



International Civil Aviation Organization

**First Meeting of the Asia Pacific - Safety Reporting and Programme
Ad hoc Working Group (AP-SRP AWG/1)**

(Bangkok, Thailand, 13 - 15 June 2012)

APRAST AND ITS SUBSIDIARY BODIES

(Presented by the Secretariat)

SUMMARY

This paper provides information on the Structure and the responsibilities related to APRAST and its subsidiary bodies to be considered when reviewing the TORs of AP-SRP AWG.

1. INTRODUCTION

1.1 This paper provides the structure and the progress related to activities undertaken by APRAST and its subsidiary bodies.

2. DISCUSSION

2.1 Following the decision of the ICAO Council in May 2011 the Regional Aviation Safety Group - Asia Pacific was established. In October 2011 the DGCA meeting adopted the organizational structure and TORs of the RASG-APAC and its subsidiary bodies, which include the Asia Pacific Regional Aviation Safety Team (APRAST) a sub-group, and the two Ad hoc Working Groups i.e. APRAST - Accident Investigation Ad hoc Working Group (APRAST-AIG AWG) and the Asia Pacific Safety Reporting and Programme Ad hoc Working Group (AP-SRP AWG).

2.2 During the APRAST/1 meeting held in February 2012 it identified runway excursions/incursion, Loss of Control (LOC) and Controlled Flight in to Terrain (CFIT) as the three main contributing factors in to aviation related fatalities in the region. Three groups were assigned to develop detailed implementation plans (DIPs) for Safety Enhancement Initiatives (SEIs) identified by APRAST/1 to reduce the number of accidents related to REs/RIs, LOCs and CFITs in the Region.

2.3 A teleconference was held during the last week of April 2012 to discuss the progress on the SEI's and conclusions of APRAST/1 meeting. Prior to the meeting the Secretariat circulated the DIPs developed by each group and it was agreed that the DIPs were in good shape and APRAST chairman requested the facilitators to ensure that DIPs for all SEIs be ready before the APRAST/2 meeting to be held in August 2012.

2.4 The APRAST-AIG AWG meeting was held from June 06 to 08 at ICAO APAC Office and concluded that as a matter of priority to explore all possibilities to support States with less capacity in the area of AIG in establishing the bare minimum requirements to handle a large scale accident and to assist States with training of investigators.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the contents of this paper when reviewing the TORs for the AP-SRP AWG.
