*INTERNATIONAL CIVIL AVIATION ORGANIZATION*

**TWENTY SEVENTH MEETING OF THE ASIA/PACIFIC AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (APANPIRG/27)**

*Bangkok, Thailand, 5 – 8 September 2016*

**Agenda Item 1B:     Flight Safety and RASG-APAC Activities**

**UPDATE OF RASG-APAC ACTIVITIES**

(Presented by the Secretariat)

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**SUMMARY**

The Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC) was established in October 2011.

To assist RASG-APAC in achieving its objectives, Asia Pacific Regional Aviation Safety Team (APRAST) and various Sub-Working Groups like the APAC AIG Working Group, the SRP Working Group and SEI Working Group were established.

This paper provides a brief description of the activities undertaken by the RASG-APAC, APRAST and its Sub-Groups.

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## 1.     INTRODUCTION

1.1          The Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC) was established in October 2011 following the ICAO Council decision in May 2010 and supported by the 47th Conference of the Directors General of Civil Aviation, Asia and Pacific Regions in October 2010.

1.2          Consistent with the Planning and Implementation Regional Group (PIRG) mechanism established for addressing air navigation matters and deficiencies, the RASG-APAC has been established with the primary objective of addressing flight safety matters.

1.3          The RASG-APAC TOR calls for the development and implementation of a work programme that supports a regional performance framework for the management of safety.

1.4          To assist RASG-APAC in meeting its objectives, Asia Pacific Regional Safety Team (APRAST) supported by various sub-working groups like the APAC AIG, the SRP Working Group and SEI Working Group were established.

## 2.     DISCUSSION

2.1          RASG-APAC and APRAST have provided the APAC States and industry partners with a forum to share discuss and address existing and emerging safety concerns in the APAC Region.

2.2        Since its inception in 2012, APRAST held 8 meetings identifying relevant Safety Enhancement Initiatives (SEIs) and developing detailed implementation plans, to help address known safety concerns in the APAC Region.

2.3        Relying on the work done by its Sub-Working Groups, APRAST identifies Safety Enhancement Initiatives (SEIs) and develops Detailed Implementation Plan (DIP) for each of the identified SEIs.  This activity is in alignment with the Global Safety Initiatives (GSIs) in the Global Aviation Safety Plan.

2.4        The APRAST also established an Emerging Issues Registry which the States and Industry partners could use to highlight any un-mitigated regional aviation safety threats.

2.5        Using a data driven approach, APRAST identified LOC, CFIT and Runway Excursion and Incursion as the three most significant factors contributing to fatal accidents in the region.  The three groups are led by a facilitator each were appointed to identify Safety Enhancement Initiatives (SEIs) to address  high risk incidents and develop Detailed Implementation Plans (DIPs) to bring about a reduction in fatal accidents and help enhance aviation safety in the APAC Region. The facilitators and teams responsible for each of the priority SEIs have completed implementing some of the SEIs.

2.6        APRAST concluded its 8th Meeting in April 2016. The focus for this meeting was to review and update the work of different Teams and to identify new safety enhancement initiatives for RASG-APAC consideration.  The next APRAST meeting, 9th APRAST, will be held in Bangkok, Thailand from 31 October – 4 November 2016.

2.7        The APRAST Safety Reporting Working Group is in the process of producing the 2016 Annual Safety Report for APAC.

2.8        9 Decisions and 23 Conclusions were adopted at the RASG-APAC/6 Meeting held in Colombo, Sri Lanka, in August 2016.  Summary of the Decisions and Conclusions can be found in **Attachment A**.

2.9        Recognizing the amount of work to be accomplished, RASG-APAC approved a Work Programme to accomplish during the current year.  The 2016/2017 RASG-APAC Work Programme was approved at the recent RASG-APAC/6 Meeting.  Details of the work programme and its status can be found in **Attachment B**.

2.10       RASG-APAC will continue to provide the necessary leadership and guidance to enhance the safety in the region.

2.11       APRAST and its subsidiary bodies will continue to implement the RASG-APAC approved Work Programmes and address any emerging safety concerns in the APAC Region.

## 3.        ACTION BY THE MEETING

3.1        The meeting is invited:

a) to note the work of RASG-APAC and its subsidiary groups; and

b) to encourage relevant Sub-Groups to participate in APRAST/RASG-APAC meetings to share and improve coordination of safety related initiatives so as to minimize duplication of work.

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**LIST OF DECISIONS AND CONCLUSIONS OF THE RASG-APAC/6**

**LIST OF DECISIONS**

| Decision RASG-APAC 6/1 — Review of Progress of RASG-APAC/5 Decisions (WP/2) | |
|---|---|
| That, with the exception of RASG- APAC Decision 5/6 (Implementation of ICAO Runway Safety Go-Teams), the other 25 RASG-APAC/5 Decisions in Attachment A to WP/2 be closed as actions have been carried out to meet the intent of these Decisions. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☒ Inter-Regional<br>☐ OPS / Technical |
| Why:    Enhancement of Effective Implementation (EI) at State level. | |
| When: Effective implemented. | Status:  on-going |
| Who:    ☒ Sub Groups  ☒ APAC States  ☐ ICAO APAC RO  ☐ ICAO HQ  ☐ Other: | |

| Decision RASG-APAC 6/2 — Review of Progress of APRAST/8 Conclusions (WP/2) | |
|---|---|
| That, APRAST/8 Conclusions as described in paragraphs 2.4 to 2.9 of WP/2 and highlighted in Attachment B be endorsed. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☒ Inter-Regional<br>☐ OPS / Technical |
| Why:    Enhancement of Effective Implementation (EI) at State level. | |
| When: Effective implemented. | Status:  on-going |
| Who:    ☒ Sub Groups  ☒ APAC States  ☐ ICAO APAC RO  ☐ ICAO HQ  ☐ Other: | |

| Decision RASG-APAC 6/3 — Update of RASG-APAC 2015/2016 Work Programme (WP/3) | |
|---|---|
| That, the eight out of 19 items of the RASG-APAC 2015/2016 Yearly Work Programme that have been listed in Attachment to WP/3 be closed and removed from the RASG-APAC 2015/16 Yearly Work Programme. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☒ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:    ☒ Sub Groups  ☒ APAC States  ☐ ICAO APAC RO  ☐ ICAO HQ  ☐ Other: | |

| **Decision RASG-APAC 6/4 — Update on Asia Pacific Regional Priorities and Targets (WP/7)** | |
|---|---|
| That, the deadline for the Regional Aviation Safety Target "*Implement structures between RASG and APANPIRG to facilitate collection and sharing of ATM data*" be revised from end 2015 to mid-2017. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:　☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

| **Decision RASG-APAC 6/5 — Implementation of SMS Go-Teams in the ICAO Asia Pacific Region (WP/5)** | |
|---|---|
| That, the proposed recommendation for the establishment of SMS Go-Teams in the APAC Region as specified in WP/5 and SMS Go-Team Concept and Methodology be approved | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:　☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

| **Decision RASG-APAC 6/6 — Safety Enhancement Initiative (SEI) Output (RI/2) for RASG Consideration and Approval (WP/6)** | |
|---|---|
| That, the output of the Safety Enhancement Initiative RI/2, a Model Advisory Circular on Runway Incursion Prevention and Pilot Training, be approved. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:　☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

| **Decision RASG-APAC 6/7 — Regional Capacity Building Action Plan (WP/20)** | |
|---|---|
| That, the proposed Regional Capacity Building Action Plan as presented in Attachment B to WP/20 be approved. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:  ☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

| **Decision RASG-APAC 6/8 — RASG-APAC Procedural Handbook (WP/8)** | |
|---|---|
| That, the RASG-APAC Procedural Handbook be approved. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:  ☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

| **Decision RASG-APAC 6/9 — Proposed RASG-APAC 2016/2017 Yearly and Standing Work Programmes (WP/17)** | |
|---|---|
| That, the proposed RASG-APAC 2016/2017 Yearly and Standing Work Programme consisting of the items presented at Attachment A of WP/17, be approved. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:  ☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

**LIST OF CONCLUSIONS**

| **Conclusion RASG-APAC 6/1 — Update on Work done by APAC-AIG (WP/4)** | |
|---|---|
| That, ICAO APAC Office remind States/Administrations to provide their response to the following ICAO APAC State Letters dated 21 September 2015 [Ref.: T 10/8.4-AP136/15 (FS)]; dated 29 January 2015 [Ref.: T 10/5.3-AP021/15 (FS)]; and dated 2 August 2013 [Ref.: T 6/13.9-AP053/13 (FS)] if the States have not yet provided a response.<br><br>(*Conclusion APRAST 8/4*) | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who: ☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

| **Conclusion RASG-APAC 6/2 — Update on Work done by APAC-AIG (WP/4)** | |
|---|---|
| That,<br><br>a) States/Administrations take early actions to implement the new ICAO requirements in Annex 13, particularly to establish an independent accident investigation authority as soon as possible;<br><br>b) Secretariat include the establishment of independent accident investigation authority in the monitoring mechanism on the compliance to ICAO SARPs.<br><br>(*Conclusion APRAST 8/5*) | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who: ☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

| Conclusion RASG-APAC 6/3 — Update on Work done by APAC-AIG (WP/4) | |
|---|---|
| That States/Administrations be encouraged to attend:<br><br>  a) the APAC-AIG/4 meeting hosted by the Japan Transport Safety Board on 1 – 2 September 2016 and contribute to the discussion on how to improve accident investigation capabilities and USOAP AIG EI rates for States/ Administrations in the APAC Region;<br><br>  b) the AsiaSASI Accident Investigation Workshop on 30 – 31 August 2016 hosted by the Japan Transport Safety Board in conjunction with the APAC-AIG/4 meeting; and<br><br>  c) the ICAO Regional Workshop in the Asia Pacific region on implementation of Amendment 15 to Annex 13 which ICAO had scheduled for April 2017. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:  ☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

| Conclusion RASG-APAC 6/4 — Update on Asia Pacific Regional Priorities and Targets (WP/7) | |
|---|---|
| That, all APAC States/Administrations and Industry be encouraged to provide information to Secretariat for the monitoring of APAC Regional Aviation Safety Targets, and to attain these Targets, noting the upcoming deadlines in 2016 and 2017. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:  ☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

| **Conclusion RASG-APAC 6/5 — Update of the Global Aviation Safety Plan (GASP) – WP/10** | |
|---|---|
| That States/Administrations:<br><br>a) be encouraged to support the endorsement of the 2017 - 2019 Edition of the GASP (Doc 10004) during the next Assembly;<br><br>b) be requested to establish national priorities and targets consistent with the RASG-APAC endorsed regional priorities and targets, the GASP objectives and the operational safety needs; and<br><br>c) be invited to provide ICAO feedback on the new Global Aviation Safety Roadmap and suggestions for the future 2020 – 2022 edition of the GASP. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:   ☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

| **Conclusion RASG-APAC 6/6 — Aircraft Tracking during Abnormal Operations (WP/23)** | |
|---|---|
| That, ICAO be requested to expedite the development of guidance material for aircraft tracking during abnormal operations. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:   ☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

| **Conclusion RASG-APAC 6/7 — Enhancing support for Safety Management Implementation (WP/11)** | |
|---|---|
| That States/Administration be urged to:<br><br>   a) continue the implementation of SSP, report the progress by using the SSP Gap Analysis Tool on iSTARS/SPACE and completing the USOAP PQ self-assessments on the OLF;<br><br>   b) identify any additional areas of clarification needed or additional subjects that are needed to be covered in the 4th edition of the SMM;<br><br>   c) assist the Secretariat in identifying appropriate SSP examples and tools for inclusion in the update to the ICAO safety management website;<br><br>   d) identify potential instructors for the ICAO Safety Management Courses that meet the qualifications;<br><br>   e) inform ICAO of any additional activities which could be provided to support the implementation of SSP. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who: ☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

| **Conclusion RASG-APAC 6/8 — Enhancing support for Safety Management Implementation (WP/11)** | |
|---|---|
| That, ICAO hold a Regional ICAO Safety Management for Practioners Course by early 2017. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who: ☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

| **Conclusion RASG-APAC 6/9 — Regional Data Collection, Analysis and Information Sharing for Aviation Safety (WP/21)** | |
|---|---|
| That, States/Administrations and Industry provide comments on the Governance Plan to FSF/MITRE, through the Secretariat by 17 October 2016. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:　☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

| **Conclusion RASG-APAC 6/10 — Regional Data Collection, Analysis and Information Sharing for Aviation Safety (WP/21)** | |
|---|---|
| That, States/Administrations and industry organisations that are interested to participate in the demonstration project, attend the Coordination Meeting organised by FSF/MITRE, which will be held in the 4th quarter of 2016. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:　☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

| **Conclusion RASG-APAC 6/11 — Establishing a New Safety Reporting System in the Republic of Korea (WP/25)** | |
|---|---|
| That, States/Administration be encouraged to:<br><br>　a)　note the experience of the Republic of Korea in establishing a new improved safety reporting system; and<br><br>　b)　share experience in implementing safety reporting systems with other States/Administrations. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:　☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

| **Conclusion RASG-APAC 6/12 — Progress Report of the Implementation of the ICAO USOAP CMA (WP/12)** | |
|---|---|
| That States/Administrations be encouraged to:<br><br>  a)  prioritise and take action as needed to improve safety oversight systems, with particular attention to the implementation of Corrective Action Plans (CAP), completion of self-assessments and reporting the progress, uploading the relevant evidence on the On-line Framework (OLF);<br><br>  b)  notify ICAO USOAP to trigger validation upon completion of the CAP implementation; and<br><br>  c)  request assistance from the ICAO Regional Office, COSCAPs, PASO and RASG-APAC, if required. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:  ☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

| **Conclusion RASG-APAC 6/13 — Progress Report of the Implementation of the ICAO USOAP CMA (WP/12)** | |
|---|---|
| That,<br><br>  a)  Nepal and Thailand direct resources as required for the resolution of the SSCs in the two countries; and<br><br>  b)  b) Nepal and Thailand request assistance from ICAO Regional Office, COSCAPs and RASG-APAC, if required. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:  ☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

| **Conclusion RASG-APAC 6/14 — Safety Oversight Challenges Against the Backdrop of Increasing Transparency (WP/13)** | |
|---|---|
| That, States/Administrations:<br><br>a) note the work of the ICAO to enhance transparency of States' safety oversight information, in recognition of the need to provide the public with accurate, dependable and reliable information on their choice of air transportation;<br><br>b) share experience on conducting safety oversight on foreign operators and managing public perception on safety in an increasingly transparent environment with information on SSCs; and<br><br>c) support closer collaboration and communication amongst CAAs, including the plans or basis for imposing operational restrictions on those foreign operators. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:   ☐ Sub Groups  ☐ APAC States  ☐ ICAO APAC RO  ☐ ICAO HQ  ☐ Other: | |

| **Conclusion RASG-APAC 6/15 — Safety Oversight Challenges Against the Backdrop of Increasing Transparency (WP/13)** | |
|---|---|
| That, ICAO be requested to review the current disclosure system and FAQ on public website, with a view to developing measures to better support the CAAs and industry in responding to or managing public perception on safety, as well as the travelling public. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:   ☐ Sub Groups  ☐ APAC States  ☐ ICAO APAC RO  ☐ ICAO HQ  ☐ Other: | |

| **Conclusion RASG-APAC 6/16 — ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) – Proposal for the Post-Implementation Review (WP/14)** | |
|---|---|
| That, States/Administrations:<br><br>   a)  consider the proposal for a Post Implementation Review of the Universal Safety Oversight Audit Programme Continuous Monitoring Approach as described in WP/14; and<br><br>   b)  advise Australia if they wish to co-sponsor this paper when submitted to the Assembly. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |

| Why: | |
|---|---|
| When: | Status: |
| Who:   ☐ Sub Groups  ☐ APAC States  ☐ ICAO APAC RO  ☐ ICAO HQ  ☐ Other: | |

| **Conclusion RASG-APAC 6/17 — The Benefits of General Administration of Civil Aviation, DPR Korea from COSCAP-NA Programme – WP/16** | |
|---|---|
| That, the COSCAP-NA members be encouraged to continue to ensure the safety, regularity and efficiency of international civil aviation by enhancing the cooperation with COSCAP-NA in the future. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |

| Why: | |
|---|---|
| When: | Status: |
| Who:   ☐ Sub Groups  ☐ APAC States  ☐ ICAO APAC RO  ☐ ICAO HQ  ☐ Other: | |

| **Conclusion RASG-APAC 6/18 — Japan's Safety Rules on Unmanned Aircraft (UA) – WP/18** | |
|---|---|
| That, States/Administrations be encouraged to exchange information on safety rules for unmanned aircraft with other States in the APAC Region, including taking challenges of proposing further safety requirements for such unmanned aircraft. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |

| Why: | |
|---|---|
| When: | Status: |
| Who:   ☒ Sub Groups  ☐ APAC States  ☐ ICAO APAC RO  ☐ ICAO HQ  ☐ Other: | |

| **Conclusion RASG-APAC 6/19 — Micro-Unmanned Aircraft System Operation and Supervision (IP/20)** | |
|---|---|
| That, States/Administrations note the information provided by China related to UAS classification, regulatory system and policies, certification and issuance of licenses with a view to promote unification of standards. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:   ☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

| **Conclusion RASG-APAC 6/20 — Industry Standards: Tools to Support Appropriate Regulation (WP/19)** | |
|---|---|
| That, States/Administrations be encouraged to consider incorporating use of industry standards such as International Standards for Business Aircraft Operations (IS-BAO) and International Standards for Business Aircraft Handling (IS-BAH) when building regulatory capacities, including using them as guides in the development of appropriate regulatory environments for respective sectors of the aviation industry. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:   ☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

| **Conclusion RASG-APAC 6/21 — Proposed Framework for the Establishment of Safety Performance Indicators – Approved Maintenance Organization (AMO) – WP/22** | |
|---|---|
| That, the States/Administrations be encouraged to share their experience and process for the review and acceptance of SPIs for AMOs as part of their SMS implementation, taking into consideration the complexity and diversity of this sector. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:   ☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

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| **Conclusion RASG-APAC 6/22 — Preventing Runway Incursion: Lessons Learnt from Past Occurrences (WP/24)** | |
|---|---|
| That, States/Administrations be encouraged to share their experience on runway incursion and excursion prevention, as well as exchange information and analysis of runway incursions and excursion at their airports, such as, through the use of ICAO Accident Reporting (ADREP) system. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:  ☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

| **Conclusion RASG-APAC 6/23 — Runway Excursions Causes and its Mitigation (IP/7)** | |
|---|---|
| That States/Administrations,<br><br>a) be invited to take note of the contents of this paper; and<br><br>b) be encouraged to consider the provision of Minimum Equipment List (MEL) with regard to the availability of Digital Flight Data Recorder (DFDR) during flight operations. | Expected impact:<br>☐ Political / Global<br>☐ Economic<br>☐ Environmental<br>☐ Inter-Regional<br>☐ OPS / Technical |
| Why: | |
| When: | Status: |
| Who:  ☐ Sub Groups ☐ APAC States ☐ ICAO APAC RO ☐ ICAO HQ ☐ Other: | |

— END —

**RASG APAC 2016/2017 YEARLY AND STANDING WORK PROGRAMME**

| RASG APAC YEARLY WORK PROGRAMME (2015-2016) | | | | | | |
|---|---|---|---|---|---|---|
| S/N | Decision RASG-APAC | APRAST Ref | Subject Ref (if any) | Champion | Brief Description | Status |
| 1 | 4/10 | Conclusion APRAST 5/13 <br><br> Decisions APRAST 7/35, 8/12 | LOC 6 | COSCAP-NA | **Upset Prevention Recovery Training (UPRT)** | A progress update would be provided at APRAST/9. In view of the publication of the Airplane Upset Recovery Training Aid (AURTA) by OEMs (Airbus, ATR, Boeing, Bombardier, Embraer) and ICAO by mid-2016, COSCAP-NA CTA, the new Champion, was requested to further review the draft model advisory circular, taking into consideration related LOC SEIs "Airplane State Awareness – effective upset prevention and recovery training" and "Policy and Training for Non-Normal Situations". |
| 2 | 2/2 | Conclusion APRAST 2/51 <br><br> Decision APRAST 8/10 | 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.) | Output 1: Draft survey was developed and completed. <br><br> Output 2: AAPA updated that the development of the draft guidance material was on-going and would provide an update at APRAST/9. |
| 3 | 2/2 | Conclusion APRAST 2/53 <br><br> Decision APRAST 8/11 | 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.) | Output 1: Analysis of the survey on the use of Standard Operating Procedures to reduce the risk of Loss of Control in-flight (T 6/13.11.4 -AP164/13 (FS) dated 3 Dec 2013 refers) was completed. <br><br> Malaysia would present the LOC/4 output (consisting model regulations, guidance and checklists focusing on mitigating LOC events) at APRAST/9, with the view of submitting to RASG-APAC/7 for approval. |
| 4 | 5/7 | Decision APRAST 7/29 <br><br> Conclusion APRAST 8/10 | RI 2 | Bangladesh | **Runway Incursion Standard Operating Procedures (SOP) and Pilot Training** <br> Reduce the risk of Runway Incursions (RI) by incorporating RI training into pilot qualification and training programmes and by developing SOP on RI. | The detailed implementation plan (DIP) was approved at RASG-APAC/5. The Model Advisory Circular was reviewed and discussed at APRAST/8, and would be submitted for RASG-APAC/6 for approval. |
| 5 | 4/23 | Conclusions APRAST 5/17, 7/6 <br><br> Decisions APRAST 6/23, 7/24, 8/19 | - | Australia, Macao China, Papua New Guinea, AAPA, Biman Bangladesh | **Implementation of Go-Teams** <br> Implementation of Go-Teams particularly in the area of establishment of runway safety teams and implementation of SMS in air operators. APRAST will work out the modalities of the Go-Team implementation. | **Rwy Safety Go-Team**: COSCAP CTAs would inform ICAO APAC, should they become aware of any request for Runway Safety Go-Team. In consultation with ICAO RS Go-Team partner, ACI, ICAO APAC RO sent out letters in Feb 2016 to invite States (and their airports) to host the RS Go-Team. The invited States were Vietnam, Bangladesh, Philippines and Thailand. <br><br> **SMS Go-Team:** APRAST would submit the SMS Go-Team concept to RASG-APAC/6 for approval, with the scope revised to providing assistance to service providers on the implementation of SMS. |
| 6 | | Decisions APRAST 7/12 <br><br> Conclusions APRAST 7/4, 8/8 | - | APRAST Co-Chairs | **Action plan for Capacity Building** <br> Develop an action plan for capacity building to strengthen responses to the ICAO USOAP Critical Element 4 "Technical personnel qualification and training", in relation to the APAC Regional Priority on "Improvements to safety oversight and compliance" | The action plan was presented at APRAST/8 and subsequently circulated for comments by States/ Administrations. A working paper on the Action Plan for capacity building would be presented at RASG-APAC/6 for approval. |

RASG-APAC/6-**WP/17**

| S/N | Decision RASG-APAC | APRAST Ref | Subject Ref (if any) | Champion | Brief Description | Status | Attachment A |
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| 7 | 4/4, 4/23 | Decisions APRAST 5/9, 6/28 and 7/23<br><br>Conclusion APRAST 5/4 | - | APRAST Co-Chairs | **Coordination with APANPIRG and its sub-groups**<br><br>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:<br><br>a. the attendance of RASG-APAC /APRAST representatives at relevant APANPIRG bodies and vice versa;<br>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<br>c. the review and endorsement of subsequent versions of the APAC Seamless ATM Plan by APANPIRG and RASG-APAC. | a. Representatives from China Regional Monitoring Agency presented relevant information from RASMAG at APRAST/8. US CAST would provide an update at the APRAST/9 meeting on the information to be shared with APANPIRG for analysis.<br><br>b. The 2nd APANPIRG/ RASG-APAC Coordination Meeting agreed that the meeting agreed that such new analysis group would not be needed and relevant groups in APANPIRG/ RASG-APAC should collaborate as opportune.<br><br>c. The 3rd APANPIRG/ RASG-APAC Coordination Meeting agreed that the ICAO APAC RO would present a working paper to RASG-APAC and APRAST on the draft APAC Seamless ATM Plan Version 2 for endorsement. | |
| 8 | 2/3, 4/23 | Conclusions APRAST 2/2 and 5/2 | - | Secretariat | **Nomination of a point of contact (PoC) for RASG-APAC/APRAST activities** | A SL was sent in Jan 2016 to seek updates on the nominated point-of-contacts. SL Ref T 6/8.7 - AP0009/16(FS) refers. The Secretariat sent reminders to the States that have not nominated PoCs for RASG-APAC/APRAST (8 States currently). | |
| 9 | | Decisions APRAST 7/9, 8/5, 8/6, 8/20<br><br>Conclusion APRAST 8/2 | - | Secretariat | **Online survey tool for responses to the monitoring of State implementation of safety tools**<br>Explore an online survey tool to allow States/Administrations to complete and submit information on the level of implementation of safety tools developed by APRAST/RASG more efficiently. The monitored information enables RASG-APAC to know the usefulness of its endorsed safety tools and the compliance of States/ Administrations to ICAO SARPs. | The monitoring mechanism was uploaded onto the RASG-APAC/APRAST website. ICAO APAC RO and Bangladesh is working on the IT Administration process. Based on comments received at APRAST/8, Bangladesh would further revise the monitoring mechanism format. RASG-APAC endorsed SEIs and ICAO SARPS, where applicable, will be included in the monitoring mechanism. ICAO APAC Office would further explore the possible areas of convergence between the Safety Tools Implementation Monitoring Mechanism and a similar mechanism used by APANPIRG, which could support coordination between RASG-APAC and APANPIRG. Secretariat would present a working paper on the online survey tool at RASG-APAC/6 for endorsement. | |
| 10 | | Decisions APRAST 7/3, 8/24 | - | Secretariat | **Dedicated web portal for RASG-APAC/APRAST**<br>Develop a two-tier online access to RASG-APAC website to allow for:<br>a. A documents management system for public view; and<br>b. A protected workspace to allow APRAST members to collaborate and exchange working information.<br><br>This item aims to enhance access and visibility of RASG-APAC/ APRAST work and for more efficient collaboration among its members. | APRAST Co-Chair (Industry) presented at APRAST/8 the proposed information management and collaboration website, which provided a protected workspace.<br><br>a) RASG-APAC/APRAST public website has been established. Information on RASG-APAC/APRAST matters are being uploaded progressively.<br><br>b) NokScoot would be the initial host, leading the early development of the Information Management and Collaboration website, and provide a progress report at APRAST/9. | |
| 11 | - | Decisions APRAST 5/10, 8/6, 8/17<br><br>Conclusion APRAST 8/1 | - | Secretariat | **RASG-APAC Procedural Handbook**<br><br>Develop a Procedural Handbook for RASG-APAC, which will among other things, document the APANPIRG – RASG-APAC coordination mechanisms and framework. | A draft procedural handbook was presented at APRAST/8. A working paper with an updated RASG-APAC Procedural Handbook would be presented at RASG-APAC/6 for endorsement. | |
| 12 | | Decision APRAST 8/8 | - | APAC-AIG | **Initiatives to improve accident investigation capabilities**<br><br>Identify potential initiatives to help improve accident investigation capabilities and USOAP AIG EI rates of States/ Administrations | | |
| 13 | | Decisions APRAST 7/31, 8/13 | RE 1 | FSF and IFALPA | **Causal factors with pilot decision to not go-around**<br><br>Promote pilot adherence to SOPs for approaches including go-around decision making | FSF/IFALPA would update APRAST/9 on the FSF study related to non-compliance in go-arounds, with a view to developing a DIP for SEI RE/1 at a later stage. | |

| S/N | Decision RASG-APAC | APRAST Ref | Subject Ref (if any) | Champion | Brief Description | Status | Attachment A |
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| 14 | | Decision APRAST 8/21<br><br>Conclusions APRAST 8/11, 8/12 | - | AP-SRP WG | **Production of APAC Annual Safety Report**<br><br>Produce the 2016 APAC Annual Safety Report by the APRAST/9 meeting; and<br>Produce the 2017 APAC Annual Safety Report for submission to RASG-APAC/7 for appoval. | In view of RASG-APAC/6 taking place in August, AP-SRP WG would present the key highlights of the 2016 APAC Annual Safety Report at RASG-APAC/6. The final report, both public and member versions, would be submitted to RASG-APAC Chair for approval and dissemination.<br>The AP-SRP-WG would also produce the 2017 APAC Annual Safety Report thereafter. | |
| 15 | | Decision APRAST 8/18 | - | SEI WG | **Work Processes on the creation of SEIs**<br><br>Review work processes for the creation of SEIs, to take into account the need to address both operational and organizational risks in the region | SEI WG would provide an update on the review of its work processes for the creation of SEIs at APRAST/9. | |
| | | | | | **RASG APAC STANDING WORK PROGRAMME** | | |