



*International Civil Aviation Organization*  
**Second Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/2)**  
*(Bangkok, 21 – 24 August 2012)*

**Agenda Item 2: Review APRAST/1 Conclusions, the work of its subsidiary bodies and related safety initiatives**

**REPORT ON THE ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM (APRAST)**

(Presented by the Co-Chair APRAST)

**SUMMARY**

APRAST/1 was held on 20 – 24 February 2012 at the ICAO APAC Office in Bangkok, Thailand. The Meeting discussed initiatives to improve the overall level of aviation safety among APAC States.

APRAST/1 made 25 conclusions.

**1. INTRODUCTION**

1.1 The APRAST/1 meeting was held at ICAO Bangkok facilities from 20 – 24 February 2012 at the ICAO APAC Office, Bangkok, Thailand.

1.2 The meeting adopted 25 conclusions for implementation.

**2. DISCUSSION**

2.1 A brief outline of the progress on each of the APRAST/1 conclusions is given below.

*Conclusion 1/1 that, States which have expertise related to safety data analysis may like to advise the ICAO Secretariat of their intention to provide a member to the AP-SRP AWG.*

Status: AP-SRP AWG/1 meeting was held on 13-15 June 2012 at the ICAO APAC Office, Bangkok. The meeting was attended by 28 participants from i.e. Australia, Bangladesh, Cambodia, China, Japan, Lao PDR, Nepal, Republic of Korea, Singapore, Thailand, Timor-Leste, CAST, IFALPA, Airbus and Boeing. A detailed update on the work being undertaken by the AP-SRP AWG will be presented by the AP-SRP AWG. WP/5 refers.

*Conclusion 1/2 that, the APRAST and its subsidiary bodies (APRAST-AIG AWG and AP-SRP AWG) organize the RASG-APAC work programme in accordance with the performance-based approach and utilize the ICAO developed software Tool to monitor the development and implementation of safety enhancements.*

Status: ICAO tool (excel sheet) has been developed and is being utilized by APRAST and its sub-group to monitor the progress on activities.

*Conclusion 1/3*                    *that, the CAST be requested to kindly provide ASIAs and other safety related information to the ICAO RASG-APAC/APRAST/AP SRP-AWG, as required, to enable APRAST/AP SRP-AWG to better identify hazards, develop safety interventions and determine the effectiveness of APRAST Safety Enhancements Initiatives.*

Status:                        CAST provided the accident data requested by AP-SRP AWG for compiling the first Asia Pacific Annual Safety Report.

*Conclusion 1/4*                    *that, the APRAST members provide comments to the Secretariat on the Draft Safety Enhancement Initiatives (SEI) as contained in Attachment I, one month after receipt of the record of discussions. Subsequently the SEIs will be updated; considered adopted by the APRAST; and provided to participants.*

Status:                        No comments have been received on the CFIT SEIs, (Attachment I to the APRAST/1 Report).

*Conclusion 1/5*                    *that, on a priority basis, subject to RASG approval, APRAST commence work on two SEIs: APRAST 1/CFIT 1 - Promote compliance with ICAO SARPs regarding the equipage of GPWS-FLF (Forward Looking Feature) and ensure flight crews are trained and competent to effectively manage GPWS events. Review issues related to GPWS-FLF performance; and APRAST 1/CFIT 2 - Promote the development and pilot adherence to Standard Operating Procedures (SOPs) which could reduce the risk of a CFIT event. The first task would be to develop DIPs. The priority DIPs to be developed by champions/facilitator and sent to ICAO Secretariat by 23 April 2012, who will facilitate review as required in consultation with Co-Chair.*

Status:                        Working Paper (WP/6) on the progress on CFIT priority DIPs, CFIT/1, CFIT/2 will be presented by the CFIT Facilitator.

*Conclusion 1/6*                    *that, the remaining (non-priority) Draft Detailed Implementation Plans (DIPs) be developed by champions/facilitator for review at the next APRAST Meeting.*

Status:                        Working Paper (WP/6) by the CFIT Facilitator will provide an update conclusion 1/6 on CFIT non-priority DIPs.

*Conclusion 1/7*                    *that, the APRAST members provide comments to the Secretariat on the Draft Safety Enhancement Initiatives (SEI) as contained in Attachment I, one month after receipt of the record of discussions. Subsequently the SEIs will be updated; considered adopted by the APRAST; and provided to participants.*

Status:                        No comments have been received on Runway related SEIs. (Attachment I to the APRAST/1 Report pertaining to Runway Safety).

*Conclusion 1/8*                    *that, on a priority basis, subject to RASG approval, APRAST commence work on two SEIs - APRAST 1/RE 2 (Identify Specific training for pilots and air traffic controllers to avoid unstabilized approaches); and APRAST 1/RE 6 (Timely and accurate notification about runway conditions by AIS and ATS). The first task would be to develop DIPs. The priority DIPs to be developed by champions/facilitator and sent to ICAO Secretariat by 23 April 2012, who will facilitate review as required in consultation with Co-Chair.*

Status: DIPs for RE 2 and RE 6, the two priority DIPs related to runway safety have been received.

Runway Facilitator will be presenting WP/7 on the progress of Runway Safety Priority SEIs.

*Conclusion 1/9 that, the remaining (non-priority) Draft Detailed Implementation Plans(DIPs) be developed by champions/facilitator for review at the next APRAST Meeting.*

Status: Runway Facilitator will be presenting WP/7 on the progress of Runway Safety non-priority SEIs.

*Conclusion 1/10 that, in view of the significant increase in number of runway excursions it is recommended that RASG-APAC consider the establishment of a dedicated Ad hoc Working Group to exclusively address/study issues related to Runway Excursions commencing with those outlined in Conclusion APRAST 1/8.*

Status: A paper on the subject will be presented at the RASG-APAC/2 meeting to be held in New Delhi, 8-9 October 2012, inviting RASG-APAC to consider the establishment of an Ad-hoc working group dedicated to deal with Runway related issues.

*Conclusion 1/11 that, the APRAST members provide comments to the Secretariat on the Draft Safety Enhancement Initiatives (SEI) as contained in Attachment I, one month after receipt of the record of discussions. Subsequently the SEIs will be updated; considered adopted by the APRAST; and provided to participants.*

Status: No comments have been received.

*Conclusion 1/12 that, on a priority basis, subject to RASG approval, APRAST commence work on one SEI - APRAST 1/LOC 7 (Hazard Identification, risk assessment and management). The first task would be to develop DIPs. The priority DIPs to be developed by champions/facilitator and sent to ICAO Secretariat by 23 April 2012, who will facilitate review as required in consultation with Co-Chair.*

Status: The LOC Priority DIP has been received. LOC Facilitator will be presenting WP/8 on the progress of LOC priority SEIs.

*Conclusion 1/13 that, the remaining (non-priority) Draft Detailed Implementation Plans (DIPs) be developed by champions/facilitator for review at the next APRAST Meeting.*

Status: LOC Facilitator will be presenting WP/8 on the progress of LOC non priority SEIs.

*Conclusion 1/14 that, as many of the initiatives discussed in the United States paper on Airfield Safety are under consideration by ICAO and may be endorsed for implementation in future, the APRAST may monitor the developments.*

*Note: The United States Paper referred to is RASG-APAC/1-WP21 on Airfield Safety in the United States.*

Status: ICAO HQ advised that the information in the paper, RASG-APAC/1-WP21, is up-to-date. Cir 329 and Doc 9137 Part 3 (new edition) has been officially published and these concerns are addressed.

*Conclusion 1/15 that, APRAST refer APRAST/1-WP/8 to ICAO for its review and comment.*

*Note: The subject paper APRAST/1-WP/8 is on Runway Incursions / Wrong Runway Departures.*

Status: Regional Office ATM section is in the process coordinating a response from ICAO HQ for consideration by APRAST. The matter may be taken up during APRAST/3 subject to receiving a response from ICAO HQ.

*Conclusion 1/16 that, APRAST supports harmonization of requirements throughout the international community, assuming that those requirements are data-driven and feasible for implementation.*

*Note: The RASG-APAC/1-WP22 by United States is on Improving International Validation Programs.*

Status: Closed.

*Conclusion 1/17 that, in order to avoid duplication of effort, the paper 48DGCA DP/3/22 be forwarded to APANPIRG for consideration by the ATM/AIS/SAR sub-group.*

Status: WP/28 - Search and Rescue in New Caledonia and French Polynesia - was presented at the ATM/AIS/SAR/SG/22, held 25-29 June 2012.

There were no aeronautical SAR exercises planned yet with neighbouring SAR coordination centres. However, the complexity of the distribution of SAR missions in the region would require better coordination among stakeholders. In noting a need to strengthen the synergies between the relevant SAR actors within New Caledonia or French Polynesia airspace, French Polynesia suggested that the Asia/Pacific should develop SAR cooperation with neighbouring States (drafting of LOA, organisation of regional exercises).

*Conclusion 1/18 that, States / Administrations in the Asia Pacific region kindly consider inviting Accident Investigation specialist / participants to their respective Search and Rescue Training programmes.*

Status: Closed.

*Conclusion 1/19 that, in order to provide support related to implementation, APRAST include SSP as part of its regular work programme.*

Status: Conclusions 1/19, and 1/20, in spite of a request and subsequent reminder for information on SSP implementation by APAC States, no feedback have been received by the Secretariat up-to-date.

*Conclusion 1/20 that, in order that APRAST can identify gaps in implementation of SSP, States who have yet to do so provide their Gap Analysis to ICAO soonest.*

Status: There was no additional Gap analysis received after APRAST/1 in February 2012

With regards to conclusions 1/19, and 1/20, in spite of the request and a subsequent reminder for information on SSP implementation by APAC States, no feedback has been received by the Secretariat up-to-date.

*Conclusion 1/21 Pakistan agreed to champion and identify APRAST actions that could support SSP implementation by States.*

Status: No progress in this regard.

*Conclusion 1/22 that, States who have yet to do so, are requested to provide information on Oversight of Operations Conducted within Foreign States as noted in RASG-APAC Decision 1/4 above.*

Status: Information has been received only from 3 States/Administrations.

*Conclusion 1/23 that, once the information is received by the Regional Office, APRAST will review and forward the results and recommendations to the next RASG-APAC meeting.*

Status: Any available information will be provided to RASG-APAC/2 meeting in October 2012 for further guidance.

*Conclusion 1/24 that, APRAST maintain a registry of emerging issues and Members of APRAST are requested to submit any issues in a paper to the APRAST, for review and possible inclusion in the registry.*

Status: No information on emerging issues has been received up-to-date.

*Conclusion 1/25 that, EASA kindly provide a listing of the taxonomies to APRAST that would be included in the ICAO chart of accident occurrences.*

Status: EASA submitted the listing of taxonomies.

### 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the progress on each of the APRAST/1 conclusions;
- b) Note outstanding issues and contribute as applicable to implement all conclusions in a timely manner; and
- c) Take an active role in APRAST activities.