

Proposed RASG APAC 2014/2015 YEARLY AND STANDING WORK PROGRAMME

RASG APAC YEARLY WORK PROGRAMME (2014/2015)						
S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
1	3/24	Conclusion APRAST 3/9 Con APRAST 4/9 Con APRAST 5/10	CFIT 3	CASA	Precision-Like Approach Standard Operating Procedures This SEI focuses on approach procedure with vertical guidance (PBN-APV) and Continuous Descent Final Approach (CDFA) items.	DIP approved. Draft ACs were discussed at APRAST/4 and would be circulated to the WG for comments prior to submission to RASG-APAC for approval. The final draft ACs would be circulated to CFIT WG members for final review and comments prior to being submitted to RASG-APAC/4. CFIT 3 Output 1, final AC will be submitted to RASG-APAC/4 for approval. AC approved @RASG-APAC/4. SL on notification of availability of model AC sent. Model AC also available on APAC e-doc website.
2	2/2	Conclusion APRAST 2/24	CFIT 4	Pakistan	Flight Data Analysis (Safety Impact High). The purpose of this SE is to develop and implement a non-punitive FDA program to promote compliance with the Annex 6, Part 1 requirement regarding establishment of non-punitive FDA program.	Pakistan has volunteered as New Champion. Previous champion was developing generic principles on the management of collection of information to prevent inappropriate use of the data collected under FOQA program, against the airlines or their employees. When work on the SEI is resumed, the guiding principle will be that existing materials and information will be used to develop the CFIT 4 Outputs rather than drafting new materials. Draft Generic Principles on the Management of the Collection of Information was reviewed by CFIT sub group. Draft will be circulated to sub group members for final review and comments. Comments to be provided to Facilitator by end of October 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.
3		Conclusion APRAST 4/10 RASG 4/10	CFIT 7	HK CAD	(ALAR – Policies for ALAR) Detailed Implementation Plan (DIP)	Detailed Implementation Plan (DIP) approved @RASG-APAC/4 and included in the RASG-APAC Yearly Work Programme 2014/2015. (RASG-APAC 4/10 refers). Draft AC to be reviewed by CFIT SG at APRAST 6.
4	3/24	Conclusion APRAST 3/9	CFIT 8	COSCAP-NA	Minimum Safe Altitude Warning (MSAW) The purpose of this SE is to promote that where MSAW equipment is being utilized it is important that all controllers are aware of the need to issue 'Safety Alert / Warning' when circumstances so warrant and that procedures have been clearly established in this regard.	Work-in-progress Draft AC on MSAW developed. Circulating for comments. Discussed at APRAST 4 (Conclusion APRAST 4/11 refers) Draft AC to be revised in accordance with the discussions at APRAST/4 and be circulated to the CFIT WG for comments prior to submission to RASG. Output 1, final AC will be submitted to RASG-APAC/4 for approval. AC approved @RASG-APAC/4. SL on notification of availability of model AC sent. Model AC also available on APAC e-doc website.

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5	2/2,3/8, 3/9, 3/10	Conclusion APRAST 2/33	RE 6	AAI	Timely and Accurate Notification about Runway Conditions by AIS and ATS. The purpose is to develop best practices on timely and accurate reporting of runway conditions.	<p>"Industry Best Practices Manual on Timely and Accurate Reporting of Runway Condition by ATS/AIS to Flight Crew" (Version 4.0 dated 12th June 2013) for APAC Region is approved as a reference document. (States informed through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013. Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx)</p> <p>The Industry Best Practices Manual forwarded to the relevant subject experts in ICAO through the ICAO Regional Office for reference and appropriate follow up. (Ref: IOM ref.: AN 3/3 – AP-AGA0158/13 dated 30 September 2013 from ICAO APAC to SME at HQ for comment)</p> <p>The maintenance of any SEI related documents produced by APRAST would be under the pervue 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>SEI WG when formed at APRAST/6 will be responsible for the development of mechanism for the review and updating of such documents.</p>
6	2/2	Conclusion APRAST 2/50 Con APRAST 5/12	LOC 1	CAAS	Use of SOPs (Standard Operating Procedures). The establishment, maintenance and appropriate use of flight crew SOP aim to reduce the risk of LOC events. (Paragraph 3.1 of LOC working group report refers.)	<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. Revised draft model AC completed and will be presented for APRAST/6 consideration.</p>
7	2/2	Conclusion APRAST 2/51	LOC 2	AAPA	Hazard Identification and Risk Management. Implementation of safety management practices (hazard identification and risk management) into operational processes & decision making. (Paragraph 3.2 of LOC working group report refers.)	<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. Work-in-progress under 2014/2015 work programme.</p>
8	2/2	Conclusion APRAST 2/53	LOC 4	DCA Malaysia	LOC 4 -- Flight Crew Proficiency. The appropriate use of trend information from Safety Management Systems (SMS) in the training and qualification processes to mitigate risk that could lead to a LOC event. (LOSA, non-punitive reporting systems, FDA, etc). (Paragraph 3.4 of LOC working group report refers.)	<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. Work-in-progress under 2014/2015 work programme.</p>

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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 http://www.icao.int/APAC/Pages/edocs.aspx</p> <p>Following up with APRAST Decision 4/12, ICAO APAC conducted a survey to find out the usefulness of the safety tools endorsed by RASG APAC. The feedback received from the 11 States/Administrations which responded was favourable and shared with the facilitators and co-chairs.</p> <p>Work-in-progress under 2014/2015 work programme.</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). Draft model AC on UPRT to be discussed at APRAST/6.</p>
11	3/24	Conclusion APRAST 3/12 APRAST 4/13	RS 1	CANSO	<p>Runway Safety Checklist Using the Bow Tie risk model, the ACI APEX survey questions and other relevant sources of information, develop a set of Runway Safety Checklists suitable for use by ANSPs, Airlines and Airport Operators to benchmark their level of safety against best practice, as we know it today. Data will potentially be collectable to provide a Runway Safety Maturity Index score as a basis for driving runway safety performance improvement across the region and possibly globally.</p>	<p>Post APRAST/4: Runway Safety Maturity Checklist has been completed. CANSO updated the meeting that all products have been released in hard copy on 18 June 2013. Available at http://www.canso.org/safety</p> <p>Access to Runway Safety Maturity Checklist online through email to rwysafety@eurocontrol.int</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) AC approved @RASG-APAC/4. SL on notification of availability of checklist sent. Checklist also available on APAC e-doc website. <u>RS recommends that this SEI be recommended to RASG for closure from the work programme (RS ppt @APRAST/5 refers)</u></p>

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12	3/24	Conclusion APRAST 3/12	RE 7	ACI	<p>Providing guidance material and training program for runway pavement, maintenance and operations from aerodrome operator's perspective.</p> <p>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</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Output 2: The guidance and training materials developed by ACI be submitted to RASG-APAC/4 for approval.</p> <p>Guidance and training materials approved @RASG-APAC/4. SL on notification of availability of info sent.</p> <p>RS recommends that this SEI be removed from the work programme (RS ppt @APRAST/5 refers)</p>
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.	<p>2014/2015 Work Programme approved @RASG-APAC/4. Decision APRAST 5/3 and RASG 4/23 refer.</p> <p>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.</p>
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.	<p>2014/2015 Work Programme approved @RASG-APAC/4. Decision APRAST 5/3 and RASG 4/23 refer.</p> <p>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.</p>
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	<p>2014/2015 Work Programme approved @RASG-APAC/4. Decision APRAST 5/1 and RASG 4/23 refer.</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.</p> <p>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.</p>
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.	<p>2014/2015 Work Programme approved @RASG-APAC/4. Conclusion APRAST 5/17 and RASG 4/23 refer.</p> <p>WP to be presented at APRAST/6.</p>

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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). Formation of SEI WG at APRAST/6.
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). Forwarded to SRP WG for consideration. For discussion at APRAST/6 as necessary.
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 https://portal.icao.int/RO_APAC/Meetings/Lists/RASGAPAC%20List/AllItems.aspx . (Conclusion APRAST 5/2 refers). (RASG-APAC 4/23 refers) 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.
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. WP to be presented at APRAST/6.
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. Work-in-progress. Draft Content page attached for review at APRAST/6.
RASG APAC STANDING WORK PROGRAMME						