

RASG-APAC 2017/2018 YEARLY AND STANDING WORK PROGRAMME

RASG APAC YEARLY WORK PROGRAMME (2017-2018)						
S/N	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description	Status
1	4/10	Conclusion APRAST 5/13 Decisions APRAST 7/35, 8/12 APRAST/10 Report para 6.5.5	LOC 6	COSCAP-NA	Upset Prevention Recovery Training (UPRT)	APRAST/10 noted ICAO EB (EB 2017/21 AN 12/11.6) dated 12 April 2017 which notified ICAO Member States about the publication of Airplane Upset Prevention and Recovery Training Aid (AUPRTA) by ICAO (and OEMs) in February 2017 and the impending update of Manual on Aeroplane Upset Prevention and Recovery Training (Doc 10011). While the two documents would address SEI LOC/6 to a large extent, APRAST/10 requested that SEI WG consider providing guidance for regulators to implement ICAO UPRT requirements.
2	2/2 Decision RASG-APAC 7/6	Conclusion APRAST 2/51 Decision APRAST 8/10 Decision APRAST 10/6	LOC 2	AAPA	Hazard Identification and Risk Management. The implementation of safety management practices (hazard identification and risk management) into operational processes & decision making. (Paragraph 3.2 of LOC working group report refers.)	APRAST/10 agreed to combine LOC/2 and LOC/4, as both outputs make use of SMS principles and methodology. As the LOC/2 champion (AAPA) was absent from APRAST/10, LOC/4 champion (Malaysia) will coordinate with LOC/2 champion prior to RASG-APAC/7. RASG-APAC/7 approved that the outputs of LOC/2 and LOC/4 be combined. The guidance material for the combined LOC/2 and LOC/4 is approved. (Decision RASG-APAC 7/6 refers) Approved guidance material to be made available on the RASG-APAC/APRAST website and be uploaded onto the monitoring mechanism.
3	2/2 Decision RASG-APAC 7/6	Conclusion APRAST 2/53 Decision APRAST 8/11 Conclusion APRAST 10/9	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.)	APRAST/10 noted that draft guidance material for LOC/4 had been circulated for comments within SEI WG, and is ready to be submitted to RASG-APAC/7 for approval. RASG-APAC/7 approved that the outputs of LOC/2 and LOC/4 be combined. The guidance material for the combined LOC/2 and LOC/4 is approved. (Decision RASG-APAC 7/6 refers) Approved guidance material to be made available on the RASG-APAC/APRAST website and be uploaded onto the monitoring mechanism.

RASG-APAC/7
Attachment D to the Report

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description	Status
4	4/4, 4/23	Decisions APRAST 5/9, 6/28 and 7/23 Conclusion APRAST 5/4 Decision APRAST 10/4 APRAST/10 Report para 6.5.11	-	APRAST Co-Chairs	<p>Coordination with APANPIRG and its sub-groups</p> <p>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:</p> <p>a. the attendance of RASG-APAC /APRAST representatives at relevant APANPIRG bodies and vice versa;</p> <p>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</p> <p>c. the review and endorsement of subsequent versions of the APAC Seamless ATM Plan by APANPIRG and RASG-APAC.</p>	<p>In addition to the progress updated at previous meetings, APRAST/10 agreed to focus on the following three issues: <i>large height deviations</i>, <i>English language proficiency</i> and <i>terrain/obstacle databases</i>, with respect to coordination between APANPIRG and RASG-APAC. Decision APRAST 10/4 refers.</p> <p>APRAST/10 also agreed for SRP WG to work with IATA to obtain more information on issues related to TCAS-RA and Large Height Deviations for further discussion at APRAST/11. (APRAST/10 Report para 6.5.11 refers)</p>
5	2/3, 4/23	Conclusions APRAST 2/2 and 5/2	-	Secretariat	<p>Nomination of a point of contact (PoC) for RASG-APAC/APRAST activities</p>	<p>SL T 6/8.7 - AP0009/16(FS) was sent in Jan 2016 to seek updates on the nominated point-of-contacts (PoC). Reminders were sent to those States without nominees. There are still States without nominees. Reminders for nomination of PoC were sent to six remaining States in Feb 2017.</p>
6		Decisions APRAST 7/3, 8/24	-	Secretariat Nokscoot	<p>Dedicated web portal for RASG-APAC/APRAST</p> <p>Develop a two-tier online access to RASG-APAC website to allow for:</p> <p>a. A documents management system for public view; and</p> <p>b. A protected workspace to allow APRAST members to collaborate and exchange working information.</p> <p>This item aims to enhance access and visibility of RASG-APAC/ APRAST work and for more efficient collaboration among its members.</p>	<p>NokScoot and Secretariat have outlined the scope and contents of the two-tier website. NokScoot will continue to develop the website and later its website user guide.</p> <p>Pending further update from Nokscoot.</p>
7		Decision APRAST 8/8 Decision APRAST 9/2 Decision APRAST 9/3 Decision APRAST 10/2 Conclusion APRAST 10/4	-	APAC-AIG	<p>Initiatives to improve accident investigation capabilities</p> <p>Identify potential initiatives to help improve accident investigation capabilities and USOAP AIG EI rates of States/ Administrations</p>	<p>Based on the results of the survey on training demands for AIG topics conducted in December 2016, APRAST/10 noted that a few of the training topics desired by States/Administrations had already been included in the APAC-AIG work plan. APAC-AIG identified possible training for States/Administrations, with the aim of achieving USOAP AIG EI rates, including the ICAO Asia Pacific Regional Accident Investigation Workshop which will be organised by APAC-AIG on 3-4 August 2017.</p> <p>APAC-AIG will review the training needs of States/Administrations, and where necessary, develop additional training, taking into consideration experience and feedback from training conducted in 2017.</p>

RASG-APAC/7
Attachment D to the Report

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8		Decisions APRAST 7/31, 8/13 Decision APRAST 10/5	RE 1	FSF and IFALPA	Causal factors with pilot decision to not go-around Promote pilot adherence to SOPs for approaches including go-around decision making	FSF presented to APRAST/10 its report on Go-Around Decision- Making and Execution Project Report related to SEI RE/1. FSF, with assistance from Secretariat, will disseminate the report to APRAST members, to seek comments on the report's recommendations, for discussion on possible next steps at APRAST/11.
9		Decision APRAST 8/21 Conclusions APRAST 8/11, 8/12	-	AP-SRP WG	Production of APAC Annual Safety Report Produce the 2016 APAC Annual Safety Report by the APRAST/9 meeting; and Produce the 2017 APAC Annual Safety Report for submission to RASG-APAC/7 for approval.	SRP WG had completed and published both the 'public' and 'member' versions of the Annual Safety Report 2016. The timeline of producing 2017 APAC Annual Safety Report was agreed at APRAST/10.
10		Decision APRAST 9/21 Conclusion APRAST 10/10	-	ICAO APAC	Organisation of suitable activities to improve AGA EI scores Consider organising suitable activities such as regional/ sub-regional workshops, to address gaps identified from the analysis of AGA EI scores	
11	Decision RASG-APAC 7/5 Decision RASG-APAC 7/7	-	-	APRAST Co-Chairs	Asia Pacific Regional Priorities and Targets That, APRAST review the Asia Pacific Regional Priorities and Targets to achieve greater alignment with the ICAO Global Aviation Safety Plan, taking into account latest industry developments and current and emerging issues; and complete the review by RASG-APAC/8 in 2018.	
RASG APAC STANDING WORK PROGRAMME						
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Nil						