

INTERNATIONAL CIVIL AVIATION ORGANIZATION



REPORT OF THE THIRD MEETING OF THE ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM (APRAST/3)

BANGKOK, THAILAND, 7 to 10 MAY 2013

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

Approved by the Meeting
and published by the ICAO Asia and Pacific Office, Bangkok

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ATTACHMENTS

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1. Meeting and Registration

1.1 The Third Meeting of the Asia Pacific Regional Aviation Safety Team was held at the ICAO Asia and Pacific Office, Bangkok, Thailand from 7 to 10 May 2013.

1.2 The APRAST/3 Meeting was attended by 95 participants from 22 States/Administrations and 5 International Organizations and Industry Partners viz. Australia, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, China, Hong Kong China, Macao China, India, Japan, Malaysia, Maldives, Mongolia, Myanmar, Nepal, Papua New Guinea, the Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, United States of America, Association of Asia Pacific Airlines (AAPA), Airports Council International (ACI), International Air Transport Association (IATA), Airbus and Boeing. The list of participants is at **Attachment A**. Mr. Amal Hewawasam, ICAO Regional Officer Flight Safety acted as Secretary to the meeting.

2. Opening Session

2.1 Mr. Anthony Houston the APRAST Co-chair (Industry) made the opening remarks. He stated that, since the last meeting a few champion States and Industry partners have demonstrated their commitment to regional safety by nearly completing priority Safety Enhancement Initiatives and advancing the priorities of the ad hoc working groups (AWG). He specifically recognized Airports Authority of India and CANSO for their work on Runway Safety initiatives and the Civil Aviation Authority of Singapore for their work on a CFIT initiative. He also recognized the SRP AWG chaired by Civil Aviation Administration of China and Boeing for completing the first Asia Pacific Regional Safety Report, and the AIG AWG chaired by Air Accident Investigation Bureau of Singapore for their work related to improving the level of compliance among APAC States on ICAO Annex 13 provisions.

2.2 Co-chair (Industry) emphasized that the success of APRAST depends on the maximum participation and active engagement of all member States and industry partners during the meeting and between meetings. He concluded his opening remarks with a summary of the activities for the APRAST/3 and wished the group a successful and productive meeting.

REPORT ON AGENDA ITEMS

AGENDA ITEM 1: ADOPTION OF AGENDA

1.1 Adoption of the Provisional Agenda – WP/1

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

AGENDA ITEM 2: ELECTION OF APRAST CO-CHAIR (APAC MEMBER CONTRACTING STATE)

2.1 APRAST/3 – WP/2 on the election of the Co-chair (States) was presented by the Secretariat.

2.2 The Meeting elected Mr. Tay Tiang Guan, Deputy Director-General, Civil Aviation Authority of Singapore as Co-chair (States), in accordance with the APRAST Terms of Reference.

2.3 In his remarks, Mr. Tay expressed his appreciation to Mr. Anthony Houston, Co-chair (Industry) as well as the various chairmen, facilitators and champions for their leadership and hard work in the APRAST thus far. He noted a key priority of the APRAST was to reduce aviation safety risks and regional accident rates as the region continues to expand its aviation activities and capacity.

2.4 Mr. Mokhtar Awan ICAO Regional Director, thanked IATA and Mr. Anthony Houston for their contribution to the work of the APRAST thus far and Singapore for coming forward to assume the post of APRAST Co-chair (States). He noted that while the APRAST was still at its infancy, the aviation community had high expectations for RASG and APRAST to address the key safety priorities in the region. He urged the APRAST to continue to enhance its effectiveness and its members to participate actively in the various work programmes and implement the safety initiatives.

AGENDA ITEM 3: REVIEW OF RASG APAC/2 DECISIONS AND THE WORK OF APRAST AND ITS SUBSIDIARY BODIES

3.1 RASG APAC/2 Progress Report – WP/3

3.1.1 Secretariat presented WP/3 on the RASG-APAC/2 Decisions and the revised Terms of Reference (TORs) of RASG APAC/2. The Meeting noted in particular, the establishment of the RASG - APAC Yearly and Standing Work Programmes by RASG/2.

3.2 Review of APRAST/2 Conclusions WP/4

3.2.1 APRAST/3 – WP/4 was presented by Co-chair (Industry). The Meeting noted the current status of all APRAST/2 conclusions as presented.

3.2.2 Reference Conclusion APRAST 2/2, the Meeting urged Member States/ Administrations and Industry Partners that have not nominated a point of contact for RASG-APAC/ APRAST activities to do so as soon as possible.

3.3 Review of Yearly and Standing Work Programme – WP/5

3.3.1 APRAST/3 – WP/5 was presented by Co-chair (Industry). The Meeting noted the current status of RASG-APAC Yearly and Standing Work Programmes as shown at **Appendix A**.

3.3.2 In view of the good progress of some SEIs, the Meeting agreed that the AWGs and the various sub-groups should pursue to complete the SEIs such as RE 2, RE 6 and CFIT 1, with a view to presenting them to RASG/3 for approval.

3.4 Review of the Work by AIG AWG – WP/7

3.4.1 WP/7 which was presented by Chairman AIG AWG, outlined the work of the AIG AWG through its three meetings so far and provided an overview of the status of conclusions of APRAST/2 meeting approved by the RASG as part of the RASG-APAC Standing and Yearly Work Programmes. In particular, Chairman AIG AWG highlighted the achievement of two key initiatives viz. the development of an Asia and Pacific Regions Code of Conduct on Cooperation Relating to Civil Aviation Accident/Incident Investigation, and the formation of the Asia-Pacific Accident Investigation Group (APAC-AIG).

3.4.2 The Meeting noted the good progress made by the AIG AWG and the action being taken to advance its work.

3.5 Review of the Work by SRP AWG – WP/8

3.5.1 Mr. Fang Jun, Vice Chair (States) SRP AWG presented WP/8 on the work done by the SRP AWG. He thanked the Vice Chair (Industry) from Boeing, Bangladesh, Singapore, Australia, COSCAP-SEA and all the other organizations that contributed to the compilation of the draft Annual Safety Report for the Asia and Pacific regions. He presented the key highlights of the draft Annual Safety Report. In particular, the current focus on CFIT, LOC and runway safety by APRAST was in the right direction and that the next area of safety focus would be on system/component failures. He added that the draft Annual Safety Report was ready for review by APRAST/3.

3.5.2 The Meeting noted that the next area of safety focus should be pursued and agreed to the following decision:

Decision APRAST 3/1:

That, the need to address system/component failures be placed on the Registry of Emerging Issues as a potential SEI.

3.5.3 The Meeting noted the need to provide Member States/Administrations and Industry Partners the opportunity to review the draft Annual Safety Report and agreed that all comments/feedback should reach the Secretariat by **17 May 2013**, in order to provide time for the SRP AWG to finalize its working paper on this subject to the next RASG meeting in June 2013. The Meeting also noted the importance of maintaining confidentiality of information provided in the draft Annual Safety Report until such time a decision is made to release the final report to the public.

3.5.4 The Meeting agreed to the following conclusion and decision with regard to the Annual Safety Report:

Conclusion APRAST 3/1:

That, APRAST submit the draft Annual Safety Report to RASG/3 for approval, subject to the SRP AWG finalizing this Report, taking into account the comments if any from Member States/Administrations and Industry Partners.

Decision APRAST 3/2:

That, future efforts by the SRP AWG take into consideration the potential ramifications of releasing safety reports to the public.

3.5.5 Mr. Fang Jun, Vice Chair (States), SRP AWG also presented proposed changes to the Terms of Reference (TORs) of the SRP AWG. The Meeting agreed to a number of the proposed amendments but requested the SRP AWG to make further adjustments and provide the meeting a revised draft after the Breakout Session. The SRP AWG was requested to present a working paper to the closing plenary that would be reviewed by APRAST/3 for onward submission to RASG/3 for approval.

AGENDA ITEM 4: PRESENTATIONS – STATE/INDUSTRY/ICAO

4.1 Update on the Foreign Air Operator Surveillance Database (FAOSD) – WP/9

4.1.1 Secretariat presented WP/9 on FAOSD. The Meeting noted that the ICAO and Republic of Korea (ROK) were in the process of concluding a MOU to facilitate ROK to develop a new FAOSD programme for APAC Member States/Administrations.

4.2 Sharing of Information on Potential Precursors to Air Accidents – WP/14

4.2.1 Singapore and Macao China presented IP/02 (later revised to WP/14) which highlighted the importance of collection and sharing of information relating to potential precursors to air accidents. A similar paper was submitted at RASG/2 and this initiative had been included in the RASG-APAC Standing Work Programme. After some discussion, the Meeting agreed to the following decision:

Decision APRAST 3/3:

That, the SRP AWG undertake the initiative on sharing of information on potential precursors to air accidents.

4.2.2 The SRP AWG was requested to meet during the Breakout Session to discuss emerging issues and how the SRP TORs and work plan could incorporate the relevant tasks.

4.3 Voluntary Occurrence Reporting – By Boeing

4.3.1 Mr. Gerardo M. Hueto, Boeing made a presentation on Voluntary Occurrence Reporting. The Meeting noted the importance of open reporting systems as a fundamental element of a robust safety data management process, and the need to address human and organizational behaviors that could impact an open reporting culture. In this regard, the Meeting agreed to the following decision:

Decision APRAST 3/4:

That, APRAST include ‘Methods to address human and organizational behaviors that have a positive effect on open reporting’ as a potential SEI and place in the Registry of Emerging Issues.

4.4 Authentication of Foreign Licences – IP/3

4.4.1 IP/3 on the Authentication of Licences was presented by the Republic of Korea and Singapore. IP/3 suggested a standardized list of information to be provided between pilot licensing authorities for authentication for the conversion of foreign licences. The Meeting noted the proposed list of information including further input from the Philippines, and agreed that this list be considered a best practice in the region, and to the following conclusion:

Conclusion APRAST 3/2:

That, APRAST recommend to RASG/3 that the suggested standardized list of information to be provided between licensing authorities for authentication for the conversion of foreign licences be accepted as a best practice. Subsequently, a State Letter by the ICAO APAC Office on this subject would be sent with input from Republic of Korea, Singapore and the Philippines.

4.5 Presentation on CAST

4.5.1 The Meeting noted the presentation by the delegate from the US FAA on the United States’ CAST.

4.6 Impediments to Implementations – WP/13

4.6.1 Capt. Wayne Chapin, CTA COSCAP-NA presented WP/13 on ‘Impediments to Implementation’, which highlighted the challenges faced by Member States/Administrations in the implementation of SEIs. The WP/13 also offered some strategies to address these challenges, such as identifying assistance programmes e.g. workshops/seminars for specific SEIs, which could be held in conjunction with APRAST meetings.

4.6.2 The Meeting agreed to the various strategies and to the following conclusion:

Conclusion APRAST 3/3:

That, APRAST recommend to RASG/3 to include workshops/seminars to support Member States/Administrations in the implementation of more complex SEIs. The workshops/seminars would be held in conjunction with regular APRAST meetings and facilitated by the respective champions and other experts within the APRAST.

4.6.3 In addition, the Meeting agreed that a similar working paper to highlight challenges faced by member States/Administrations be presented at RASG/3 as follows:

Decision APRAST 3/5:

That, APRAST present a Working Paper to RASG/3 to highlight potential challenges faced by Member States/Administrations in the implementation of RASG-APAC Safety Enhancement Initiatives for discussion.

AGENDA ITEM 5: DAY ONE WRAP-UP AND INSTRUCTIONS FOR DAY 2

5.1 Co-chair (Industry) briefed the meeting on the layout and expectations for the breakout sessions.

AGENDA ITEM 6: BREAKOUT SESSIONS

6.1 The breakout sessions included separate meetings of the CFIT, LOC and Runway Safety sub groups, and a fourth group to discuss Emerging Issues was headed by the SRP AWG. The purpose of these sessions was for each group to progress their respective SEIs and outstanding APRAST action items. The meeting then reassembled in plenary to receive status reports from each group.

6.2 Emerging Issues

6.2.1 Mr. Fang Jun, Vice Chair (States), SRP AWG presented the following points on behalf of the Emerging Issues breakout group:

- The group discussed options for sharing safety data within the Asia Pacific region, particularly sharing predictive information to identify accident precursors (Decision RASG-APAC 2/4).
- The group noted that ICAO APAC Regional Office had signed an MOU with ASIAs for access to data of US carriers operating to the Asia Pacific Region and this data would provide a useful starting point for safety analysis for RASG and APRAST.
- The group recommended that SRP AWG continue to explore possible mechanisms for regional data collection and sharing.
- The group also noted that given the access to ASIAs data and other data sources in the future, a team of subject matter experts would be necessary to properly analyse the safety data.

6.2.2 In this regard, the Meeting agreed to the following decision and conclusions:

Decision APRAST 3/6:

That, the SRP AWG research and develop possible mechanisms for regional data collection and sharing.

Conclusion APRAST 3/4:

That, APRAST recommend to RASG/3 that the SRP AWG be the focal group for matters relating to Decision RASG-APAC 2/4 on the sharing of information of potential precursors to Air accidents as updated in the Yearly and Standing Work Programme found in **Appendix A**.

Conclusion APRAST 3/5:

That, APRAST recommend to RASG/3 to form an Information Analysis Team (IAT) within the SRP AWG, which will be tasked to provide the necessary data analysis capabilities.

6.2.3 To support the above Decision and Conclusions, Mr. Fang Jun presented WP/8(A) with the proposed changes to the SRP AWG TOR. This working paper also included revisions to previous TOR amendments suggested in WP/8.

6.2.4 The Meeting agreed to the proposed amendments to the SRP AWG TORs as presented in Annex A to WP/8(A) and concluded the following:

Conclusion APRAST 3/6:

That, APRAST submit the proposed amendments to the Terms of Reference of the SRP AWG to RASG/3 for consideration and approval.

6.3 CFIT

6.3.1 The Meeting noted the status of CFIT 1 (Ground Proximity Warning Systems (GPWS) with Forward Looking Feature), CFIT 2 (Standard Operating Procedures), CFIT 4 (Flight Data Analysis), CFIT 5 (Crew Resource Management Training) and CFIT 6 (CFIT/ALAR Training) as presented by Capt Wayne Chapin, CTA COSCAP-NA, the facilitator for this sub group. The latest status of the CFIT SEIs is reflected in the updated RASG-APAC Yearly and Standing Work Programme at **Appendix A**.

6.3.2 Based on the good progress to complete CFIT 1 the Meeting agreed to the following conclusion:

Conclusion APRAST 3/7:

That, APRAST forward the completed SEI CFIT 1 to RASG/3 for approval.

6.3.3 As CFIT 5 and CFIT 6 were near to completion, the Meeting agreed to the following conclusion:

Conclusion APRAST 3/8:

That, SEIs CFIT 5 and CFIT 6 be submitted to RASG/3 for approval subject to technical review by the CFIT sub-group and confirmation to the APRAST Co-chairs.

6.3.4 The Meeting noted that the Detailed Implementation Plans (DIPs) for CFIT 3 (Precision-Like Approach Standard Operating Procedures) and CFIT 8 (Minimum Safe Altitude Warning) have been completed. In this regard the Meeting agreed to the following conclusion:

Conclusion APRAST 3/9:

That, APRAST forward the completed DIP of CFIT 3 and CFIT 8 to RASG/3 for approval for their inclusion in the RASG-APAC Yearly Work Programme.

6.4 Runway Safety (RS)

6.4.1 Captain Tahir Siddiqui, the facilitator for Runway Safety subgroup provided a summary of status of Runway Safety SEIs/DIPs and also the next steps that have been agreed by this sub-group. The status of RE 2 and RE 6 are reflected in the updated RASG -APAC Yearly and Standing Work Programme at **Appendix A**.

6.4.2 Based on the good progress to complete SEI RE 2 the Meeting agreed to the following conclusion:

Conclusion APRAST 3/10:

That, APRAST forward the completed SEI RE 2 to RASG/3 for approval.

6.4.3 Mr. Mukesh Dangi, Airports Authority of India as Champion for RE6 presented WP/12. The Meeting expressed its appreciation to the Champion for the hard work and time taken to develop and complete an “*Industry Best Practices Manual for Timely and Accurate Reporting of Runway Condition (RCR) to flight crew by ATS/AIS*” under RE 2. The Meeting also noted that WP/12 highlighted certain inconsistencies in ICAO current documents regarding the definitions of runway surface conditions and noted the comments from China and Thailand on the possible inclusion of other runway contaminants such as sand and the possible confusion relating to grooved runways. After some discussion, the Meeting proposed that these inconsistencies be highlighted to the relevant subject experts in ICAO through the ICAO Regional Office for appropriate follow up. As for the six proposals mentioned in WP/12, the Meeting agreed that they could be included in the above-mentioned manual as guidance.

6.4.4 In this regard, the Meeting therefore agreed to the following conclusion:

Conclusion APRAST 3/11:

That, APRAST forward the completed SEI RE 6 to RASG for approval, and recommend to RASG that the Industry Best Practices Manual be forwarded to the relevant subject experts in ICAO through the ICAO Regional Office for reference and appropriate follow up.

6.4.5 The Meeting noted that the DIPs for RS 1 (Runway Safety Checklist) and RE 7 (Runway Pavement Maintenance) have been completed. In this regard, the Meeting agreed to following conclusion:

Conclusion APRAST 3/12:

That, APRAST forward the completed DIP of RS 1 and RE 7 to RASG/3 for approval and for their inclusion in the RASG-APAC Yearly Work Programme.

6.4.6 RE 5 (Guidance on RESA) SEI was assessed by the sub group and it was determined that appropriate expertise was not currently available within the APRAST to develop new SOPs in this area.

6.4.7 The subgroup was requested to consider possible options toward progressing this SEI such as engaging with OEMs and/or training organizations. In this regard the Meeting agreed to the following decision:

Decision APRAST 3/7:

That, APRAST place RE 5 on the Registry of Emerging Issues until such time when appropriate expertise is available.

6.5 Loss of Control (LOC)

6.5.1 Capt. Kim Trethewey, CTA COSCAP-SEA, facilitator for LOC subgroup provided a summary of status of LOC SEIs/DIPs and also the next steps that have been agreed by the LOC subgroup. In particular, he recommended the 3 sub-groups (CFIT, LOC and RS) coordinate when developing SOPs for better synergy.

6.5.2 The Meeting noted the status of LOC 1 (Use of SOPs), LOC 2 (Hazard Identification and Risk Management)/RE 8 and LOC 4 (Flight Crew Proficiency), LOC 5 (Human Factors and Automation) which are reflected in the updated RASG -APAC Yearly and Standing Work Programme at **Appendix A**.

6.5.3 The Meeting agreed on the following conclusion:

Conclusion APRAST 3/13:

That, LOC 5 (Human Factors and Automation) be submitted to RASG/3 for approval subject to technical review by the LOC sub-group in June 2013 and confirmation to APRAST Co-chairs.

6.5.4 The status of LOC 6 (Loss of Control Training) can be found on the Registry of Emerging Issues at **Appendix B**. The Meeting noted that a champion has yet to be assigned to LOC 6.

6.5.5 The Meeting also noted that a LOC Symposium would be held in Montreal on 20-24 May 2014.

6.5.6 The Meeting also requested that the LOC Sub group look at better definitions/terminologies to describe the proposed SEI on Advanced Maneuvers Training.

6.6 Completed SEI Template – WP/15

6.6.1 For presentation of completed SEIs to RASG-APAC, a SEI template, containing a standardized format of information was developed to facilitate consistent submission to RASG APAC. In this regard, the Meeting agreed to the following decision:

Decision APRAST 3/8:

That, APRAST use the SEI Template (WP/15) for all future submissions of completed SEIs to RASG- APAC.

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

7.1 The Meeting agreed to submit the APRAST/3 Report as well as the relevant conclusions to RASG/3. The Meeting also noted that a new RASG-APAC Yearly and Standing Work Programme for 2013 – 2014 would be proposed to RASG/3.

AGENDA ITEM 8: ANY OTHER BUSINESS

8.1 Secretariat presented WP/10 on the level of responses to State Letters. The Meeting noted the low level of responses from Member States/Administrations and urged all to respond to the States letters in a timely and accurate manner. The Meeting agreed to the following conclusion:

Conclusion APRAST 3/14:

That, the APRAST recommend that the Secretariat monitor the level of response to ICAO State Letters related to APRAST activities using the ICAO State letter response summary spreadsheet in WP/10.

8.2 Flight Data Exchange (FDX) – By IATA

8.2.1 Co-chair (Industry) made a presentation on the IATA Flight Data Exchange programme which is an aggregated de-identified database of FDA/ FOQA type events that allow the user to identify commercial flight safety issues for a wide variety of safety topics, for many types of aircraft, across a global database. In view of the benefits of the programmes to flight operations and safety departments, he urged Member States/Administrations to encourage their airlines to participate in the IATA FDX.

8.3 Landing Risk Reduction – By Airbus

8.3.1 Captain Michel Menestrot made a presentation on the Airbus' Landing Risk Reduction. The Meeting noted the various safety initiatives including the Runway Overrun Prevention System on the A380 and A350XWB aircraft to reduce runway overrun risks, and the enhancement of Flight Data Analysis.

8.4 ASIAs – By Boeing [On Behalf Of CAST]

8.4.1 Mr. Gerardo M. Hueto, Boeing made a presentation on the Aviation Safety Information Analysis and Sharing (ASIAs) programme which is a collaborative government-industry initiative in the US on data sharing and analysis.

8.5 Global Aviation Safety Plan – Secretariat

8.5.1 The Secretariat provided a briefing on the recently updated ICAO Global Aviation Safety Plan (GASP). The Meeting noted that a review of the new GASP would be a useful task to align the APAC RASG /APRAST activities and priorities with the new GASP. Further discussion on this matter is expected at the RASG/3 meeting. Bangladesh noted that ICAO leadership will be critical in the roll-out and implementation of the new GASP.

AGENDA ITEM 9: DATE AND VENUE OF THE NEXT MEETING

9.1 The Meeting agreed to the following dates and venues for the meetings of APRAST and its ad-hoc working groups:

APRAST/4: January 2014 (dates to be confirmed)

APAC-AIG/1: 18-19 September 2014, Indonesia

AP - SRP AWG/2: TBC

APRAST Tele-conference: TBC

AGENDA ITEM 10: ADOPTION OF CONCLUSIONS AND RECOMMENDATIONS

10.1 The APRAST/3 Meeting adopted the Report and Conclusions and requested that they be put up to the RASG-APAC for approval.

RASG APAC YEARLY AND STANDING WORK PROGRAMME

RASG APAC YEARLY WORK PROGRAMME

S/N	Decision RASG-APAC 2	APRAST Ref	Subject Ref	Brief Description	RASG Approval Status	Implementation Status
1	2/2	APRAST 2/21	CFIT 1	Ground Proximity Warning Systems (GPWS) With Forward Looking Feature (Safety Impact High). The purpose of this SE action is to promote compliance with ICAO SARPS regarding the equipage of GPWS-FLF (Forward Looking Feature) and ensure flight crews are trained and competent to effectively manage GPWS events including degraded performance issues and database validity.	Approved as a Priority SEI.	SEI completed and ready for submission to RASG - per Conclusion APRAST 3/1
2	2/2	APRAST 2/22	CFIT 2	Standard Operating Procedures (SAFETY IMPACT HIGH). The purpose of this SE is to promote the development and issuance of advisory circular (AC) containing information air operators may utilize to develop Standard Operating Procedures and training for pilots in use of the continuous descent final approach (CDFA) technique when flying non-precision approach procedures in all aircraft types	Approved as a Priority SEI.	Review of COSCAP model advisory circular completed. Draft discussed in detail by APRAST 3 CFIT SG. After discussions the CFIT SG is proposing further revision to reference existing FAA/CASA documentation. Anticipated completion of final draft by 31 July 2013. Draft APRAST AC ready to circulate to CFIT SG Members 5 August 2013.
3	2/2	APRAST 2/24	CFIT 4	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.	Approved.	Champion 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. Anticipate draft materials for APRAST 4 for review by CFIT SG.
4	2/2	APRAST 2/25	CFIT 5	Crew Resource Management Training (Safety Impact Low). The purpose of this SE is to promote the implementation of Crew Resource Management (CRM) training programs for flight crew members and other personnel essential to flight safety to reduce the risk of a CFIT event	Approved.	DRAFT AC reviewed by APRAST 3 CFIT SG. Champion to incorporate revisions as required and distribute for final comments. Comments to be provided by June 8, 2013. Anticipate that the final AC will be ready for RASG June 27-28, 2013 meeting

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S/N	Decision RASG- APAC 2	APRAST Ref	Subject Ref	Brief Description	RASG Approval Status	Implementation Status
5	2/2	APRAST 2/26	CFIT 6	CFIT/ALAR Training (Safety Impact Moderate). Purpose: The purpose of this SE is to promote the training of flight crew in Approach and Landing Accident and Controlled Flight into Terrain Prevention.	Approved.	COSCAP AC review completed and revised draft ready for review by CFIT SG members. Comments are due to facilitator by June 8, 2013. Completed SEI ready for RASG review.
6	2/2	APRAST 2/30	RE 2	Identify Specific training for pilots and air traffic controllers to avoid un-stabilized approaches	Approved as a Priority SEI.	SEI completed and ready for submission to RASG - per Conclusion APRAST 3/1
7	2/2	APRAST 2/33	RE 6	Timely and Accurate Notification about Runway Conditions by AIS and ATS. [need a descriptor for consistency]	Approved as a Priority SEI.	SEI completed and ready for submission to RASG - per Conclusion APRAST 3/1
8	2/2	APRAST 2/50	LOC 1	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.)	Approved as a Priority SEI.	Output 1: Survey COMPLETE, Analysis Underway. Transitioning to Output 2: Development of guidance framework underway. Anticipated completion (12 - 18 Months) May - November 2014.
9	2/2	APRAST 2/51	LOC 2	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.)	Approved as a Priority SEI.	Output 1: Draft survey developed. Anticipated completion of survey and analysis (6 - 12 months) November 2013 - May 2014
10	2/2	APRAST 2/53	LOC 4	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.)	Approved.	Output 1: review and Analysis Draft Revision to AC -Underway Anticipated completion June 2013
11	2/2	APRAST 2/54	LOC 5	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.)	Approved as a Priority SEI.	Output 1: review and Analysis Draft Revision to AC -Underway Anticipated completion June 2013

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S/N	Decision RASG- APAC 2	APRAST Ref	Subject Ref	Brief Description	RASG Approval Status	Implementation Status
RASG APAC STANDING WORK PROGRAMME						
1	2/3	APRAST 2/2	General	Nomination of a Point of contact for RASG-APAC/APRAST activities	Approved.	State letter requesting States to nominate POC sent on March 2013. Secretariat will monitor using the State Letter Response Summary list
2	2/3	APRAST 2/5	AIG-AWG 1/4	Recommend States / Administrations the desirability of the following: <ul style="list-style-type: none"> • An independent system of accident investigation • The appointment of an accountable person for accident investigation matters • The formation of a core group of personnel to be trained as investigators 	Approved.	This has been conveyed by ICAO APAC Office to States/ Administrations in a State Letter [Ref: T 10/8.3 – AP031/13(FS) dated 4 March 2013]. Item Closed
3	2/3	APRAST 2/6	AIG-AWG 1/6	Establishment of an independent investigation system.	Approved.	This has been conveyed by ICAO APAC Office to States/ Administrations in a State Letter [Ref: T 10/8.3 – AP031/13(FS) dated 4 March 2013]. Item Closed

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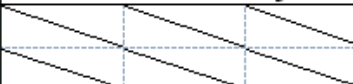
S/N	Decision RASG- APAC 2	APRAST Ref	Subject Ref	Brief Description	RASG Approval Status	Implementation Status
4	2/3	APRAST 2/8	AIG-AWG 1/7	Recommendation for having a core of trained investigators.	Approved.	<p>This will be conveyed by ICAO APAC Office to States/ Administrations in a State Letter.</p> <p>In the meantime, State Letter [Ref: T 10/8.3 – AP031/13(FS) dated 4 March 2013] requests States/ Administrations to indicate if they need any of the following types of assistance:</p> <ul style="list-style-type: none"> (a) Advice on setting up of a new independent investigation agency/system (b) Audit to assess compliance with Annex 13 (c) Review of investigation policies and procedures (d) Accident/incident investigation training (e) Attachment to other investigation agencies <p>and any of the following specific training:</p> <ul style="list-style-type: none"> (a) ICAO Annex 13 Requirements (b) Accident Investigation Fundamentals (c) Accident Site Safety (d) Human Factors (e) Flight Recorder Basics (f) Crisis Management/Handling the Media (g) ECCAIRS User Training

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S/N	Decision RASG-APAC 2	APRAST Ref	Subject Ref	Brief Description	RASG Approval Status	Implementation Status
5	2/3	APRAST 2/9	AIG-AWG 1/10 AIG-AWG 2/1	Draft Code of Conduct aimed at promoting mutual cooperation in investigations.	Approved.	<p>An Asia and Pacific Regions Code of Conduct on Cooperation Relating to Civil Aviation Accident/Incident Investigation (CoC) was developed by the AIG AWG and approved by RASG-APAC/2.</p> <p>ICAO APAC Office sent out a State Letter [Ref: T 6/13.9 – AP012/13(FS) dated 25 January 2013] to encourage States/ Administrations to pledge acceptance to the CoC</p> <p>The CoC was reviewed to reduce the use of words that may be perceived as having a legally binding meaning. ICAO APAC Office sent out a State Letter [Ref: T 6/13.9 – AP054/13(FS) dated 23 April 2013] to invite comments on a draft revision to the CoC</p>
6	2/3	APRAST 2/10	AIG-AWG 1/11 AIG-AWG 2/2	Forming of a Group of Experts on Accident Investigation (APAC-ACC).	Approved.	<p>The APRAST-AIG AWG/3 decided to form an Asia-Pacific Accident Investigation Group (APAC-AIG) and the dissolution of the AIG AWG.</p> <p>The APAC-AIG is formed from a restructuring of the AIG AWG. Chair and Vice Chair AIG AWG become Chair and Vice Chair APAC-AIG. Regional Officer, Flight Safety, of ICAO APAC Office will continue to provide secretariat support.</p> <p>Item Closed</p>
7	2/3	APRAST 2/11	AIG-AWG 1/11 AIG-AWG 2/2	TORs for APAC-ACC.	Approved.	<p>The terms of reference were developed by the AIG AWG and approved by RASG-APAC/2. Item Closed</p>
8	2/3	APRAST 2/12	AIG-AWG 1/12	States/ Administrations to implement a Confidential Aviation Incident Reporting (CAIR) system	Approved.	<p>This has been conveyed by ICAO APAC Office to States/ Administrations in a State Letter [Ref: T 10/2.3 – AP043/13(FS) dated 12 April 2013]. Item Closed</p>

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S/N	Decision RASG-APAC 2	APRAST Ref	Subject Ref	Brief Description	RASG Approval Status	Implementation Status
9	2/3	APRAST 2/13	AIG-AWG 1/14	Assistance for establishing a Confidential Aviation Incident Reporting (CAIR) system	Approved.	This has been conveyed by ICAO APAC Office to States/ Administrations in a State Letter [Ref: T 10/2.3 – AP043/13(FS) dated 12 April 2013]. Item Closed
10	2/3	APRAST 2/14	AIG-AWG 1/15	Implementation of European Coordination Centre for Aviation Incident Reporting System (ECCAIRS)	Approved.	ICAO APAC Office in the process of coordinating ECCAIRs Training in the Region.
11	2/3	APRAST 2/15	AIG-AWG 1/17	Desirability of establishing Accident/Incident Data Report (ADREP) compatible systems.	Approved.	This will be conveyed by ICAO APAC Office to States/ Administrations in a State Letter.
12	2/3	APRAST 2/17	APRAST/2 Runway Safety Seminar WP 11	Desirability of establishing Runway Safety Teams.	Approved.	ICAO has released a State Letter providing information on Runway Safety Teams and encouraging States to establish runway safety teams at all airports. Item Closed
13	2/3	APRAST 2/18	APRAST/2 FAOSD WP10	Implementation of the FAOSD Programme	Approved.	RASG/2 was updated on the 1st FAOSD training workshop and the IT glitches encountered. WP will be presented to RASG/3 on the progress.
14	2/3	APRAST 2/31	RE 2	States/Administrations to provide data required for completion of SEIs in a timely manner.	Approved.	RE2 Completed per CONCLUSION APRAST 3/1. Item Closed
15	2/3	APRAST 2/34	RE 6	states to respond to the Runway Condition Reporting (RCR) survey questionnaire which was sent by the ICAO APAC on 16th June 2012.	Approved.	RE6 Completed per CONCLUSION APRAST 3/1. Item Closed
16	2/4	RASG 2 - WP/15	SRP	Sharing of Information of potential precursors to Air accidents.	Approved.	WP will be presented to RASG/3 to propose strategy and work plan

Status Color Coding	
Yearly Work Programme	2013 Priority
Standing Work Programme	

Registry of Emerging Issues

Serial No.	Issue	Details	Reported by	Action Taken	Remarks	Status
1	CFIT event	CFIT 9 - Review of existing and emerging technologies for enhanced flight visibility. Promote awareness in the air operator and the regulator community of existing and emerging technologies in the area of Enhanced Vision Flight Systems	APRAST/1	Conclusion APRAST 2/29 that, APRAST to place this SEI in the Registry of Emerging Issues.		
2	Need for scenario based training for pilot	RI/5 - Scenario based training for pilots (Safety Impact Medium). To impart scenario based training to the pilots	APRAST/1	Conclusion APRAST 2/37 that, APRAST to place this SEI in the Registry of Emerging Issues		
3	Need for scenario based training for air traffic controller	RI/6 - Scenario Based Training For The Air Traffic Controllers (Safety Impact Medium). To impart scenario based training to the Air Traffic Controllers.	APRAST/1	Conclusion APRAST 2/38 that, APRAST to place this SEI in the Registry of Emerging Issues.		
4	Loss of control	LOC 13 -- Loss of Control: Information Sharing. Improve the sharing of flight safety information. (Paragraph 3.7 of LOC working group report refers	APRAST/1	Conclusion APRAST 2/56 that, APRAST to place this SEI in the Registry of Emerging Issues		
5	Aircraft component and system failure	Draft Asia Pacific Regional Safety Report has identified aircraft component and system failures as the most significant contributing factor after LOC, CFIT and Runway Safety issues.	APRAST/3	Decision APRAST 3/1 That, the need to address system/component failures be placed on the Registry of Emerging Issues as a potential SEI.		
6	Methods to address human and organizational behaviors	Methods to address human and organizational behaviors that have a positive effect on open reporting .	APRAST/3	Decision APRAST 3/4: That, APRAST include 'Methods to address human and organizational behaviors that have a positive effect on open reporting' as a potential future SEI and place in the Registry of Emerging Issues.		
7	CFIT event	CFIT 3 - Precision-Like Approach Standard Operating Procedures	APRAST/3	Reference APRAST/3 Report para 6.3.4		
8	CFIT event	CFIT 7 - Policies for ALAR and CFIT 8 - Minimum Safe Altitude Warning	APRAST/3	Reference APRAST/3 Report para 6.3.4		

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Serial No.	Issue	Details	Reported by	Action Taken	Remarks	Status
9	Runway Safety Issue	RS 1- Runway Safety Checklist	APRAST/3	Reference APRAST/3 Report para 6.4.5		
10	Runway Safety Issue	RE 5 - Guidance on RESA	APRAST/3	Decision APRAST 3/7: That, APRAST place RE 5 on the Registry of Emerging Issues until such time when appropriate expertise is available.		
11	Runway Safety Issue	RE 7 - Runway Pavement Maintenance	APRAST/3	Reference APRAST/3 Report para 6.4.5		
12	LOC event	The status of LOC 6 (Loss of Control Training).	APRAST/3	Reference APRAST/3 Report para 6.5.4 The Meeting noted that a champion has yet to be assigned to LOC 6.		

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65.	Mr. Chai KAEWKITINARONG Transport Technical Officer Airport Standards Bureau Department of Civil Aviation 71 Soi Ngarmduplee, Tungmahamek Bangkok 10120	Tel.: +66 (2) 2870320 Ext.2842 Fax: +66 (2) 286 8159	chai@aviation.go.th ;
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67.	Mr. Sompol CHOMPRADIST Aviation Safety Inspector Flight Standards Bureau Department of Civil Aviation 71 Soi Ngarmduplee, Tungmahamek Bangkok 10120	Tel.: +66 (2) 287 3547 Fax: +66 (2) 286 2913	S_mapol@hotmail.com ;
68.	Ms. Pattaraporn LEEDUMRONGWATTANAGUL Aviation Safety Inspector Flight Standards Bureau Department of Civil Aviation 71 Soi Ngarmduplee, Tungmahamek Bangkok 10120	Tel.: +66 (2) 287 3198 Fax: +66 (2) 286 2925	pattaraporn@aviation.go.th ;
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71.	Ms. Duangtawan PINPIMAI	Senior Management Assistant Aeronautical Radio of Thailand Limited 102 Soi Ngamduplee, Tungmahamek Sathon, Bangkok 10120	Tel.: +66 (2) 287 8190 Fax: +66 (2) 287 8119	duangtawan.pi@aerothai.co.th ;
72.	Wg. Cdr. Uthit ZONGCHOM	Director, Aircraft Operation Department Aeronautical Radio of Thailand Limited 102 Soi Ngarmduplee, Tungmahamek Sathon, Bangkok 10120	Tel.: +66 (2) 285 9777 Fax: +66 (2) 287 9778	
73.	Capt. Jate MUANGKROOT	Manager, Aviation Safety Investigation and Inspection Department Aviation Safety, Security and Standards Department Thai Airways International PCL. 89 Vibhavadi Rangsit Road Bangkok 10900	Tel.: +66 (2) 545 4360 Fax: +66 (2) 545 4175	jate.m@thaiairways.com ;
74.	Capt. Tanat WANNASUNG	Manager, Operations Specification Division Flight Operations Support Department Thai Airways International PCL. 89 Vibhavadi Rangsit Road Bangkok 10900	Tel.: +66 (2) 545 2665 Fax: +66 (2) 545 3849	flightops@thaiairways.com ;
75.	Capt. Chingcheep BURIRAK	Chief, Aircraft Accident Prevention and Flight Safety Training Group Flight Operations Support Department Thai Airways International PCL. 89 Vibhavadi Rangsit Road Bangkok 10900	Tel.: +66 (2) 545 4078 Fax: +66 (2) 545 3849	chingcheep.b@thaiairways.com ;

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State/Name		Title/Organization	Tel/Fax Number	e-mail
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77.	Mr. Sampas KOOLSRIROJ	Director Nok Airlines PCL. 183 Rajanakarn Building, 17 th Floor South Sathorn Road, Yanmawa Sathorn, Bangkok 10120	Tel.: +66 (2) 627 2743 Fax: +66 (2) 535 6691	sampas.koo@nokair.com ;
78.	Mr. Chayawat YODMANEE	Co-Pilot Nok Airlines PCL. 183 Rajanakarn Building, 17 th Floor South Sathorn Road, Yanmawa Sathorn, Bangkok 10120	Tel.: +66 (2) 627 2743 Fax: +66 (2) 535 6691	chayawat.yod@nokair.com ;
79.	Mr. Thatri KWANSANG	Safety Manager Thai AirAsia Company Limited Safety Office, Donmueang Airport 4 th Floor Room 4309, Bangkok	Tel.: +66 (2) 535 4677/78	thatrik@airasia.com ;
80.	Mr. Parinya OUNJAICHON	Chief Pilot Flight Safety Thai AirAsia Company Limited Safety Office, Donmuang Airport 4 th Floor Room 4309, Bangkok	Tel.: +66 (2) 535 4677-78	parinyao@airasia.com ;
22.	UNITED STATES (1)			
81.	Mr. James FEE	Safety Analysis Branch Manager Office of Accident Investigation and Prevention Aviation Safety Information Analysis and Sharing Division Federal Aviation Administration 800 Independence Ave. SW Washington, DC 20591	Tel.: +1 (202) 493 4260	james.fee@faa.gov ;

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State/Name	Title/Organization		Tel/Fax Number	e-mail
INTERNATIONAL ORGANIZATIONS AND INDUSTRIES				
1.	AAPA			
	82.	Capt. Paul G. WALLACE	Manager Flight Safety (Singapore Airlines) AAPA 720 Upper Changi Road East SIA Training Centre 03-A Singapore 486852	Tel.: +65-6549 8418 Fax: +65-6545 6181 paulg-wallace@singaporeair.com.sg ;
	83.	Mr. Martin Eran-Tasker	Technical Director AAPA Kuala Lumpur Malaysia	Tel.: +60 (3) 2162 1888 merantasker@aapa.org.my ;
2.	ACI			
	84.	Mr. SL WONG	Senior Manager – Technical & Industry Affairs Airports Council International Unit 5, 2/F, Airport World Trade Centre 1 Sky Plaza Road, Hong Kong Intl Airport Hong Kong, China	Tel.: +852-2989 8001 Fax: +852-2180 9462 SL@aci-asiapac.aero ;
3.	AIRBUS			
	85.	Mr. Michel R. MENESTROT	Regional Senior Director SE Asia & Pacific Flt. Ops. Support and Fl. Sfy. Airbus S.A.S., 80 Airport Blvd. #03-132 Changi Airport Terminal Singapore 819642	Tel.: +65-9855 6051 Micheel.menestrot@airbus.com ;
4.	BOEING			
	86.	Mr. Gerardo M. HUETO	Chief Engineer, Aviation System Safety Commercial Airplanes The Boeing Company P.O. Box 3707 MC 07-32 Seattle, WA 98124-2207 United States	Tel.: +1-425-237 3129 Fax: +1-425-306 4513 Gerardo.m.hueto@boeing.com ;

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State/Name	Title/Organization	Tel/Fax Number	e-mail
5.	IATA		
87.	Mr. Tony HOUSTON Assistant Director Safety, Operations and Infrastructure IATA, 111 Somerset Road #14-05 Tripleone Somerset 238164 Singapore	Tel.: +65 6499 2339 Fax: +65 9729 3937	houstona@iata.org ;
ICAO AND COSCAPS			
88.	Mr. Amal HEWAWASAM Regional Officer, Flight Safety ICAO Asia and Pacific Office Asia and Pacific Office 252/1 Vibhavadi Rangsit Road Chatuchak, Bangkok 10900, Thailand	Tel.: +66 (2) 537 8189 Fax: +66 (2) 537 8199	APAC@icao.int ; AHwawasam@icao.int ;
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95.	Mr. Gyeong In GANG	Office Intern COSCAP-SEA Office c/o Department of Civil Aviation Thailand 71 Soi Ngarmduplee, Rama IV Road Thoongmahamek, Sathorn Bangkok 10120, Thailand	Tel.: +66 (2) 287 0829 Fax: +66 (2) 287 0805	Gyeongin.gang@coscap-icao.org ;

APRAST/3 – Summary of Participation

Total Participants 95

22 States/Administrations

5 International Organizations and Industry Partners

Australia – 2

Bangladesh – 5

Bhutan – 2

Brunei Darussalam – 3

Cambodia – 1

China – 2

Hong Kong, China – 3

Macao, China – 5

India – 5

Japan – 1

Malaysia – 3

Maldives – 2

Mongolia – 2

Myanmar – 3

Nepal – 5

Papua New Guinea – 2

Philippines – 1

Republic of Korea – 3

Singapore – 11

Sri Lanka – 2

Thailand – 17

USA – 1

AAPA – 2

ACI – 1

Airbus – 1

Boeing – 1

IATA – 1

ICAO – 2

COSCAP-NA – 2

COSCAP-SA – 2

COSCAP-SEA – 2

APRAST/3
Attachment B to the Report

Working Papers

WP NO.	AGENDA	TITLE	PRESENTED BY
WP/1	1	Adoption of the Provisional Agenda	Co-Chair Industry
WP/2	1	Election of APRAST Co-Chair — (APAC Member Contracting State)	Secretariat
WP/3	3	Review of RASG-APAC/2 Decisions and revised RASG-APAC Terms of Reference	Secretariat
WP/4	3	Review of APRAST/2 Conclusions	Co-Chair APRAST
WP/5	3	Progress on RASG-APAC/2 Approved Yearly and Yearly Work Programme	Co-Chair APRAST
WP/6	6	Update on APRAST Safety Enhancement Initiative – CFIT/1	Singapore
WP/7	3	Report on the Meeting of the APRAST-AIG Ad-hoc Working Group	Chairman of the APRAST–AIG AWG
WP/8	3	AP-SRP Ad-hoc Working Group Report	SRP Ad-Hoc Working Group
WP/8 (A)	3	Revised TORs of AP-SRP Ad-Hoc Working Group	SRP Ad-Hoc Working Group
WP/8 (A) <i>amended</i>	3	Revised TORs of AP-SRP Ad-Hoc Working Group	SRP Ad-Hoc Working Group
WP/9	4	Foreign Air Operator Surveillance Database Programme (FAOSD)	Secretariat
WP/10	8	ICAO State Letter Response Summary	Secretariat
WP/11	6	Identify Specific Training for Pilots and Air Traffic Controllers	Runway Safety Champion (RE-2)
WP/12	6	Timely and Accurate Reporting of Runway Conditions by ATS/AIS to Flight Crew	Airports Authority of India
WP/13	4	Implementation Challenges for Safety Enhancement Initiatives	CTA COSCAP-NA
WP/14	4	Sharing of Information on Potential Precursors to Air Accidents (RASG/2 – WP/15 and APRAST/3 – IP/2)	Singapore and Macao, China
WP/15	3	Completed SEI Template	Co-Chair States

Information Papers

IP NO.	AGENDA	TITLE	PRESENTED BY
IP/1	-	List of Papers	Secretariat
IP/2	4	Sharing of Information on Potential Precursors to Air Accidents	Singapore and Macao, China
IP/3	4	Authentication of Foreign Licences	Republic of Korea and Singapore