



*International Civil Aviation Organization*

**Third Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/3)**  
*(Bangkok, Thailand, 7 – 10 May 2013)*

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**Agenda Item 3: Review of APRAST/2 Conclusions**

**REVIEW OF APRAST/2 CONCLUSIONS**

(Presented by Co-chair APRAST)

**SUMMARY**

This paper provides a progress update of the conclusions adopted at APRAST/2 Meeting held in Bangkok, Thailand from 21-24 August 2012.

**1. INTRODUCTION**

1.1 APRAST being the working arm of Regional Aviation Safety Group Asia-Pacific (RASG-APAC) is tasked with improving aviation safety in the APAC regions by identifying, developing and implementing safety initiatives.

**2. DISCUSSION**

2.1 APRAST/2 adopted 56 conclusions aimed at enhancing aviation safety in the region. The list of conclusions and the current status related to each of the conclusions can be found in Attachment A.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to take note of the progress of APRAST/2 meeting conclusions.

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**Summary of APRAST/2 Conclusions**

APRAST Ref	Subject Ref	Brief Description	Conclusion	Status
<b>APRAST 2/1</b>	Conclusion 1/3	<i>Provisioning of safety data by CAST</i>	that, Secretariat to follow-up with CAST to obtain the predictive safety data for APRAST and its sub-groups.	Letters of Exchange on agreement to share data including trend analysis data between ICAO and CAST completed in Mar 2013. <b>Recommend closed.</b>
<b>APRAST 2/2</b>	General	Point of contact for RASG-APAC/APRAST activities	that, APRAST recommend to RASG-APAC to request member States and industry partners to nominate a person from their respective organizations to act as the primary point of contact (POC) and liaison for RASG-APAC/APRAST activities.	State letter requesting States to nominate POC sent on March 2013.
<b>APRAST 2/3</b>	General	APRAST Point of Contact on ICAO portal.	Request ICAO to tailor the APRAST web page found on the ICAO portal to feature an APRAST point of contact list that can be updated by each member State and industry partner organization as required.	Pending State submission of POC.
<b>APRAST 2/4</b>	General	Feedback on SSP and SMS implementation by APAC States.	To support previous APRAST/1 conclusions 19 and 20, APAC member States / Administrations are urged again to submit their completed SSP and SMS implementation gap analysis survey.	Only 12 States have responded.

APRAST Ref	Subject Ref	Brief Description	Conclusion	Status
APRAST 2/5	AIG-AWG 1/4	Minimum requirements for addressing some key elements of Annex 13 provisions.	<p>that, APRAST recommends to RASG-APAC to emphasize to States / Administrations the desirability of the following:</p> <ul style="list-style-type: none"> <li>• An independent system of accident investigation</li> <li>• The appointment of an accountable person for accident investigation matters</li> <li>• The formation of a core group of personnel to be trained as investigators</li> </ul>	Forms Part of RASG Standing Work Programme.
APRAST 2/6	AIG-AWG 1/6	Establishment of an independent investigation system.	<p>that, APRAST recommends to RASG-APAC to encourage those States/ Administrations which do not yet have an independent investigation system to establish some form of independent investigation system and consider the possible options described by AIG AWG. (Note: Possible options for an independent investigation system are described in the working paper APRAST-AIG AWG/1-WP/5 of the APRAST-AIG AWG/1.)</p>	Forms Part of RASG Standing Work Programme
APRAST 2/7	AIG-AWG 1/6	Clarification on external investigation experts and regional investigation organizations.	<p>that, AIG AWG to consider amending the Record of Discussions and Conclusions of the APRAST AIG AWG/1 with a view to clarifying, in respect of Conclusion AIG AWG 1/6 therein, that the establishment of an independent investigation organisation by a State/Administration does not exclude States/Administrations from making use of external investigation experts or of the resource of a regional investigation organisation.</p>	The subeject report amended by AIG-AWG. <b>Recommend closed.</b>

APRAST Ref	Subject Ref	Brief Description	Conclusion	Status
<b>APRAST 2/8</b>	AIG-AWG 1/7	Recommendation for having a core of trained investors.	that, APRAST to recommend RASG-APAC to encourage States / Administrations to have a dedicated core of one or more trained accident investigators, lest the effort in training go to waste through frequent changes of investigation personnel.	Forms Part of RASG Standing Work Programme.
<b>APRAST 2/9</b>	AIG-AWG 1/10  AIG-AWG 2/1	Draft Code of Conduct aimed at promoting mutual cooperation in investigations.	that, AIG AWG to develop a draft Code of Conduct aimed at promoting mutual cooperation in accident/incident investigation and APRAST to forward same to RASG-APAC for consideration.	Forms Part of RASG Standing Work Programme.
<b>APRAST 2/10</b>	AIG-AWG 1/11  AIG-AWG 2/2	Forming of a Group of Experts on Accident Investigation (APAC-ACC).	that, RASG-APAC to form a Group of Experts on Accident/Incident Investigation (APAC-ACC) with representation from the investigation authorities, industry partners and professional bodies to institutionalise a network for the exchange of views, practices and experiences. (Note: The APAC-ACC may be formed by a restructuring of the AIG AWG.).	Forms Part of RASG Standing Work Programme.

APRAST Ref	Subject Ref	Brief Description	Conclusion	Status
APRAST 2/11	AIG-AWG 1/11 AIG-AWG 2/2	TORs for APAC-ACC.	that, AIG AWG to suggest terms of reference for the activities of the Group of Experts on Accident/Incident Investigation (APAC-ACC) for consideration by RASG-APAC.	Forms Part of RASG Standing Work Programme.
APRAST 2/12	AIG-AWG 1/12	Confidential Aviation Incident Reporting (CAIR) system	that, APRAST to recommend RASG-APAC to encourage States/ Administrations to implement a Confidential Aviation Incident Reporting (CAIR) system	Approved @ RASG 2. APRAST 2/12 conveyed in a State Letter. <b>Recommend closed.</b>
APRAST 2/13	AIG-AWG 1/14	Assistance for establishing a Confidential Aviation Incident Reporting (CAIR) system	that, APRAST to recommend RASG-APAC to encourage States / Administrations interested in setting up a CAIR programme to contact the International Confidential Aviation Safety Systems Group (ICASS) for assistance in designing and implementing new systems	Approved @ RASG 2. APRAST 2/12 conveyed in a State Letter. <b>Recommend closed.</b>
APRAST 2/14	AIG-AWG 1/15	Implementation of European Coordination Centre for Aviation Incident Reporting System (ECCAIRS)	that, APRAST to recommend RASG-APAC to encourage States/ Administrations to use the European Coordination Centre for Aviation Incident Reporting System (ECCAIRS) database software for their accident and incident database	<i>ICAO APAC office is in the process of organizing an ECCAIRS Training Programme.</i>
APRAST 2/15	AIG-AWG 1/17	Accident/Incident Data Report (ADREP) compatible systems	that, APRAST to recommend RASG-APAC to encourage States/ Administrations to consider the use of Accident/Incident Data Report (ADREP) compatible systems	A State Letter will be sent encouraging States/ Administrations to consider the use of Accident/Incident Data Report (ADREP) compatible systems
APRAST 2/16	SRP-AWG WP 5	APAC Safety Report	that, SRP present all safety reporting information for member States in a manner that reflects the ICAO geographic region and is based on ICAO categorizations and terminology	Noted by SRP AWG and the first draft report will be presented at APRAST/3. <b>Recommend closed.</b>

APRAST Ref	Subject Ref	Brief Description	Conclusion	Status
APRAST 2/17	APRAST/2 Runway Safety Seminar WP 11	Runway Safety Teams.	that, APRAST to recommend to RASG-APAC to encourage States to establish runway safety teams at their airports.	Forms part of the RASG Standing Work Programme.
APRAST 2/18	APRAST/2 FAOSD WP10	FAOSD Programme	that, APRAST recommend to RASG-APAC to encourage all APAC States to participate in the Foreign Air Operator Surveillance Database (FAOSD) Programme to improve transparency and sharing of safety information	Forms Part of RASG Standing Work Programme.
APRAST 2/19	APRAST/2 FAOSD WP10	FAOSD Programme	that, ICAO RO to compile all comments received on the Manual of Procedure and Use of the FAOSD Programme to RASG-APAC for consideration and feedback as required	WP 09 will provide the progress. <b>Recommend Closed.</b>
APRAST 2/20	Breakout Session for sub-group	CFIT, LOC, Runway Safety sub-groups reports	that, CFIT, LOC and Runway Safety sub-groups to provide a detail report on the breakout session proceedings as soon as possible but no later than 31 <sup>st</sup> August 2012 to be included as part of APRAST/2 report	This item is closed.
APRAST 2/21	CFIT 1	<b>Ground Proximity Warning Systems (GPWS) With Forward Looking Feature (Safety Impact High).</b> 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	that, APRAST to forward DIP for CFIT 1 to RASG-APAC for review and approval.	Forms part of RASG yearly programme and considered a Priority SEI.

APRAST Ref	Subject Ref	Brief Description	Conclusion	Status
APRAST 2/22	CFIT 2	<b>Standard Operating Procedures (SAFETY IMPACT HIGH).</b> 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	that, APRAST to forward DIP for CFIT 2 to RASG-AP for review and approval.	Forms part of RASG yearly programme and considered a Priority SEI.
APRAST 2/23	CFIT 3	<b>Precision-Like Approach Standard Operating Procedures (Safety Impact High).</b> The purpose of this SE is to promote the development and issuance of an advisory circular (AC) containing information for air operators to use 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	that, CFIT sub-group to continue in developing a mature DIP on CFIT 3 which will be tabled at the APRAST/3 meeting for further review.	Forms part of the RASG Standing Work Programme.
APRAST 2/24	CFIT 4	<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	that, APRAST to forward the DIP for CFIT 4 to RASG-AP for review and approval	Forms part of RASG Yearly Work Programme.
APRAST 2/25	CFIT 5	<b>Crew Resource Management Training (Safety Impact Low).</b> 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	that, APRAST to forward the DIP for CFIT 5 to RASG-APAC for review and approval	Forms part of RASG Yearly Work Programme.

APRAST Ref	Subject Ref	Brief Description	Conclusion	Status
APRAST 2/26	CFIT 6	<b>CFIT/ALAR Training (Safety Impact Moderate).</b> Purpose: The purpose of this SE is to promote the training of flight crews in Approach and Landing Accident and Controlled Flight into Terrain Prevention.	that, APRAST to forward the DIP for CFIT 6 to RASG-APAC for review and approval	Forms part of RASG Yearly Work Programme.
APRAST 2/27	CFIT 7	<b>ALAR - Policies for ALAR (Safety Impact Moderate).</b> This SEI will promote the development of flight safety documents systems that ensures easy access to information required for flight and ground operations that is contained in the various operational documents comprising the system and which facilitate management of the distribution and revision of operational documents.	that, CFIT sub-group to continue on the development of the DIP for CFIT 7 and review of work completed to take place at the APRAST/3 Meeting.	Work in progress. CFIT sub-group to provide update on progress.
APRAST 2/28	CFIT 8	<b>Minimum Safe Altitude Warning (MSAW) (Safety Impact Moderate).</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	that, the CFIT facilitator will pursue the identification of the appropriate expertise that can adequately progress this initiative.	Work in progress. CFIT sub-group to provide update on progress.
APRAST 2/29	CFIT 9	<b>Review of existing and emerging technologies for enhanced flight visibility.</b> Promote awareness in the air operator and the regulator community of existing and emerging technologies in the area of Enhanced Vision Flight Systems that reduce the risk of a CFIT event.	that, APRAST to place this SEI in the Registry of Emerging Issues.	Transferred to Registry of Emerging Issues.
APRAST 2/30	RE 2	Identify Specific training for pilots and air traffic controllers to avoid un-stabilized approaches	that, APRAST to forward the DIP for RE 2 to RASG-APAC for review and approval	Forms part of RASG Yearly work programme. Priority SEI.



APRAST Ref	Subject Ref	Brief Description	Conclusion	Status
APRAST 2/31	RE 2	Timely provisioning of data required for completion of SEIs.	that, APRAST requests RASG-APAC to encourage States to promptly and accurately provide data on accidents/incidents due to Runway Excursions.	Closed.
APRAST 2/32	RE 2	Data on runway excursion.	that, ICAO APAC is requested, to collect and provide data to the APRAST on accident/incident due to runway excursion )	Closed
APRAST 2/33	RE 6	<b>Timely and Accurate Notification about Runway Conditions by AIS and ATS.</b>	that, APRAST to forward the DIP for RE 6 to RASG-APAC for review and approval	Forms part of RASG Standing Work Programme.
APRAST 2/34	RE 6		that, APRAST request RASG-APAC to encourage the states to respond to the Runway Condition Reporting (RCR) survey questionnaire which was sent by the ICAO APAC on 16th June 2012.	Survey results received from 09 States. <b>Recommend Closed.</b>
APRAST 2/35	RE 6		that, APRAST review the work being done by the ICAO Friction Task Force, TALPA-ARC, and EASA-RuFAB and consider potential recommendations to ICAO on applicability as SARPs and guidance.	Approved by RASG 2. <b>Recommend Closed.</b>
APRAST 2/36	RI 4	<b>Runway Safety Teams.</b> To form the runway safety team in each state.	that, APRAST deletes RI/4.	Closed.
APRAST 2/37	RI 5	<b>Scenario based training for pilots.</b> To impart scenario based training to the pilots.	that, APRAST to place this SEI in the Registry of Emerging Issues.	Transferred to Registry of Emerging Issues.
APRAST 2/38	RI 6	<b>Scenario Based Training For The Air Traffic Controllers.</b> To impart scenario based training to the Air Traffic Controllers.	that, APRAST to place this SEI in the Registry of Emerging Issues.	Transferred to Registry of Emerging Issues
APRAST 2/39	RI 7	<b>Taxiway and Runway Configuration.</b> To impart scenario based training to the Air Traffic Controllers.	that, APRAST deletes RI/7.	Closed.
APRAST 2/40	RI 8	Review of Air Traffic Control Clearance Procedure. Procedures and Guidance materials reviewed and considered sufficient.	that, APRAST deletes RI/8.	Closed.

APRAST Ref	Subject Ref	Brief Description	Conclusion	Status
APRAST 2/41	RE 4	Promote PBN Implementation and Approaches with Vertical Guidance. Procedures and Guidance materials reviewed and considered sufficient.	that, APRAST deletes RE/4.	Closed.
APRAST 2/42	RE 5	Promote/Monitor Implementation of RESA including other means such as Arresting Systems (where Possible). Operations to Non-RESA airports were discussed in detail and it was found that there is need for appropriate Guidance Material for such operations. Air Operators need to be provided with Guidance Material for such operation.	that, RE/5 is renamed to 'Publish Guidance to air operators on Non-RESA equipped airports'; Champion for this initiative is now IATA/IFALPA	This is an on-going item to be followed up by IATA/IFALPA.
APRAST 2/43	RE 5		that, Runway Safety sub-group to continue on the development of the DIP for RE/5 and review of work completed to take place at the APRAST/3 Meeting.	Ongoing item.
APRAST 2/44	RE 7	Improve Runway Conditions in accordance with the guidelines provided in Annex 14. To improve the runway conditions as per the guidelines provided in the Annex 14.	that, Runway Safety sub-group to continue on the development of the DIP for RE/7 and review of work completed to take place at the APRAST/3 Meeting.	Ongoing item.
APRAST 2/45	RE 8	Implement risk management measures taking into consideration the ones contained in ALAR. To study and implement the risk management measures as contained in ALAR.	that, RE/8 is now combined with LOC 2 and will be dealt under LOC 2.	Closed. Item transferred to merge with LOC 2.
APRAST 2/46	RE 9	Guidance in maintaining runway in accordance with Annex 14	that, RE 9 be merged with RE/7 and will be dealt with RE/7.	Closed. Item transferred to merge with RE/7.
APRAST 2/47	RE 10	Specific training for Aerodrome personnel Regarding maintenance and operations of the runway	that, RE/10 be merged with RE/7 and work be dealt under RE/7.	Closed. Item transferred to merge with RE/7.
APRAST 2/48	RS 1	<b>Develop Runway Safety Checklist.</b> To develop a runway safety Check List for the safe operations at airports.	that, Runway Safety sub-group to continue on the development of the DIP for RS/1 and review of work completed to take place at the APRAST/3 Meeting.	This is an Open item to be followed up by Rwy Safety sub-group.
APRAST 2/49	APRAST 1/10	To establish an ad-hoc working group to exclusively address/study issues related to runway excursion.	that, APRAST will not recommend forming another ad-hoc working group for the issues relating to Runway Excursion. APRAST Conclusion 1/ 10 is closed.	Closed.

APRAST Ref	Subject Ref	Brief Description	Conclusion	Status
APRAST 2/50	LOC 1	<b>Use of SOPs (Standard Operating Procedures).</b> The establishment, maintenance and appropriate use of flight crew SOP's to reduce the risk of LOC events. (Paragraph 3.1 of LOC working group report refers.)	that, APRAST to forward detailed implementation plan on LOC 1 to RASG-APAC for review and approval	Forms part of RASG yearly work programme. Priority SEI.
APRAST 2/51	LOC 2	<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.)	that, i) LOC 2 and RE 8 were combined into a single SEI and renamed as LOC 2/RE 8. LOC sub-group to finalize LOC 2/RE 8 DIP for submission to RASG-APAC. ii) APRAST to forward LOC 2 / RE 8 DIP to RASG-APAC for review and approval.	Forms part of RASG yearly work programme. Priority SEI.
APRAST 2/52	LOC 3	<b>LOC 3 -- Safety Information (Flight Safety Documents System).</b> ICAO SARPs in Annex 6, Operations of Aircraft, Part I. The essential safety information and operational procedures generated by airplane manufacturers must be included in companies' operating manuals, training programs for pilots and other appropriate documentation. (Paragraph 3.3 of LOC working group report refers.)	that, APRAST agreed to close LOC 3.	Closed.
APRAST 2/53	LOC 4	<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.)	that, APRAST to forward the DIP for LOC 4 to RASG-APAC for review and approval.	Forms part of RASG yearly work programme.
APRAST 2/54	LOC 5	<b>Human Factors and Automation.</b> 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.)	that, APRAST to forward DIP for LOC 5 to RASG-APAC for review and approval	Forms part of RASG yearly work programme. Priority SEI.

APRAST Ref	Subject Ref	Brief Description	Conclusion	Status
APRAST 2/55	LOC 6	<b>Loss of Control Training.</b> Establish and implement flight crew training to improve knowledge, understanding and ability to prevent, recognize and recover from flight conditions outside of the normal flight envelope. (Paragraph 3.6 of LOC working group report refers.)	that, LOC sub-group will seek to identify champion for the further development of LOC 6 DIP	Champion to be identified.
APRAST 2/56	LOC 13	<b>Loss of Control: Information Sharing.</b> Improve the sharing of flight safety information. (Paragraph 3.7 of LOC working group report refers.)	that, APRAST to place this SEI in the Registry of Emerging Issues	Transferred to Registry of Emerging Issues

Status Color Coding		
Yearly Work Programme	Issues Registry	Open
Standing Work Programme	Closed	