlines Bangkok	Tel.: +66- Fax: +66-	
81. Ms. Korntipa MITRABHAKDI	Security Team Orient-Thai Airlines Bangkok	Tel.: +66- Fax: +66-	

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State/Name		Title/Organization	Tel/Fax Number	e-mail
82.	Ms. Pattra CHENGWATTANA	Security Team Orient-Thai Airlines Bangkok	Tel.: +66- Fax: +66-	
83.	Ms. Revadee PHON-GLAM	Security Team Orient-Thai Airlines Bangkok	Tel.: +66- Fax: +66-	
84.	Mr. Thatri KWANSANG	Safety Manager Thai AirAsia Co., Ltd. Bangkok	Tel.: +66-562 5850 Fax: +66-562 5706	<a href="mailto:thatrik@airasia.com">thatrik@airasia.com</a> ;
85.	Mr. Parinya OUNJAICHON	Chief Pilot Flight Safety Thai AirAsia Co., Ltd. Bangkok	Tel.: +66-562 5850 Fax: +66-562 5706	<a href="mailto:parinyao@airasia.com">parinyao@airasia.com</a> ;
86.	Mr. Bodin MILAWAN	Human Factor and Risk Assessment Manager Thai AirAsia Co., Ltd. Bangkok	Tel.: +66-562 5850 Fax: +66-562 5706	<a href="mailto:bodinm@airasia.com">bodinm@airasia.com</a> ;
87.	Mr. Montri OBCHOEI	Occupational Health and Safety Executive Thai AirAsia Co., Ltd. Bangkok	Tel.: +66-562 5850 Fax: +66-562 5706	<a href="mailto:Montrio@airasia.com">Montrio@airasia.com</a> ;
88.	Ms. Sasiweena KHAKHAMALEE  (for Workshop only)	Flight Data Analyzer Thai AirAsia Co., Ltd. Bangkok	Tel.: +66-562 5850 Fax: +66-562 5706	<a href="mailto:sasiweenak@airasia.com">sasiweenak@airasia.com</a> ;
22.	<b>UNITED STATES</b>			
89.	Ms. Ranee Carr ELTER	FAA, CAST Representative Accident Investigation and Prevention, Safety Analytical Services Division FAA Office of Aviation Safety Washington DC 20591	Tel.: +1-202-267 4117	<a href="mailto:Ranee.elter@faa.gov">Ranee.elter@faa.gov</a> ;
90.	Mr. Donald WARD	International Representative for South-East Asia US FAA Singapore 258508	Tel.: +65-6476 9320	<a href="mailto:Donald.ward@faa.gov">Donald.ward@faa.gov</a> ;

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State/Name	Title/Organization		Tel/Fax Number	e-mail
23.	<b>VIET NAM</b>			
91.	Mr. NGUYEN THE HUNG	Deputy Director, Air Navigation Department Viet Nam/Civil Aviation Authority of Viet Nam Ha Noi City	Tel.: +84-4 38 723 600 Fax: +84-4 38 274 194	<a href="mailto:hungand@caa.gov.vn">hungand@caa.gov.vn</a> ; <a href="mailto:hungand_caav@yahoo.com">hungand_caav@yahoo.com</a> ;
<b>INTERNATIONAL ORGANIZATIONS AND INDUSTRIES</b>				
1.	<b>AIRBUS</b>			
92.	Capt. Hugues LALOË	Director International Safety Programs Airbus France	Tel.: +33-567 191 071	<a href="mailto:hugues.laloe@airbus.com">hugues.laloe@airbus.com</a> ;
93.	Mr. Yannick VANHECKE	Head of Product Safety Enhancement Airbus France	Tel.: +33-561 931 351 Fax: +33-561 934 429	<a href="mailto:Yannick.vanhecke@airbus.com">Yannick.vanhecke@airbus.com</a> ;
94.	Mr. Michel R. MENESTROT	Regional Senior Director Flight Operations Support Airbus Services Asia Pacific Singapore 797562	Tel.: +65-9855 6051	<a href="mailto:Michel.menestrot@airbus.com">Michel.menestrot@airbus.com</a> ;
2.	<b>AIRPORTS COUNCIL INTERNATIONAL (ACI)</b>			
95.	Mr. SL WONG	Senior Manager – Technical & Industry Affairs ACI Hong Kong International Airport Hong Kong, China	Tel.: +852-2989 8001 Fax: +852-2180 9462	<a href="mailto:sl@aci-asiapac.aero">sl@aci-asiapac.aero</a> ;
3.	<b>ASSOCIATION OF ASIA PACIFIC AIRLINES (AAPA)</b>			
96.	Mr. Martin R. ERAN-TASKER	Technical Director AAPA Kuala Lumpur, Malaysia	Tel.: +60-3-2162 1888 Fax: +60-3-2162 6888	<a href="mailto:merantasker@aapa.org.my">merantasker@aapa.org.my</a> ;
97.	Mr. Chow Vi THIAN	Senior Associate – Technical Affairs AAPA Kuala Lumpur, Malaysia	Tel.: +60-3-2162 1888 Fax: +60-3-2162 6888	<a href="mailto:cvthian@aapa.org.my">cvthian@aapa.org.my</a> ;

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State/Name		Title/Organization	Tel/Fax Number	e-mail
4.	<b>BOEING</b>			
	98.	Mr. Gerardo M Hueto	Chief Engineer Aviation System Safety Boeing Commercial Airplanes U.S.A.	Tel.: +1-425-306 4513  <a href="mailto:gerardo.m.hueto@boeing.com">gerardo.m.hueto@boeing.com</a> ;
5.	<b>CIVIL AIR NAVIGATION SERVICES ORGANIZATION (CANSO)</b>			
	99.	Mr. Iain S. WHITE	Safety Programs Advisor Airservices Australia Queensland 4009 Australia	Tel.: +61-7-3860 8007  <a href="mailto:Iain.white@airservicesaustralia.com">Iain.white@airservicesaustralia.com</a> ; <a href="mailto:iainswhite@bigpond.com">iainswhite@bigpond.com</a> ;
6.	<b>FLIGHT SAFETY FOUNDATION</b>			
	100.	Mr. Gregory P. Marshall	A/Vice President Global Programs Flight Safety Foundation Ltd. 801 N. Fairfax Street Alexandria, VA 22314-1774 United States	Tel.: +1-703-739 6700 x. 111  <a href="mailto:marshall@flightsafety.org">marshall@flightsafety.org</a> ;
7.	<b>INTERNATIONAL AIR TRANSPORT ASSOCIATION (IATA)</b>			
	101.	Mr. Tony M. HOUSTON	Assistant Director Safety, Operations and Infrastructure IATA, 111 Somerset Road 238164 Singapore	Tel.: +65 6499 2339 Fax: +65 9729 3937  <a href="mailto:houstona@iata.org">houstona@iata.org</a> ;
	102.	Capt. James T. E. YUN	Manager Flight Safety (Operations) Singapore Airlines Limited SIA Training Centre Singapore 486852	Tel.: +65-6540 3455 Fax: +65-6545 6181  <a href="mailto:Tejames_yun@singaporeair.com.sg">Tejames_yun@singaporeair.com.sg</a> ; <a href="mailto:koolmeow2@gmail.com">koolmeow2@gmail.com</a> ;
8.	<b>INTERNATIONAL FEDERATION OF AIR LINE PILOTS' ASSOCIATION (IFALPA)</b>			
	103.	Captain Bhudhibhuntu TEINWAN	IFALPA Bangkok Thailand	Tel.: + Fax: +

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State/Name		Title/Organization	Tel/Fax Number	e-mail
9.	<b>MITRE</b>			
	104.	Dr. Hassan SHAHIDI	Director, Aviation Safety MITRE United States	Tel.: +1-703-983 7998 Tel.: +1-703-983 6478 <a href="mailto:hshahidi@mitre.org">hshahidi@mitre.org</a> ;
<b>ICAO AND COSCAPS</b>				
	105.	Mr. Amal HEWAWASAM	Regional Officer, FS ICAO Asia and Pacific Office Bangkok 10900, Thailand	Tel.: +66-2-537 8189 Fax: +66-2-537 8199 <a href="mailto:APAC@icao.int">APAC@icao.int</a> ; <a href="mailto:ahewawasam@icao.int">ahewawasam@icao.int</a> ;
	106.	Mr. Punya R. SHAKYA	Regional Officer, TC ICAO Asia and Pacific Office Bangkok 10900, Thailand	Tel.: +66-2-537 8189 Fax: +66-2-537 8199 <a href="mailto:APAC@icao.int">APAC@icao.int</a> ; <a href="mailto:pshakya@icao.int">pshakya@icao.int</a> ;
	107.	Mr. KONG, Cheong Tuck	FS Expert ICAO Asia and Pacific Office Bangkok 10900, Thailand	Tel.: +66-2-537 8189 Fax: +66-2-537 8199 <a href="mailto:APAC@icao.int">APAC@icao.int</a> ; <a href="mailto:CKong@icao.int">CKong@icao.int</a> ;
	108.	Mr. Wayne H. CHAPIN	Chief Technical Advisor COSCAP – North Asia No. 2 Liangmahe NanLu, UNDP Beijing, China 100600	Tel.: +86-18611 404029 Fax: +86-10-8402 4554 <a href="mailto:Wayne.chapin@coscap-icao.org">Wayne.chapin@coscap-icao.org</a> ;
	109.	Mr. Bin CHEN	Flight Operations Intern COSCAP – North Asia Beijing, China 100600	Tel.: +86-10-840 18424 <a href="mailto:Tony.chen@coscap-na.org">Tony.chen@coscap-na.org</a> ;
	110.	Mr. Hyung Kyu WOO	COSCAP-NA Intern COSCAP – North Asia Beijing, China 100600	Tel.: +86-10-840 18424 Fax: +86-10-8402 4554 <a href="mailto:Hyungkyu.woo@coscap-icao.org">Hyungkyu.woo@coscap-icao.org</a> ;



# APRAST/6 – Summary of Participants

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## **Total Participants = 110**

23 States/Administrations

10 International Organizations and Industry Partners (including ICAO)

Australia – 3

Bangladesh – 5

China – 2

Hong Kong, China – 2

Macao, China – 7

DPR Korea – 1

Fiji – 1

Indonesia – 2

Japan – 3

Malaysia – 2

Maldives – 6

Myanmar – 2

Nepal – 2

New Zealand – 1

Pakistan – 1

Papua New Guinea – 6

Philippines – 4

Republic of Korea – 3

Singapore – 12

Sri Lanka – 1

Thailand – 22

USA – 2

Viet Nam – 1

AAPA – 2

Airbus – 3

ACI – 1

Boeing – 1

CANSO – 1

FSF – 2

IATA – 2

IFALPA – 1

MITRE – 1

ICAO APAC – 2

COSCAP-NA – 3

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**RASG-APAC/4 Decisions Progress Status**

RASG-APAC/4 Decision Ref	RASG-APAC/4 WP Ref. / Subject of WP	RASG-APAC/4 Decision	Status of Progress
Dec 4/1	WP/3 – Review of Progress of RASG-APAC/3 Decisions	That, the Meeting reviewed and concurred with APRAST’s recommendation to close all items in Attachment A to WP/3.	<b>Propose to close item.</b> RASG/4 decision refers.
Dec 4/2	WP/4 – Update of RASG-APAC 2013/2014 Work Programme	That, the recommendations and conclusions as described for each of the item in Attachment A to the WP/4 are approved.	<b>Propose to close item.</b> Incomplete item carried forward to 2014/2015 Work Programme or transferred to Safety tools monitoring mechanism.
Dec 4/3	WP/5 – APRAST Report on the Work of the Asia Pacific Accident Investigation Group	That, the Meeting approved APRAST’s Conclusions 4/1, 4/2, 4/3, 4/4, 4/5 and 5/3 described in the WP/5.	<b>Propose to close item.</b> Two SLs issued on 28 Jan 2015 to address RASG Decision 4/3 arising from APRAST’s Conclusions 4/1, 4/2, 4/3, 4/4, 4/5 and 5/3. [SL T 10/5.4 - AP 016/15 (FS) & T 10/5.5 - AP 017/15 (FS) refer]
Dec 4/4	WP/6 – Report of the Coordination Meeting between the Chairperson of APANPIRG and RASG-APAC	That, the proposed coordination mechanism principles and framework presented in the Attachment to WP/6 are approved.	<b>Propose to close item.</b> Proposed coordination mechanism principles approved at RASG-APAC/4. (RASG-APAC Decision 4/4 refers).
Dec 4/5	WP/23 – Proposed Changes to the APRAST Structure	That, the proposed enhancements to the APRAST Structure are approved	<b>Propose to close item.</b> RASG/4 decision refers.
Dec 4/6		That, the changes be made to the applicable TORs for RASG – APAC (Attachment A), AP-SRP AWG (Attachment B), AP- IAT (Attachment C) and the proposed SEI WG (Attachment D) as presented.	<b>Propose to close item.</b> Formation of SEI WG at APRAST/6.

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RASG-APAC/4 Decision Ref	RASG-APAC/4 WP Ref. / Subject of WP	RASG-APAC/4 Decision	Status of Progress
Dec 4/7	WP/28 – AP-SRP Ad-hoc Working Group Report	That, the States/Administration/Industry Partners provide comments by 10 December 2014 on the Draft Annual Safety Report 2014 to SRP WG through the Secretariat.	<b>Propose to close item.</b> Comments from States/Administration/Industry Partners provided.
Dec 4/8		That, the Annual Safety Report be reviewed by APRAST Co-chairs and published by early 2015.	<b>Propose to close item.</b> 2014 APAC Annual Safety Report was posted on RASG-APAC Secure site in Mar 2015 after Co-Chairs review. (Ref email broadcast T 6/13.11.3 – AP-FS0010/15)
Dec 4/9	WP/32 – Safety Enhancement Initiative (SEI) Outputs for RASG Consideration and Approval	That, the model Advisory Circulars for CFIT/3 and CFIT/8 and Runway Safety Maturity Checklist for SEI RS/1 as presented in the WP/32 are approved. CFIT 3 and CFIT 8 approved. RS/1 and SEI RE/7 were endorsed.	<b>Propose to close item.</b> SL issued to notify APAC members of availability of endorsed ACs, best practices, Runway Safety Maturity Checklist and weblinks. [SL Ref T 6/13.11 - AP170/14 (FS) dated 17 Dec 2014 refers]
Dec 4/10	WP/27 – Proposed Detailed Implementation Plans for SEI CFIT/7 and SEI LOC/6	That, the DIPs for SEIs CFIT/7 and LOC/6 are approved and included in the RASG-APAC 2014/2015 Yearly Work Programme.	<b>Propose to close item.</b> Included in 2014/2015 Yearly Work Programme.
Dec 4/11	WP/24 – Inputs on the Global Aviation Safety Plan	That, APAC Member States/Administrations provide comments, if any to the ICAO APAC Office by 10 December 2014 for consolidated feedback by RASG-APAC Chair to the HLSC 2015.	<b>Propose to close item.</b> Comments/feedback on GASP provided to HQ.

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RASG- APAC/4 Decision Ref	RASG-APAC/4 WP Ref. / Subject of WP	RASG-APAC/4 Decision	Status of Progress
Dec 4/12	WP/25 – Proposed Regional Aviation Safety Priorities and Targets	That, the proposed regional aviation safety priorities and targets for the APAC region as described in Annex B to WP/25 are approved.	<b>Propose to close item.</b> Approved regional priorities and targets submitted to HQ.
Dec 4/13	WP/7 – ACI APEX in Safety Program	That, the Meeting noted and endorsed APRAST Conclusion 5/15 encouraging States/Administrations/Industry to support and participate in the ACI APEX in Safety Programme.	<b>Propose to close item.</b> RASG/4 decision refers.
Dec 4/14	WP/14 - TCAS II Version 7.1 Implementation In APAC Region	That, APRAST monitor the implementation of TCAS II Version 7.1 requirements in the APAC region	<b>Propose to close item.</b> This item is already captured in the web-based Seamless ATM Implementation Progress Reporting Process. [SL T 8/5.1 & T 3/10.8: AP 162/14 (CNS/ATM0 refers)]. A SL reminder Ref T 8/5.1, T3/10.8 & T6/13.1 - AP040/15 (CNS/ATM/FS) dated 9 March 2015 was issued to remind State/Administration to report on their implementation status for TCAS II v7.1 standard. Implementation status to be included in Safety tools monitoring mechanism.
Dec 4/15		That, APRAST develop and distribute implementation guidance to harmonise implementation of TCAS II Version 7.1 requirements in the APAC region.	<b>For discussion at APRAST/6.</b> Related information available at Eurocontrol website <a href="https://www.eurocontrol.int/articles/acas-ii-training">https://www.eurocontrol.int/articles/acas-ii-training</a>

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RASG-APAC/4 Decision Ref	RASG-APAC/4 WP Ref. / Subject of WP	RASG-APAC/4 Decision	Status of Progress
Dec 4/16	WP/16 – Lithium Batteries — The Need for Appropriate Action	That, the Meeting considered and approved ICAO’s proposal to convene a Meeting in the APAC region by June 2015 inviting authorities involved in aspects of lithium battery manufacture and transport. States were requested to inform ICAO by January 2015 if they were interested in hosting the meeting by mid-2015.	<p><b>Open.</b> SL invitation for State/Admin who is interested to host the meeting to informed APAC office issued. (SL Ref T 15/10.6 – AP-FS0101/14 dated 16 Dec refers) BKK RO will host the meeting tentatively scheduled for the week of 13 Jul 2015. Pending HQ experts confirmation of availability. RO is in communication with HQ.</p>
Dec 4/17	WP/17 – Status of the Air Operator Certificate (AOC) System	<p>That, in order to start realizing the potential safety, efficiency and financial benefits of the AOC system, States are encouraged to:</p> <ul style="list-style-type: none"> <li>a) register for and use the AOC system and nominate administrator focal points;</li> <li>b) enter validated AOCs and other regulatory documentation regarding air operators;</li> <li>c) identify how the administrative processes related to AOCs, especially those of foreign air operators, might be streamlined using the information contained in the system;</li> <li>d) identify to ICAO which improvements should be prioritized for future system developments to facilitate the use and benefits for all States;</li> <li>e) develop processes, preferably automated ones, that will ensure the currency of the data in the system; and</li> <li>f) ensure that the relevant staff and stakeholders are trained on the use of the system.</li> </ul>	<p><b>Propose to close item.</b> SL to encourage State to adopt RASG Decision 4/17 sent. [T 6/19.6 - AP 055/15 (FS) dated 2 Apr 2015 refers]</p>

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RASG-APAC/4 Decision Ref	RASG-APAC/4 WP Ref. / Subject of WP	RASG-APAC/4 Decision	Status of Progress
Dec 4/18	WP/18 – Regional Data Collection, Analysis and Information Sharing	That, RASG-APAC supports the initiative for a demonstration project on a regional safety data collection, analysis and information sharing system for the APAC region.	<b>Propose to close item.</b> Demonstration project on regional safety data collection, analysis and information sharing system for the APAC region in-progress. This item has been assigned to SRP WG for further monitoring.
Dec 4/19		That, States/Administrations, ANSPs, airlines and industry organizations are encouraged to participate in the demonstration project, starting with the Workshop in Singapore from 3 to 4 December 2014.	<b>Propose to close item.</b> Workshop in Singapore held.
Dec 4/20	WP/30 - Voluntary Safety Information Reporting System in State Safety Program for Japan (VOICES)	That, States/Administrations/Industry Partners be encouraged to exchange information on any initiatives they may be undertaking to improve Hazard Identification and Risk Analysis to include: a) Voluntary reporting systems; b) Flight Data Analysis programmes; c) Safety information sharing programs; and d) efforts to establish legal and regulatory framework for protection of safety data and information.	<b>Propose to close item.</b> RASG/4 decision refers.
Dec 4/21	WP/31 - Strategic and Proactive Coordination between the Asia-Pacific Planning and Implementation Regional Group (PIRG) and Regional Aviation Safety Group (RASG)		<b>Propose to close item.</b> Coordination between APANPIRG and RASG-APAC included in 2014/2015 work programme for follow-ups.

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RASG-APAC/4 Decision Ref	RASG-APAC/4 WP Ref. / Subject of WP	RASG-APAC/4 Decision	Status of Progress
Dec 4/22	WP/33 - A Proposal for a Mature Safety Management	That, the Meeting urged a) Regional Member States to actively promote positive Safety Culture in their State Safety Programme; and b) Request ICAO to consider the provision of guidance material and training focused on SMS oversight for harmonized implementation among the Member States.	<b>Propose to close item.</b> IOM (Ref T 6/13.11 - AP-FS 102/14 dated 18 Dec 2014 refers) sent requesting HQ to consider the provision of guidance material and training focused on SMS oversight.
Dec 4/23	WP/22 – Proposed RASG-APAC 2014/2015 Work Programme	That, the proposed RASG-APAC 2014/2015 Work Programme is approved at Attachment A of WP/22.	<b>Propose to close item.</b> RASG/4 decision refers.

**Proposed RASG APAC 2014/2015 YEARLY AND STANDING WORK PROGRAMME**

<b>RASG APAC YEARLY WORK PROGRAMME (2014/2015)</b>						
<b>S/N</b>	<b>Decision RASG-APAC</b>	<b>APRAST Ref</b>	<b>Subject Ref</b>	<b>Champion</b>	<b>Brief Description</b>	<b>Status</b>
1	3/24	Conclusion APRAST 3/9  Con APRAST 4/9  Con APRAST 5/10	CFIT 3	CASA	<b>Precision-Like Approach Standard Operating Procedures</b> 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. <b>AC approved @RASG-APAC/4. SL on notification of availability of model AC sent. Model AC also available on APAC e-doc website.</b>
2	2/2	Conclusion APRAST 2/24	CFIT 4	Pakistan	<b>Flight Data Analysis (Safety Impact High).</b> 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 <b>A draft Generic Principles on the Management of the Collection of Information was reviewed by CFIT sub group during APRAST 5. The draft will be circulated to the sub group members for final review and comments. Revised draft to be reviewed by CFIT SG at APRAST 6.</b>
3		Conclusion APRAST 4/10 RASG 4/10	CFIT 7	HK CAD	<b>(ALAR – Policies for ALAR) Detailed Implementation Plan (DIP)</b>	Detailed Implementation Plan (DIP) approved @RASG-APAC/4 and included in the RASG-APAC Yearly Work Programme 2014/2015. (RASG-APAC 4/10 refers). <b>Draft AC to be reviewed by CFIT SG at APRAST 6.</b>
4	3/24	Conclusion APRAST 3/9	CFIT 8	COSCAP-NA	<b>Minimum Safe Altitude Warning (MSAW)</b> 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. <b>AC approved @RASG-APAC/4. SL on notification of availability of model AC sent. Model AC also available on APAC e-doc website.</b>



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S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
5	2/2,3/8, 3/9, 3/10	Conclusion APRAST 2/33	RE 6	AAI	<b>Timely and Accurate Notification about Runway Conditions by AIS and ATS.</b> 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 <a href="http://www.icao.int/APAC/Pages/edocs.aspx">http://www.icao.int/APAC/Pages/edocs.aspx</a>)</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> <p><b>SEI WG when formed at APRAST/6 will be responsible for the development of mechanism for the review and updating of such documents.</b></p>
6	2/2	Conclusion APRAST 2/50  Con APRAST 5/12	LOC 1	CAAS	<b>Use of SOPs (Standard Operating Procedures).</b> 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. Draft Model AC 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 for approval when ready. <b>Revised draft model AC completed and will be presented for APRAST/6 consideration.</b></p>
7	2/2	Conclusion APRAST 2/51	LOC 2	AAPA	<b>Hazard Identification and Risk Management.</b> 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.  <b>Work-in-progress under 2014/2015 work programme.</b></p>
8	2/2	Conclusion APRAST 2/53	LOC 4	DCA Malaysia	<b>LOC 4 -- Flight Crew Proficiency.</b> 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.  <b>Work-in-progress under 2014/2015 work programme.</b></p>

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S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
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.)	<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 <a href="http://www.icao.int/APAC/Pages/edocs.aspx">http://www.icao.int/APAC/Pages/edocs.aspx</a></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> <p><b>Work-in-progress under 2014/2015 work programme.</b></p>
10		Conclusion APRAST 5/13 RASG 4/10	LOC 6	Flight Safety Foundation	Upset Prevention Recovery Training (UPRT)	<p>Detailed Implementation Plan (DIP) approved @RASG-APAC/4 and included in the RASG-APAC Yearly Work Programme 2014/2015. (RASG-APAC 4/10 refers). <b>Draft model AC on UPRT to be discussed at APRAST/6.</b></p>
11	3/24	Conclusion APRAST 3/12  APRAST 4/13	RS 1	CANSO	<p><b>Runway Safety Checklist</b> 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.</p>	<p><b>Post APRAST/4:</b> 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 <a href="http://www.canso.org/safety">http://www.canso.org/safety</a></p> <p>Access to Runway Safety Maturity Checklist online through email to <a href="mailto:rwysafety@eurocontrol.int">rwysafety@eurocontrol.int</a></p> <p>The checklist has been completed and is available in both hard copy version and online version for use by industry.</p> <p>SEI RS/1 (Runway Safety Maturity Checklist) will be submitted to RASG-APAC/4 for approval. (APRAST/4 Conclusion 4/13 refers.)</p> <p>RASG-APAC to promote the use of Runway Safety Maturity Checklist to States/Administrations. (Conclusion APRAST 5/16 refers) <b>AC approved @RASG-APAC/4. SL on notification of availability of checklist sent. Checklist also available on APAC e-doc website.</b> <b><u>RS recommends that this SEI be recommended to RASG for closure from the work programme (RS ppt @APRAST/5 refers)</u></b></p>

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S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
12	3/24	Conclusion APRAST 3/12	RE 7	ACI	<b>Providing guidance material and training program for runway pavement, maintenance and operations from aerodrome operator's perspective.</b> 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. <b>Guidance and training materials approved @RASG-APAC/4. SL on notification of availability of info sent.</b> <b><u><a href="#">RS recommends that this SEI be removed from the work programme (RS ppt @APRAST/5 refers)</a></u></b>
13	-	Decision APRAST 5/3 RASG 4/23	APAC AIG	APAC AIG	The expansion of the APAC accident/incident investigation bodies' database to include information on underwater search resources.	2014/2015 Work Programme approved @RASG-APAC/4. Decision APRAST 5/3 and RASG 4/23 refer. <b>The database has been expanded. Bangladesh will upload the expanded database on the website. States/Administrations will be reminded during the APAC-AIG/3 to provide the necessary details.</b>
14	-	Decision APRAST 5/3 RASG 4/23	APAC AIG	APAC AIG	Hosting of the ICAO Asia Pacific Regional Accident Investigation Workshop in 2015 by Sri Lanka.	2014/2015 Work Programme approved @RASG-APAC/4. Decision APRAST 5/3 and RASG 4/23 refer. <b>The APAC AIG/3 will be held on 23-24 June 2015 and the ICAO Regional Accident Investigation Workshop on 25-26 June 2015. The events will be hosted by CAA of Sri Lanka in Colombo, Sri Lanka.</b>
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	2014/2015 Work Programme approved @RASG-APAC/4. Decision APRAST 5/1 and RASG 4/23 refer. <b>IAT supports the establishment of a Regional Data Collection, Analysis, and Sharing System (RDCAS). As part of the development of the RDCAS the IAT collects information on TAWS, TCAS RA, Unstable Approaches, and stall warnings in order to measure vulnerabilities and the effectiveness of current Safety Enhancement Initiatives (SEIs) already approved by RASG.</b>  <b>It is envisaged that similar benchmarks used by ASIAs can be adopted to measure the effectiveness of these SEIs once appropriate information has been gathered through RDCAS.</b>
16	-	Conclusion APRAST 5/17	APRAST	TBA	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.	2014/2015 Work Programme approved @RASG-APAC/4. Conclusion APRAST 5/17 and RASG 4/23 refer. <b>WP to be presented at APRAST/6.</b>

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S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
17	3/23	Conclusion APRAST 4/6, 4/7 and 4/8  RASG 4/5 and 4/6	APRAST	Co-Chairs	APRAST Structures and Mechanisms to support GASP and Regional Priorities / Targets	Proposed changes to the organisational structure of APRAST to support the GASP and to fulfil the Regional Priorities and Targets approved @RASG APAC/4 (RASG-APAC 4/5 and 4/6 refer). <b>Formation of SEI WG at APRAST/6.</b>
18	-	Decision APRAST 5/9  Conclusion APRAST 5/4  RASG 4/4 and 4/23	APRAST	Co-Chairs	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.	Proposed coordination mechanism approved and included in 2014/2015 Work Programme. (Decision APRAST 5/9 and Conclusion APRAST 5/4 refer). (RASG-APAC 4/4 and 4/23 refer). <b>Forwarded to SRP WG for consideration.</b> <b>For discussion at APRAST/6 as necessary.</b>
19	2/3	Conclusion APRAST 2/2  Conclusion APRAST 5/2  RASG 4/23	APRAST	Secretariat	Nomination of a Point of contact for RASG-APAC/APRAST activities	As 31 Aug 2014, 24 States/Administrations and 3 Industry/organisation have responded. Information on nominated PoC posted on ICAO BKK secure website <a href="https://portal.icao.int/RO_APAC/Meetings/Lists/RASGAPAC%20List/AllItems.aspx">https://portal.icao.int/RO_APAC/Meetings/Lists/RASGAPAC%20List/AllItems.aspx</a> . (Conclusion APRAST 5/2 refers). (RASG-APAC 4/23 refers) <b>As of 31 Jan 2015, 25 APAC States/Administrations, French Polynesia, New Caledonia and 6 organisations have nominated the Points of contact in their respective organizations.</b>
20	-	Conclusion APRAST 5/7	APRAST	Secretariat	Development of a monitoring mechanism for the implementation of RASG APAC safety tools.	2014/2015 Work Programme approved @RASG-APAC/4. Conclusion APRAST 5/7 refers. RASG-APAC 4/23 refers. <b>WP to be presented at APRAST/6.</b>
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.	2014/2015 Work Programme approved @RASG-APAC/4. Decision APRAST 5/10 refers. RASG-APAC 4/23 refers. <b>Work-in-progress. Draft Content page attached for review at APRAST/6.</b>
<b>RASG APAC STANDING WORK PROGRAMME</b>						

**Status of APRAST/5 Decisions and Conclusions**

<b>APRAST/5 Reference</b>	<b>APRAST/5 Decision</b>	<b>Status</b>
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.	<p>Item included in the RASG-APAC 2014/2015 Yearly Work Programme. (RASG-APAC Decision 4/23 refers)</p> <p>IAT supports the establishment of a Regional Data Collection, Analysis, and Sharing System (RDCAS). As part of the development of the RDCAS the IAT collects information on TAWS, TCAS RA, Unstable Approaches, and stall warnings in order to measure vulnerabilities and the effectiveness of current Safety Enhancement Initiatives (SEIs) already approved by RASG. It is envisaged that similar benchmarks used by ASIAs can be adopted to measure the effectiveness of these SEIs once appropriate information has been gathered through RDCAS. <b>Propose to close.</b></p>
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.	<p>APAC 2014 Safety Annual Report published on Mar 2015 after review by Co-Chairs. (RASG APAC decisions 4/7 and 4/8 refers) <b>Propose to close.</b></p>
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.	<p>Item included in the RASG-APAC 2014/2015 Yearly Work Programme. (RASG-APAC Decision 4/23 refers) <b>Propose to close.</b></p>

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APRAST/5 Reference	APRAST/5 Decision	Status
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.	Noted by Meeting. SEI WG to follow-up. <b>Propose to close.</b>
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.	Captured as Agenda Item 4 in APRAST/6 for discussion. <b>Propose to close.</b>
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.	Letter to COSCAPs requesting their consideration to include training and technical assistance in the areas of SMS, SSP and Language Proficiency Requirements in their programme. [T 2/1.5 – AP056/15 (FS) dated 2 Apr 2015 refers] <b>Propose to close.</b>
Decision APRAST 5/7	That APRAST place the coordination topics on ACASII and Pressure Altitude Responding Transponders in the Registry of Emerging Issues.	Items included in the Registry of Emerging Issues. <b>Propose to close.</b>
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.	Included into the proposed monitoring mechanism on implementation of safety tools by State/Administration. <b>Propose to close.</b>

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APRAST/5 Reference	APRAST/5 Decision	Status
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"> <li>a. the attendance of RASG-APAC /APRAST representatives at relevant APANPIRG bodies and vice versa;</li> <li>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</li> <li>c. the review and endorsement of subsequent versions of the APAC Seamless ATM Plan by APANPIRG and RASG-APAC.</li> </ul>	<p>This item has been included in the 2014-2015 RASG-APAC Work Programme. <b>Propose to close.</b></p>
Decision APRAST 5/10	<p>That the Secretariat develops a Procedural Handbook for RASG-APAC, which will among other things, document the APANPIRG – RASG-APAC coordination mechanisms and framework.</p>	<p>Work-in-progress. Final draft targeted for presentation at APRAST/7. <b>OPEN.</b></p>
Decision APRAST 5/11	<p>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.</p>	<p>Eligible air operators were encouraged to consider ISSA as a means to evaluate their compliance with ICAO requirements and industry best practices. <b>Propose to close.</b></p>
Decision APRAST 5/12	<p>That States/Administrations and industry to provide their comments on the GASP to Secretariat by 15 October 2014.</p>	<p>Comments/feedback provided. <b>Propose to close.</b></p>
Decision APRAST 5/13	<p>That, APRAST Co-chairs to submit a working paper providing feedback on the GASP at RASG APAC/4 for its consideration.</p>	<p>RASG-APAC/4 WP 24 presented. (RASG-APAC Decision 4/11 refers). <b>Propose to close.</b></p>

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APRAST/5 Reference	APRAST/5 Decision	Status
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.	RO sent an IOM Ref T 6/20.43-APFS0087/14 dated 30 Sep to seek advice from HQ ICT. Co-Chair (Industry) to update on progress. <b>OPEN.</b>
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.	Noted. Decision APRAST 5/15 refers. Secretariat to send half-yearly SL reminder (Conclusion APAC-AIG 2/1). Last SL reminder was sent on 29 Jan 2015 [Ref: T 10/5.3-AP021/15(FS) refers]. <b>Propose to close.</b>
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.	RS to discuss further @APRAST/6. <b>OPEN.</b>
Decision APRAST 5/17	That the Runway Safety sub-group develop the DIP for SEI RI/2 (Runway Incursion Prevention and Pilot Training).	Bangladesh has been working on this SEI in the absence of the Champion (COSCAP). RS to discuss further @APRAST/6. <b>OPEN.</b>
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.	SL providing instructions on access to information on IE-REST's initiatives and RASG-PA's Toolkit on Pilot Monitoring sent. (T 6/11.19-AP-FS0023/15 dated 2 Apr 2015 refers) <b>Propose to close.</b>
Decision APRAST 5/19	That APRAST submit the proposed 2014/2015 Yearly and Standing Work Programmes to RASG-APAC/4 for approval.	Proposed 2014/2015 Yearly and Standing Work Programmes approved by RASG-APAC/4. (RASG-APAC Decision 4/23 refers) <b>Propose to close.</b>
Decision APRAST 5/20	That APRAST submit the APRAST/4 and APRAST/5 conclusions to RASG-APAC/4 for approval.	APRAST/4 and APRAST/5 conclusions presented and approved/endorsed by RASG-APAC/4. <b>Propose to close.</b>



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APRAST/5 Reference	APRAST/5 Decision	Status
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.	Noted by Meeting. <b>Propose to close.</b>
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.	SL inviting State/Administration interested to host APRAST meeting sent (Ref.: T 6/13.11.1 – AP-FS0085/14 dated 30 September 2014). Malaysia has volunteered to host APRAST/8 while Australia has volunteered to host APRAST/10. <b>Propose to close.</b>
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.	SL invitation T 6/13.11.1-AP 022/15(FS) dated 2 Feb 2015 refers. Separately, champions of various safety sub-groups were also reminded through email. Support letter for individual, when required, was issued by Secretariat. Ref T 6/13.11-AP-FS0104/14. <b>Propose to close.</b>

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APRAST/5 Reference	APRAST/5 Conclusion	Status
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.	The Meeting concurred with APRAST's recommendation to close all items in Attachment A to WP/3. (RASG-APAC Decision 4/1 refers). For Decision 3/10, the proposed changes to APRAST structure to include the SEI WG was approved (RASG-APAC Decision 4/5 and 4/6 refer) For Decision 3/19, update on the 1 <sup>st</sup> coordination meeting with Chairs of APANPIRG and RASG-APAC was presented at RASG-APAC/4 and approved (RASG-APAC Decision 4/4 refers). <b>Propose to close.</b>
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.	RASG-APAC/4 approved the proposed RASG-APAC 2014/2015 Work Programme described at Attachment A of WP/22. (RASG-APAC Decision 4/23 refers) Transferred to 2014/2015 Work Programme. <b>Propose to close.</b>
Conclusion APRAST 5/3	That APRAST recommend RASG-APAC to encourage States/Administrations to consider joining the Asian Society of Air Safety Investigators (AsiaSASI).	RASG-APAC/4 approved APRAST's Conclusions 4/1, 4/2, 4/3, 4/4, 4/5 and 5/3 described in the WP/5 and encouraged States/Administrations to consider joining AsiaSASI. (RASG-APAC Decision 4/3 and SL T 10/5.5 – AP017/15(FS) dated 28 Jan 2015 refer) <b>Propose to close.</b>
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.	RASG-APAC/4 approved the proposed RASG-APAC 2014/2015 Work Programme which the proposed coordination mechanism between APANPIRG and RASG-APAC described at Attachment A of WP/22 is included. (RASG-APAC Decision 4/23 refers) Transferred to 2014/2015 Work Programme. <b>Propose to close.</b>

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APRAST/5 Reference	APRAST/5 Conclusion	Status
Conclusion APRAST 5/5	That APRAST submit the revised proposed regional priorities and targets to RASG- APAC/4 for approval.	RASG-APAC/4 approved the proposed regional aviation safety priorities and targets for the APAC region as described in Annex B to WP/25. (RASG-APAC Decision 4/12 refers) Secretariat forwarded the approved regional priorities and targets to HQ (IOM Ref.: T 6/13.11 – AP-FS0096/14 dated 1 December 2014 refers). <b>Propose to close.</b>
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.	RASG-APAC supported the initiative for a demonstration project on a regional safety data collection, analysis and information sharing system for the APAC region (RASG-APAC Decision 4/18 refers) States/Administrations, ANSPs, airlines and industry organizations were encouraged to participate in the demonstration project, starting with the Workshop in Singapore from 3 to 4 December 2014. (RASG-APAC Decision 4/18 refers) <b>Propose to close.</b>
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.	RASG-APAC/4 approved the proposed RASG-APAC 2014/2015 Work Programme which includes the development of a monitoring mechanism for the implementation of RASG APAC safety tools described at Attachment A of WP/22 is included. (RASG-APAC Decision 4/23 refers) Transferred to 2014/2015 Work Programme. <b>Propose to close.</b>

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APRAST/5 Reference	APRAST/5 Conclusion	Status
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.	RASG-APAC/4 approved the recommendations and conclusions as described for each of the item in Attachment A to the WP/4 which included transferring of completed SEIs for CFIT/1, CFIT/5 and CFIT/6 to the proposed monitoring mechanism for implementation of safety tools to be developed by Secretariat. (RASG-APAC Decision 4/2 refers). Included into the proposed monitoring mechanism on implementation of safety tools by State/Administration. SL notification T 6/13.11-AP 131/13(FS) dated 23 Sep 2013 refers. <b>Propose to close.</b>
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.)	RASG-APAC/4 approved the recommendations and conclusions as described for each of the item in Attachment A to the WP/4 which included combining SOP of SEI CFIT/2 with SEI LOC/1 and SEI CFIT/2 removed from the work programme. (RASG-APAC Decision 4/2 refers). <b>Propose to close.</b>
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.	RASG-APAC/4 approved the model Advisory Circulars for CFIT/3 as presented in the WP/32. (RASG-APAC Decision 4/9 refers). AC uploaded onto APAC Office public website. [SL Ref T 6/13.11 - AP170/14 (FS) dated 17 Dec 2014 refers] <b>Propose to close.</b>
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.	RASG-APAC/4 approved the model Advisory Circulars for CFIT/8 as presented in the WP/32. (RASG-APAC Decision 4/9 refers) AC uploaded onto APAC Office public website. [SL Ref T 6/13.11 - AP170/14 (FS) dated 17 Dec 2014 refers] <b>Propose to close.</b>

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APRAST/5 Reference	APRAST/5 Conclusion	Status
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.	RASG/4 directed the LOC sub-group to continue with drafting of AC. Included as an item in 2014/2015 Work Programme (RASG-APAC/4 WP #32 para 2.6 refers). <b>OPEN.</b>
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.	RASG-APAC approved DIPs SEI LOC/6 and included in the RASG-APAC 2014/2015 Yearly Work Programme. (RASG-APAC Decision 4/10 refers) Transferred to 2014/2015 Work Programme. <b>Propose to close.</b>
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.	RASG-APAC/4 endorsed the guidance and training material developed by ACI under SEI RE/7. (RASG-APAC Decision 4/9 refers). SL notification T 6/13.11 – AP170/14 (FS) dated 17 Dec 2014 refers. <b>Propose to close.</b>
Conclusion APRAST 5/15	That RASG-APAC encourage States/Administrations and industry to participate in the ACI APEX in Safety Program.	RASG-APAC/4 noted and endorsed APRAST Conclusion 5/15. States/Administrations/Industry were encouraged to support and participate in the ACI APEX in Safety Programme. (RASG-APAC Decision 4/13 refers). <b>Propose to close.</b>
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.	RASG-APAC/4 approved and endorsed the Runway Safety Maturity Checklist. (RASG-APAC Decision 4/9 refers) AC uploaded onto APAC Office public website. [SL Ref T 6/13.11 - AP170/14 (FS) dated 17 Dec 2014 refers] <b>Propose to close.</b>

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APRAST/5 Reference	APRAST/5 Conclusion	Status
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.	RASG-APAC/4 approved the proposed RASG-APAC 2014/2015 Work Programme which includes the implementation of ICAO GO Team concept in the area of establishment of runway safety teams and implementation of SMS in air operators. (RASG-APAC Decision 4/23 refers) Transferred to 2014/2015 Work Programme. <b>Propose to close.</b>
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.	The Meeting urged States/Administrations and Industry to nominate appropriate representatives and experts to proactively participate at the APRAST and sub-group meetings to ensure consistency and continuity in their participation/contribution to RASG-APAC/APRAST. (RASG-APAC/4 Report refers) (APRAST/6 Invitation SL refers) <b>Propose to close.</b>

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**Summary of APRAST/6 Decisions and Conclusions**

WP Number / Ref	APRAST/6 Reference	APRAST/6 Decision
WP/7 – Update of APAC-AIG activities	Decision APRAST 6/1	That, States/Administrations and Industry are encouraged to attend the APAC-AIG/3 meeting and the ICAO Asia Pacific Regional Accident Investigation Workshop, which will be hosted by the Civil Aviation Authority of Sri Lanka in June 2015.
Report para 4.3 – Discussion on APRAST Decision 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 6/2	That, AAPA and IATA will provide information from safety reports related to English Language Proficiency issues to be further studied by SEI WG to try and identify the nature and extent of the issues and determine what APRAST actions might follow.
WP/8 – Monitoring of Safety Tools Implementation	Decision APRAST 6/3	That the Secretariat update the survey form for monitoring of RASG-APAC safety tool implementation to incorporate the suggestions raised by CANSO and Papua New Guinea at APRAST/6, and disseminate the survey form to States/Administrations.
WP/8 – Monitoring of Safety Tools Implementation	Decision APRAST 6/4	That Bangladesh assist the Secretariat by transitioning the mechanism for monitoring of RASG-APAC safety tool implementation to a format similar to the COSCAP-SA safety tools monitoring system.
Report para 6.2.1 – SEI WG Breakout session	Decision APRAST 6/5	That, the Philippines review the existing documentation on implementation of TCAS II Version 7.1 requirements developed by Eurocontrol and ICAO, and provide a report at APRAST/7.
Report para 6.2.1 – SEI WG Breakout session	Decision APRAST 6/6	That, States/Administrations are also encouraged to review the relevance of the TCAS II Version 7.1 requirements guidance material developed by Eurocontrol and provide comments, if any, to COSCAP-NA CTA by 30 June 2015.
Report para 6.2.2 – SEI WG Breakout session	Decision APRAST 6/7	That, SEI WG propose work items under its purview to be included in the 2015/2016 RASG-APAC Yearly and Standing Work Programmes for discussion at APRAST/7.

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WP Number / Ref	APRAST/6 Reference	APRAST/6 Decision
Report para 6.2.3 – SEI WG Breakout session	Decision APRAST 6/8	That, APRAST organize a workshop in conjunction with the APRAST/7 meeting to share experiences on SSP and SMS, with a workshop format that is interactive, involves group exercises and allows for all participants to attend both SSP and SMS presentations. Australia, Pakistan and Papua New Guinea agreed to plan and facilitate the workshop.
Report para 6.2.3 – SEI WG Breakout session	Decision APRAST 6/9	That, SEI WG further discuss Language Proficiency Requirements at APRAST/7.
Report para 6.2.4 – SEI WG Breakout session	Decision APRAST 6/10	That, CANSO conduct further study to define the concept and modality of Runway Safety Go-Team for discussion at APRAST/7.
Report para 6.2.4 – SEI WG Breakout session	Decision APRAST 6/11	That, ACI explore the possibility of holding the Go-Team visits alongside the ACI APEX programme visits and provide a report at APRAST/7.
Report para 6.2.5 – SEI WG Breakout session	Decision APRAST 6/12	That, the Secretariat arrange for the distribution of the paper to all ICAO regions.
Report para 6.2.6 – SEI WG Breakout session	Decision APRAST 6/13	That, Macao China, Papua New Guinea, AAPA and Biman Bangladesh will develop a concept to support the implementation of SMS for service providers and SSP for States/Administrations to be presented at APRAST/7.
Report para 6.2.7 – SEI WG Breakout session	Decision APRAST 6/14	That, States/Administrations and industry be encouraged to participate in the Hazard Identification and Risk Management (HIRM) workshop organized by COSCAP-NA and hosted by Macao China.
Report para 6.2.8 – SEI WG Breakout session	Decision APRAST 6/15	That, the DIP for CFIT/4 (Flight Data Analysis) be developed for discussion at APRAST/7, with the view of submitting to RASG-APAC/5 for inclusion in the 2015/2016 RASG-APAC Work Programmes.
Report para 6.2.9 – SEI WG Breakout session	Decision APRAST 6/16	That, the Output 2 draft model advisory circular for SEI LOC/1 be submitted to APRAST/7 for review, with the aim of seeking approval at RASG-APAC/5.



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WP Number / Ref	APRAST/6 Reference	APRAST/6 Decision
Report para 6.2.10 – SEI WG Breakout session	Decision APRAST 6/17	That SEI RI/1 (RI Prevention and ATC Training) is closed.
Report para 6.2.11 – SEI WG Breakout session	Decision APRAST 6/18	That, the DIP and draft model advisory circular for SEI RI/2 on Runway Incursion Prevention and Pilot Training be submitted to APRAST/7 for review with the aim of seeking approval at RASG-APAC/5.
Report para 6.2.12 – SEI WG Breakout session	Decision APRAST 6/19	That, the draft advisory circular for SEI LOC/6 (Upset Prevention and Recovery Training) be submitted to APRAST/7 with the aim of seeking approval at RASG-APAC/5.
Report para 6.2.14 – SEI WG Breakout session	Decision APRAST 6/20	That, ACI would further review SEI RI/3 (Enhanced Surface Marking and Lighting) to determine possible next steps.
Report para 6.2.15 – SEI WG Breakout session	Decision APRAST 6/21	That, SRP WG provide information on runway incursion, runway excursion and runway collision occurrences for further development of SEI RI/5 and SEI RI/6 (Scenario based training for pilot and ATC).
Report para 6.2.16 – SEI WG Breakout session	Decision APRAST 6/22	That, SEI WG develop a process to maintain and update a master registry of SEIs and provide the draft process to the Secretariat for inclusion in the RASG-APAC Procedural Handbook.
Report para 6.2.16 – SEI WG Breakout session	Decision APRAST 6/23	That, SEI WG develop the draft consultation process for the development of SEIs and provide the draft process to the Secretariat for inclusion in the RASG-APAC Procedural Handbook.

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WP Number / Ref	APRAST/6 Reference	APRAST/6 Decision																					
Report para 6.3.1 – SRP WG Breakout session	Decision APRAST 6/24	<p>That, SRP WG would observe the following timeline for the production of the APAC Annual Safety Report:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Date</th> <th style="text-align: left;">Task</th> <th style="text-align: left;">Action by</th> </tr> </thead> <tbody> <tr> <td>23 April</td> <td>Draft predictive analysis to be provided for SRP group review</td> <td>Boeing</td> </tr> <tr> <td>18 June</td> <td>Data to be provided to Singapore for reactive analysis</td> <td>IATA, Boeing, ICAO</td> </tr> <tr> <td>31 July</td> <td>Draft analysis to be completed</td> <td>Boeing, Singapore, Australia</td> </tr> <tr> <td>15 August</td> <td>Draft report produced.</td> <td>Australia</td> </tr> <tr> <td>15 August – 15 September</td> <td>APRAST Review</td> <td>RASG-APAC</td> </tr> <tr> <td>31 October</td> <td>Final report completed (prior RASG 5)</td> <td>Australia</td> </tr> </tbody> </table>	Date	Task	Action by	23 April	Draft predictive analysis to be provided for SRP group review	Boeing	18 June	Data to be provided to Singapore for reactive analysis	IATA, Boeing, ICAO	31 July	Draft analysis to be completed	Boeing, Singapore, Australia	15 August	Draft report produced.	Australia	15 August – 15 September	APRAST Review	RASG-APAC	31 October	Final report completed (prior RASG 5)	Australia
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Report para 6.3.1 – SRP WG Breakout session	Decision APRAST 6/25	That, SRP WG formalise a process for the publication and distribution of the APAC Annual Safety Report and provide the final draft of this process to the Secretariat for inclusion in the RASG-APAC Procedural Handbook.																					
Report para 6.3.2 – SRP WG Breakout session	Decision APRAST 6/26	That, SRP WG adopt the ASIAs metrics regarding the identification of data sources and information requirements in relation to TAWS / TCAS RA, unstable approaches and stall warnings.																					
Report para 6.3.2 – SRP WG Breakout session	Decision APRAST 6/27	That, SRP WG conduct an analysis using ASIAs information to help identify key regional safety issues.																					
Report para 6.3.3 – SRP WG Breakout session	Decision APRAST 6/28	That, SRP WG coordinate with the RASMAG to initiate a study to explore relationships between large horizontal and vertical height deviations and Traffic Collision Avoidance System-Resolution Advisories (TCAS-RA).																					

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WP Number / Ref	APRAST/6 Reference	APRAST/6 Decision
Report para 7.2 – Any other business	Decision APRAST 6/29	That, FSF/MITRE would provide the Governance Plan together with a draft letter containing background and explanation to the Secretariat for dissemination to the Directors-General of APAC States/Administrations in advance of RASG-APAC/5.

WP Number / Ref	APRAST/6 Reference	APRAST/6 Conclusion
WP/4 - Update of RASG-APAC/4 Decisions	Conclusion APRAST 6/1	That APRAST recommend to RASG-APAC/4 to close all RASG-APAC/4 Decisions, except for Decisions 4/15 and 4/16 pending further updates.
Report para 6.2.13 – SEI WG Breakout session	Conclusion APRAST 6/2	That, the items on SEI RS/1 on Runway Safety Checklist and SEI RE/7 (Guidance material and training programme for runway pavement, maintenance and operations from aerodrome operator’s perspective) in the 2014/2015 RASG-APAC Work Programme be considered complete and removed from the Work Programme.
Report para 6.3.1 – SRP WG Breakout session	Conclusion APRAST 6/3	That, APRAST recommend to RASG-APAC/5 that the APAC Annual Safety Report be distributed to other RASGs.
Report para 7.2 – Any other business	Conclusion APRAST 6/4	That, APRAST/6 recommend that RASG-APAC endorse a desired goal of at least 20 State/Administrations joining the demonstration project for the APAC Regional Data Collection, Analysis and information Sharing for Aviation Safety Demonstration Project by May 2016.

— END —