

# INTERNATIONAL CIVIL AVIATION ORGANIZATION



## REPORT OF THE ELEVENTH MEETING OF THE ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM (APRAST/11)

BANGKOK, THAILAND, 20 to 24 NOVEMBER 2017

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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## **1. Meeting and Registration**

1.1 The 11<sup>th</sup> Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/11) was held at the ICAO Asia and Pacific Office in Bangkok, Thailand from 20<sup>th</sup> to 24<sup>th</sup> November 2017.

1.2 The APRAST/11 Meeting was attended by 105 participants from 21 States/Administrations and 7 International Organizations and Industry Partners viz. Australia, Bangladesh, Bhutan, Cambodia, China, Hong Kong-China, Macao-China, DPR Korea, France, India, Indonesia, Japan, Lao PDR, Malaysia, Maldives, Mongolia, Pakistan, Republic of Korea, Singapore, Sri Lanka, Thailand, Association of Asia-Pacific Airlines (AAPA), Airports Council International (ACI), Airbus, CAE Inc., Flight Safety Foundation (FSF), International Air Transport Association (IATA) and International Federation of Air Line Pilots Associations (IFALPA). The list of participants is at **Appendix A**.

1.3 Mr. Kong, Cheong Tuck, Flight Safety Expert acted as Secretary to the Meeting supported by Mr. Pu Fang Hui, Associate Safety Oversight Officer and Mr. Susantha De Silva, Regional Officer-Safety Implementation of ICAO Asia and Pacific Office.

## **2. Opening Session**

2.1 Kong, Cheong Tuck, Flight Safety Expert of ICAO Asia and Pacific Office welcomed participants, introduced the new Regional Officer, Mr. Susantha De Silva and handed over the meeting to APRAST Co-Chair (Industry).

2.2 Mr. Gerardo Hueto, APRAST Co-chair (Industry) welcomed the participants and expressed his appreciation to Mr. Tay Tiang Guan, Deputy Director-General CAA Singapore, for his leadership and commitment to APRAST since 2013.



## **REPORT ON AGENDA ITEMS**

### **1. AGENDA ITEM 1: PLENARY SESSION – ADOPTION OF AGENDA**

#### **1.1 Adoption of the Provisional Agenda – WP/1**

1.1.1 The Secretariat presented the Provisional Agenda, which was adopted by the Meeting.

### **2. AGENDA ITEM 2: ELECTION OF CO-CHAIR (STATES)**

#### **2.1 Election of Co-chair (States) — WP/2**

2.1.1 The Secretariat presented WP/2 on election of Co-chair (States).

2.1.2 APRAST Co-chair (Industry) invited the Meeting for nominations for the Co-chair (States).

2.1.3 Singapore nominated Mr. Lyu, Xinming Deputy Director General, Department of Flight Standards, Civil Aviation Administration of China (CAAC) for the position of Co-chair (States). The nomination was seconded by Sri Lanka and Bangladesh.

2.1.4 With no other nominations, Mr. Lyu was confirmed as APRAST Co-chair (States), in accordance with the APRAST Terms-of-Reference

2.1.5 APRAST Co-chair (States) Mr. Lyu, Xinming thanked the meeting for the nomination and also Mr. Tay for his past guidance and contribution to APRAST. Mr. Lyu hoped that the meeting, both States/administrations and Industry would continue to provide the support and cooperation to achieve safety improvements for APAC region.

### **3. AGENDA ITEM 3: WORKSHOP SESSIONS**

3.1 Two workshop sessions were conducted concurrently on Day One of APRAST/11. One workshop was on SSP Implementation & the second on SEI Implementation.

#### **3.2 Workshop on Experience on SSP Implementation & Identification of contributing Agencies for SSP**

3.2.1 Workshop presenters shared their experience on development of state safety Data collection and processing system based on ECCAIRS software program. Summary of CAAT's SSP implementation workshop is found in **Appendix B**.

3.2.2 A workshop on exercise on identifying contributing agencies for SSP was also carried out. Summary outcome on this exercise is found in **Appendix C**.

#### **3.3 Workshop on Safety Enhancement Initiative (SEI) Implementation (Runway Safety)**

3.3.1 The Workshop on SEI Implementation (Runway Safety) was facilitated by ACI concurrently with the SSP Implementation workshop. Workshop activities included identification of any SEI implementation impediments faced by the states and possible solutions thereto and suggested to identify if there is a need for any new SEIs. Outcomes of the workshop activity are summarized at **Appendix D**.

**4. AGENDA ITEM 4: UPDATE OF RASG-APAC/7 DECISIONS AND WORK PROGRAMME****4.1 Progress update of RASG-APAC/7 Decisions and Conclusions – WP/3**

4.1.1 The Secretariat presented the progress of RASG-APAC/7 Decisions and Conclusions. The Meeting noted the updates and supported the recommendations of the Decisions and Conclusions, as reflected at **Appendix E**.

**4.2 Update of RASG-APAC 2017/2018 Work Programme – WP/4**

4.2.1 The Secretariat presented the progress of RASG-APAC 2017/2018 Work Programme which was approved at RASG-APAC/7 in July 2017. The Meeting noted the updates provided by the Secretariat and the various champions during the course of meeting and supported the recommendations and status of work programme, as reflected in **Appendix F**.

**4.3 UPRT Provision Implementation and Guidance – WP/5**

4.3.1 SEI WG presented this paper on implementation of UPRT provisions and Guidance. The Meeting noted that the information provided in this paper, which also contains regulatory guidance material in **ICAO Doc 10011, Doc 9868 and AUPRTA**. This subject is further discussed during the SEI WG Breakout Session. The Meeting adopted following Decision :

<b>Decision APRAST 11/1 — UPRT Provision Implementation and Guidance – WP/5</b>	
That, subject to RASG approval on LOC6, Secretariat to include ICAO Doc 10011, Doc 9868 and AUPRTA as guidance material on the RASG-APAC / APRAST website.	<b>Expected impact:</b> <ul style="list-style-type: none"> <li><input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</li> <li><input type="checkbox"/> Enhancement of USOAP Effective Implementation</li> <li><input type="checkbox"/> Monitoring and Administration</li> <li><input checked="" type="checkbox"/> Capacity Building and Sharing of Information</li> <li><input type="checkbox"/> Inter-Regional</li> </ul>
<b>Why:</b> Improve accessibility to Guidance Material	
<b>When:</b> 31st December 2017	<b>Status:</b> In progress
<b>Who:</b> <input type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

**5. AGENDA ITEM 5: UPDATE, DISCUSS AND REVIEW OF PROGRESS OF APRAST ACTIVITIES****5.1 Update of APRAST/9 and APRAST/10 Decisions and Conclusions – WP/6**

5.1.1 The Secretariat presented the progress of outstanding Decisions and Conclusions adopted at APRAST/9 and APRAST/10. The Meeting noted the updates provided by the Secretariat and the various champions, also agreed to consider Decision APRAST 10/4 closed in view of duplication of item. The updated APRAST/9 and APRAST/10 Decisions and Conclusions can be found in **Appendix G**.

<b>Decision APRAST 11/2 — Update of APRAST/9 and APRAST/10 Decisions and Conclusions – WP/6</b>	
That, Decision APRAST 9/15 related to LOC6 be considered closed due to update provided at APRAST/11.	<b>Expected impact:</b> <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP Effective Implementation <input checked="" type="checkbox"/> Monitoring and Administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional
<b>Why:</b> SEI LOC6 completed	
<b>When:</b> Immediate	<b>Status:</b> Completed
<b>Who:</b> <input type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

## 5.2 Revision of Regional Priorities and Targets – WP/7 and Proposed Review of Asia-Pacific Aviation Safety Regional Priorities and Targets – WP/15

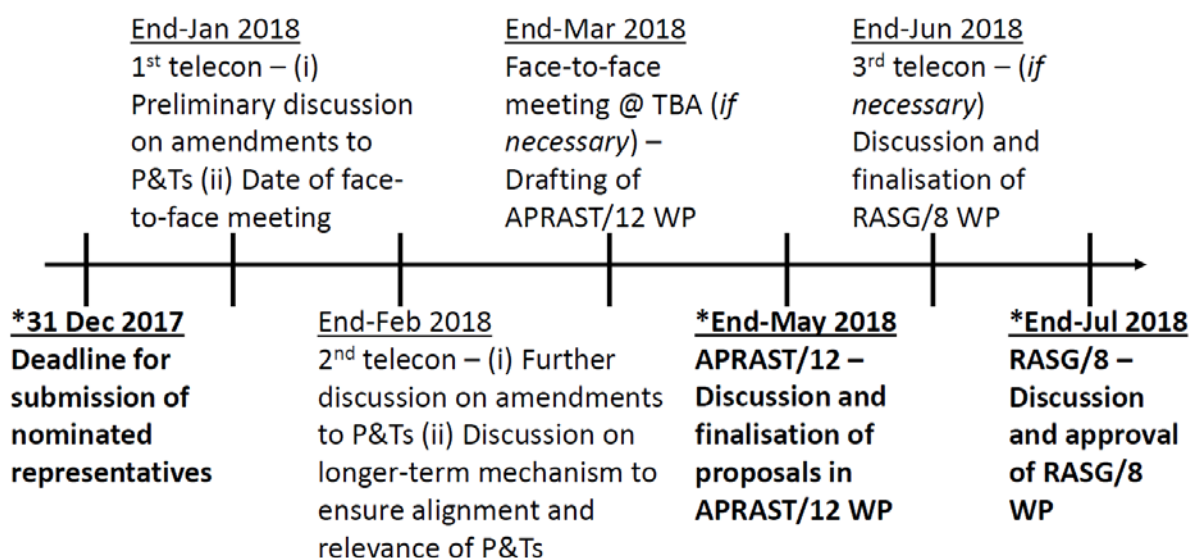
5.2.1 APRAST Co-chair (Industry) presented a proposal to update the Regional Aviation Safety Priorities and Targets. Singapore also presented a paper to propose the key considerations for the review of the Regional Aviation Safety Priorities and Targets, and the establishment of an ad-hoc Working Group to facilitate the review.

5.2.2 Meeting noted the proposals, and adopted the following Conclusion:

<b>Conclusion APRAST 11/1 — Revision of Regional Priorities and Targets (WP/7) and Proposed Review of Asia-Pacific Aviation Safety Regional Priorities and Targets (WP/15)</b>	
That, APRAST, with support from ICAO APAC office, establish an ad-hoc Working Group comprising States/Administrations and Industry (see updated Terms Of Reference in Addendum to WP/15) review and propose updates to the Asia Pacific Regional Aviation Safety Priorities and Targets at APRAST/12 with a view to seek approval at RASG-APAC/8.	<b>Expected impact:</b> <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP Effective Implementation <input type="checkbox"/> Monitoring and Administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional
<b>Why:</b> Update of APAC Regional Priorities and Targets	
<b>When:</b> Immediate	<b>Status:</b> In progress
<b>Who:</b> <input type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry	

5.2.3 Below is the tentative working timeline of the ad-hoc Working Group for the review and updating of the APAC Regional Priorities and Targets. State/ Administrations and Industry are encouraged to inform APRAST Secretariat/ ICAO APAC Office ([APAC@icao.int](mailto:APAC@icao.int)) of their nominated representatives by 31 December 2017.

### Tentative Working Timeline



### 5.3 Update of APAC-AIG Activities – WP/8

5.3.1 The Meeting noted updates presented by Mr. Chan Wing Keong, Chairman APAC-AIG on APAC-AIG activities and work plan as well as follow-ups to the Decisions and Conclusions made at APRAST/10 and RASG-APAC/7. The meeting also encouraged States/Administrations to consider using peer review by investigation Agency of another State/Administration to identify possible developments in AIG capabilities.

### 5.4 ICAO Asia Pacific Regional Accident Investigation Workshop – WP/9

5.4.1 Mr. Chan Wing Keong, Chairman APAC-AIG presented and informed the meeting of the successful hosting of the ICAO APAC Regional Accident Investigation Workshop in Singapore on 3-4 August 2017 that discussed measures that States/Administrations could take to improve their USOAP AIG EI scores.

### 5.5 Update of Outcome of 4<sup>th</sup> APANPIRG/RASG-APAC Coordination Meeting / 54<sup>th</sup> DGCA Conference – WP/10

5.5.1 Secretariat presented the decision in 4<sup>th</sup> APANPIRG/ RASG-APAC coordination meeting, for APAC-AIG to report directly to RASG-APAC. Chairman APAC-AIG highlighted the need to adjust the APAC-AIG Terms of Reference (TORs) to better refine its role and effect the change in reporting structure. With the structural change, the meeting noted that two working groups would remain under APRAST, namely SEI WG and SRP WG. The Meeting also encouraged the continual participation of APAC-AIG in APRAST Meetings for information sharing.



5.5.2 Secretariat presented on the update of Outcome of 4th APANPIRG/RASG-APAC Coordination Meeting and action items arising from 54<sup>th</sup> DGCA Conference. Meeting noted DGCA Action Item 54/8, where RASG-APAC is recommended to consider developing a performance-based ANS Safety Oversight Manual for safety oversight of ANSPs. The Meeting adopted the following Conclusion:

<b>Conclusion APRAST 11/2</b> — Update of Outcome of 4 <sup>th</sup> APANPIRG/RASG-APAC Coordination Meeting / 54 <sup>th</sup> DGCA Conference (WP/10)		
That, the RASG-APAC consider developing a performance-based safety oversight manual for oversight of ANSPs, taking into consideration availability of expertise.	<b>Expected impact:</b> <input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP Effective Implementation <input checked="" type="checkbox"/> Monitoring and Administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional	
<b>Why:</b>	Standardization of Safety Oversight	
<b>When:</b>	Pending RASG-APAC decision	<b>Status:</b> Pending RASG decision
<b>Who:</b>	<input type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input type="checkbox"/> APAC States/Administrations <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: RASG-APAC	

## 5.6 Presentation on status of RASG-APAC Monitoring Mechanism

5.6.1 The Meeting noted APRAST Secretariat's presentation on the monitoring mechanisms on SEI output. The Meeting noted the low reporting of States'/Administrations' SEI implementation progress on the online mechanism, and supported regular updates to encourage reporting.

## 5.7 Proposal for APAC-AIG Direct Reporting to RASG-APAC – WP/11

5.7.1 This paper was presented by the Secretariat, and the Meeting noted the Decision of the 4th APANPIRG/RASG-APAC Coordination Meeting for APAC-AIG to report directly to RASG-APAC. The Meeting adopted the following conclusion:

<b>Conclusion APRAST 11/3</b> — Proposal for APAC-AIG Direct Reporting to RASG-APAC – WP/11		
That, the APRAST Secretariat continue coordination with APAC-AIG to develop and propose the necessary changes to the existing documents to reflect the direct reporting of APAC-AIG to RASG-APAC.	<b>Expected impact:</b> <input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP Effective Implementation <input checked="" type="checkbox"/> Monitoring and Administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional	

<b>Why:</b>	Decision made at 4 <sup>th</sup> APANPIRG/RASG APAC coordination meeting	
<b>When:</b>	APRAST/12	<b>Status:</b> In progress
<b>Who:</b>	<input type="checkbox"/> APRAST <input checked="" type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

## 6. AGENDA ITEM 6: PRESENTATION – STATE / INDUSTRY / ICAO

### 6.1 Airspace Safety Reporting – WP/12

6.1.1 The Meeting noted APRAST Secretariat's presentation on the outcomes of RASGMAG/22 on airspace safety reporting. The meeting also requested for expert volunteers regarding the issues described in the paper, and adopted the following Conclusion:

<b>Conclusion APRAST 11/4 — Airspace Safety Reporting – WP/12</b>		
That, with assistance from Secretariat, to conduct a survey, using similar survey questionnaire from the RASMAG survey, to gauge the safety reporting culture practices of RASG-APAC member States/Administrations and provide feedback to RASMAG.	<b>Expected impact:</b> <input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP Effective Implementation <input checked="" type="checkbox"/> Monitoring and Administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional	
<b>Why:</b>	Coordination of safety issue with RASMAG	
<b>When:</b>	31 <sup>st</sup> December 2017	<b>Status:</b> In progress
<b>Who:</b>	<input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: RASMAG	

<b>Conclusion APRAST 11/5 — Airspace Safety Reporting – WP/12</b>		
That, APAC States/Administrations are urged to review the APAC Seamless ATM Plan's Human Performance Elements at Attachment C to this Paper for use if suitable.	<b>Expected impact:</b> <input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP Effective Implementation <input checked="" type="checkbox"/> Monitoring and Administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional	
<b>Why:</b>	Coordination of safety issue with RASMAG	
<b>When:</b>	31 <sup>st</sup> December 2017	<b>Status:</b> In progress
<b>Who:</b>	<input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

<b>Conclusion APRAST 11/6 — Airspace Safety Reporting – WP/12</b>	
That, APAC States/Administrations are urged to review applicable national regulations, policies and safety promotion material to ensure a clear commitment to ‘just culture’, i.e. supporting open reporting as part of a more effective safety reporting practice.	<b>Expected impact:</b> <input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP Effective Implementation <input checked="" type="checkbox"/> Monitoring and Administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional
<b>Why:</b>	Coordination of safety issue with RASMAG
<b>When:</b>	31 <sup>st</sup> December 2017
<b>Status:</b>	In progress
<b>Who:</b>	<input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:

## 6.2 Regional Data Collection, Analysis and Information Sharing Status Report – WP/13

6.2.1 FSF presented and update on the latest status of the AP-SHARE Demonstration Project. Japan and Indonesia highlighted their support for AP-SHARE and called for more States to join the Demonstration Project.

6.2.2 In response to IFALPA’s concern on adequacy of the data protection, IATA assured that in the exchange of safety information through its Flight Data Exchange Programme, it would be statistically impossible to identify the pilot and flight, since the methodology is based on the rule-of-three.

6.2.3 The Meeting also noted IFALPA’s concern regarding the availability of subject matter experts when analyzing the flight data.

## 6.3 Runway Safety Programme Implementation – WP/14

6.3.1 Pakistan presented the paper on runway safety programme implementation and the meeting noted the efforts being made by PCAA to make aviation activities safer. The meeting agreed that PCAA train-the-trainer programme is an option to improve its capacity building in the RS programme and to encourage airport operators to identify experienced and competent personnel to carry out similar train-the-trainer programmes in order to achieve its personnel training requirement.

## 6.4 Update on Development of a Dedicated web portal for RASG-APAC/APRAST

6.4.1 With reference to RASG-APAC 2017/2018 work programme, NokScoot presented the outline and scope of the two-tier web site for RASG-APAC, to allow for a protected workspace for APRAST members to collaborate and exchange working information. The meeting was informed that funding may be required for the hosting of a dedicated web portal in the future.

## 6.5 Global Safety Information Project status Report- WP/ 16

6.5.1 FSF presented this paper on Global Safety Information project Status Report. This is an international initiative, supported by the U.S. Federal Aviation Administration (FAA) and the

Commercial Aviation Safety Team (CAST), which focusses on identifying and addressing issues surrounding the collection, analysis, protection and use of safety information for the Pan American and Asia Pacific regions. The Meeting noted the content of the paper and encouraged States/Administrations and Industry partners to support the Foundation by participating in the 2018 Webinars and an enhanced website survey. Access to register for the future webinars and workshops is provided on the FSF website at [www.flightsafety.org](http://www.flightsafety.org).

## 7. AGENDA ITEM 7: BREAKOUT SESSIONS

7.1 The Meeting noted the status of development of SEIs to date as follows:

	Priority 1	Priority 2	Priority 3	Total
<a href="#">SEIs</a>	11	4	5	20
Completed SEIs	11	2	4	17
Open SEIs under 2017/2018 yearly programme	0	2	0	2
SEI under emerging issue	0	0	1	1
Priority 1	Priority 2	Priority 3	Not prioritized yet	
LOC 2 [*] [c]	LOC 6 [*]	LOC 13 [e]	CFIT 9 [e]	
LOC 4 [*] [c]	RE 1 [*]		RI 6 [e]	
			5x LOC [e]	
			1x Others [e]	

[c] completed and to be removed from 2017/2018 Yearly Work Programme

[\*] = in 2017/2018 Yearly Work Programme

[e] = emerging issue

### 7.2 LOC/6 - Upset Prevention Recovery Training (UPRT)

7.2.1 The Meeting noted the status of development of SEIs to date, include progress of SEI LOC6 (UPRT) and RE1(Causal factors with pilot decision to not go-around), and adopted the following Decision and Conclusion:

Conclusion APRAST 11/7 — LOC/6 - Upset Prevention Recovery Training (UPRT)	
That, RASG-APAC consider: <ul style="list-style-type: none"> <li>a) requesting States/Administrations to note the ICAO SARPs regarding upset prevention and recovery training (UPRT) in Annex 1 and Annex 6, Part I;</li> </ul>	<b>Expected impact:</b> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</li> <li><input checked="" type="checkbox"/> Enhancement of USOAP Effective Implementation</li> </ul>

<p>b) encouraging States/Administrations to take actions to implement these ICAO Annexes provisions regarding the UPRT if they have not yet done so;</p> <p>c) encouraging APRAST members to review and utilize the guidance, procedures and recommendations in ICAO Doc 10011, Doc 9868 and AUPRTA to implement the ICAO UPRT SARPs; and</p> <p>d) closing SEI LOC/6 and removed SEI LOC/6 from the work programme.</p>	<p><input checked="" type="checkbox"/> Monitoring and Administration</p> <p><input checked="" type="checkbox"/> Capacity Building and Sharing of Information</p> <p><input type="checkbox"/> Inter-Regional</p>
<p><b>Why:</b> Address LOC operational risks and provide guidance to APRAST Members to implement the UPRT. To utilize the ICAO developed guidance in order to avoid duplicated effort.</p>	
<p><b>When:</b> RASG-APAC/8</p>	<p><b>Status:</b> In progress</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

7.3 RE/1 – Causal factors with pilot decision to not go-around.

<p><b>Decision APRAST 11/3 — RE/1 – Causal factors with pilot decision to not go-around</b></p>	
<p>That, with assistance from Secretariat, FSF and IATA will circulate the list of prioritized recommendations to APRAST members to seek comments for discussion on possible next steps at APRAST/12.</p>	<p><b>Expected impact:</b></p> <p><input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</p> <p><input checked="" type="checkbox"/> Enhancement of USOAP Effective Implementation</p> <p><input checked="" type="checkbox"/> Monitoring and Administration</p> <p><input checked="" type="checkbox"/> Capacity Building and Sharing of Information</p> <p><input type="checkbox"/> Inter-Regional</p>
<p><b>Why:</b> Address RE operational risks</p>	
<p><b>When:</b> APRAST/12</p>	<p><b>Status:</b> In progress</p>
<p><b>Who:</b> <input type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input checked="" type="checkbox"/> APAC States/Administrations <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: FSF and IATA</p>	

7.4 APRAST reviewed the SEI items in the emerging register and adopted the following Decision:

<p><b>Decision APRAST 11/4 — SEI items in the emerging register</b></p>	
<p>That, SEIs of “Airplane state awareness – effective upset prevention and recovery training” and “Policy and training for non-normal</p>	<p><b>Expected impact:</b></p> <p><input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</p>

situations”, currently in Emerging Issues Registry, be considered closed, as these are addressed by LOC/6.	<input checked="" type="checkbox"/> Enhancement of USOAP Effective Implementation <input checked="" type="checkbox"/> Monitoring and Administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional
<b>Why:</b> In view of the completion of LOC/6, the SEIs of “Airplane state awareness – effective upset prevention and recovery training” and “Policy and training for non-normal situations” were reviewed together with the development of LOC/6.	
<b>When:</b> Immediate	<b>Status:</b> In progress
<b>Who:</b> <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input type="checkbox"/> APAC States/Administrations <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

**7.5** On the matter relating to Cabin Safety (SE/78), the meeting adopted the following Decisions:

Decision APRAST 11/5 — Cabin Safety (SE/78)	
That, SEI of Turbulence Procedures for Reducing Cabin Injuries will be put into the emerging issue registry.	<b>Expected impact:</b> <input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP Effective Implementation <input checked="" type="checkbox"/> Monitoring and Administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional
<b>Why:</b> To develop SEI to address operational risk in cabin safety	
<b>When:</b> Immediate	<b>Status:</b> Completed
<b>Who:</b> <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

Decision APRAST 11/6 — Cabin Safety (SE/78)	
That, SEI WG will request further information from SRP WG regarding the details in the occurrences of cabin injuries during in-flight in APAC.	<b>Expected impact:</b> <input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP Effective Implementation <input checked="" type="checkbox"/> Monitoring and Administration <input type="checkbox"/> Capacity Building and Sharing of

	Information <input type="checkbox"/> Inter-Regional
<b>Why:</b>	To develop SEI to address operational risk in cabin safety
<b>When:</b>	APRAST/12
<b>Status:</b>	In progress
<b>Who:</b>	<input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input checked="" type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input type="checkbox"/> APAC States/Administrations <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:

7.5.1 With respect to the outcomes of SEI implementation workshop, SEI WG discussed and decided that developing a new SEI on the subject of “Enhanced aerodrome personnel training” is not necessary at this moment as the AOP is working on the competency requirements on aerodrome safety and operations personnel.

7.5.2 In addition, APRAST Secretariat will urge States/ Administrations to review and update APRAST Secretariat on their Points of Contact (POCs), and remind that POCs are responsible for coordinating SEI implementation status updates for their respective States / Administrations.

7.5.3 The Meeting also emphasized the importance of consistent participation by members of SEI WG, and noted that SEI WG would consider putting glossary/ reference links of original material (such as CAST SE) into subsequent SEIs if applicable, in order to facilitate the readers’ understanding of SEIs.

## 7.6 Update of SRP WG Breakout Session

7.6.1 The SRP WG updated the plenary that 2017 Annual Safety Report is on schedule for publication in end-November 2017. The timeline for development of the 2018 Annual Safety Report was established as follows:

Timeline	Item	Action by
01 Apr 2018	Data to be provided to Australia and Singapore for reactive analysis	IATA, ICAO
21 Apr	Draft analysis to be completed and circulated to SRP WG for comments via the Secretariat	Singapore, Australia
30 Apr	Draft Presentation on key highlights of the annual safety report at APRAST/12	Singapore, Australia
15 <sup>th</sup> May	Draft predictive analysis to be provided to Australia and Singapore	Boeing
30 <sup>th</sup> May	Circulate draft report to SRP WG for final comments	Singapore
14 <sup>th</sup> Jun	Circulate to APRAST Co-chairs for comments	Secretariat
21 <sup>th</sup> Jun	Final comments from APRAST Co-chairs	APRAST Co-chairs
28 <sup>th</sup> Jun	Final report to be submitted for RASG Co-chairs’ approval	ICAO APAC Regional Office
5 <sup>th</sup> Jul	Formatting and publishing of final report	Australia
5 <sup>th</sup> Aug	Publish final report	ICAO APAC Regional Office

7.6.2 Meeting noted the work done by the SRP WG during Break away session and adopted the following Conclusion:

<b>Conclusion APRAST 11/8 — Update of SRP WG Breakout Session</b>	
<p>SRP WG will present a WP during APRAST 12 on the possible restructuring of the ASR Process in future to accommodate the following points:</p> <ul style="list-style-type: none"> <li>a) Provisions to accommodate the comments of the participants in the report prior to finalizing the same;</li> <li>b) To indicate that the contents of the report have unified approach;</li> <li>c) To address the emerging safety issues specific to the region;</li> <li>d) To consider safety issues that may be highlighted from other Agencies.</li> </ul>	<p><b>Expected impact:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</li> <li><input type="checkbox"/> Enhancement of USOAP Effective Implementation</li> <li><input checked="" type="checkbox"/> Monitoring and Administration</li> <li><input type="checkbox"/> Capacity Building and Sharing of Information</li> <li><input type="checkbox"/> Inter-Regional</li> </ul>
<b>Why:</b> Improvement of the ASR process	
<b>When:</b> APRAST 12	<b>Status:</b> On going
<b>Who:</b> <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input checked="" type="checkbox"/> SRP WG <input type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input type="checkbox"/> APAC States/Administrations <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

## 8. AGENDA ITEM 8: ANY OTHER BUSINESS

8.1 In response to CAE's own comment, Co-chair (Industry) requested for CAE to submit a Working Paper in relation to matters to deal with the rapid growth of the industry and the associated possible lack of qualified staff in all related domains. CAE will produce a paper for the next APRAST 12.

## 9. AGENDA ITEM 9: REVIEW AND ADOPTION OF DECISIONS AND CONCLUSIONS, INCLUDING ITEMS FOR CONSIDERATION AND APPROVAL AT RASG-APAC

9.1 A list of APRAST/11 Decisions and Conclusions can be found at **Appendix H** to this Report.

## 10. AGENDA ITEM 10: PRESENTATION OF APRAST/11 DRAFT REPORT

10.1 The Meeting reviewed and discussed the Draft APRAST/11 Report.



**11. AGENDA ITEM 11: DATE AND VENUE OF NEXT MEETING**

11.1 The Meeting noted that APRAST/12 Meeting would be tentatively scheduled from 28 May to 1 June 2018 at Bangkok, Thailand.

11.2 The APRAST Co-chairs thanked the ICAO Asia and Pacific Office for hosting this Meeting, all the delegates for their active participation and contribution, and the Secretariat for its support for the Meeting.

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INTERNATIONAL ORGANIZATION					
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	88.	Mr. Martin ERAN-TASKER	Technical Director Kuala Lumpur Malaysia	Tel.: +60-3-2162 1888 Fax: +60-3-2162 6888	<a href="mailto:merantasker@aapa.org.my">merantasker@aapa.org.my</a> ;
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2.	AIRPORTS COUNCIL INTERNATIONAL (ACI )				
	90.	Mr. SL WONG	Head – Technical & Industry Affairs Hong Kong International Airport Hong Kong, China	Tel.: +852-2989 8001 Fax: +852-2180 9462	<a href="mailto:sl@aci-asiapac.aero">sl@aci-asiapac.aero</a> ;
3.	AIRBUS				
	91.	Mr. Hugues LALOË	Senior Director International Safety Programs France	Tel.: +33-6-27 44 49 86	<a href="mailto:hugues.laloe@airbus.com">hugues.laloe@airbus.com</a> ;
4.	CAE INC.				
	92.	Mr. Peter J. WEISS	Head of Regulatory Affairs Asia Pacific Kuala Lumpur Malaysia	Tel.: +60 3 22013870 / 3871 Ext. 1024 Fax: +60 3 2201 3382	<a href="mailto:Peter.weiss@aviation-experts.de">Peter.weiss@aviation-experts.de</a> ; <a href="mailto:peter-j.weiss@cae.com">peter-j.weiss@cae.com</a> ;
5.	FLIGHT SAFETY FOUNDATION (FSF)				
	93.	Mr. Mark J. MILLAM	Vice President Technical 701 N. Fairfax Street. Suite 250 Alexandria, VA 22314-2058	Tel.: +1-703-739-6700 Ext. 117	<a href="mailto:millam@flightsafety.org">millam@flightsafety.org</a> ;
6.	INTERNATIONAL AIR TRANSPORT ASSOCIATION (IATA)				
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8.	<b>ICAO</b>				
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	105.	Mr. Hyunsuk LEE	COSCAP-NA Intern COSCAP North Asia c/o UNDP 2 Liangmahe Nanlu Beijing 100600, China	Tel.: +86-10-8401 8424 Fax: +86-10-8402 4554	<a href="mailto:LEE.Hyunsuk@coscap-icao.org">LEE.Hyunsuk@coscap-icao.org</a> ; <a href="mailto:bluesky03210@naver.com">bluesky03210@naver.com</a> ;

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# APRAST/11 – Summary of Participants

**Total Participants = 105**

21 States/Administrations

7 International Organizations and Industry Partners

State / Administration / Industry Partners	No. of Participants
Afghanistan	-
Australia	2
Bangladesh	6
Bhutan	2
Brunei Darussalam	-
Cambodia	2
China	5
Hong Kong, China	3
Macao, China	7
Cook Islands	-
DPR Korea	2
Fiji	-
France	1
French Polynesia	-
New Caledonia	-
India	2
Indonesia	10
Japan	1
Kiribati	-

State / Administration / Industry Partners	No. of Participants
Lao PDR	1
Malaysia	1
Maldives	4
Marshall Islands	-
Micronesia (FS)	-
Mongolia	2
Myanmar	<i>unable to attend</i>
Nauru	-
Nepal	-
New Zealand	-
Pakistan	1
Palau	-
Papua New Guinea	-
Philippines	-
Republic of Korea	3
Samoa	-
Singapore	7
Solomon Islands	-
Sri Lanka	3

State / Administration / Industry Partners	No. of Participants
Thailand	21
Timor-Leste	-
Tonga	-
Vanuatu	-
Viet Nam	-
USA	-
AAPA	2
ACI	1
Airbus	1
Boeing	-
CAE	1
CANSO	-
FSF	1
IATA	2
IFALPA	2
PASO	-
ICAO	8

# Summary of key points from SSP implementation workshop - Thailand

# From SSP implementation presentation

- ▶ Some caution on the ambitious plan provides CAAT with some check points to evaluate the plan and the progress against the target date in order to assess whether the plan needs to be revised or additional steps to the plan are required to make the implementation successful.
- ▶ Emphasise the importance of the involvement of service providers in the SSP and SDCPS process as they also determine the success of the plan.

# From SSP workshop discussion

- ▶ The objective(s) of the SSP should be more relevant to the state, and also take into account the regional objectives, although the latter will also make the process of defining SSP objectives more complexed.
- ▶ To derive the objective of SSP based on data analysis depends on the amount of data collected. One year is likely to be too short.
- ▶ The state should avoid setting the unachievable target within the predefined timeframe.
- ▶ Major service providers have collected the data for sometime. The ability to make use of the available data might help CAAT to better understand the occurrence in Thailand when CAAT data is not yet readily available.
- ▶ SMS is a bridge to the success of SSP, and SPI should contribute towards SSP.
- ▶ AMO is difficult to work with, need detailed steps/action matrix to drive them along.
- ▶ SPIs need to cover both lead and lag measures.

# From SDPCS presentation

- Quality of data is crucial elements that determine the extent to which one could analyse safety data. Need to share knowledge with service providers as well as defined the data handling process clearly. Also, the monitoring and assessment is a must for the improvement of the SDCPS.

**SSP Contributing Agency – Workshop Exercise**

**TASK 1** – either in teams (state) or as individuals, identify the organisations you would bring together as contributing agencies for the purpose of developing an ICAO based State Safety Program (Please note – there are no right or wrong answers to this question).

**TASK 2** – Enter your responses into the following table, and consider providing some details regarding the purpose and types of information those contributing agencies could provide.

	Title of the Contributing Agency (do not use acronyms)	(a) Describe the agency's purpose in your proposed State Safety Program? (b) What type of information could they provide?
1.	All scheduled airlines	-All types of safety data via mandatory and voluntary report systems -Risk Assessments and Hazard identification
2.	Private Aerodrome Operators	-Specific areas of concern via aerodrome Ops
3.	Air Accident Investigation Bureau (AAIB)	(a) AAIB comes under TSIB, and is responsible for conducting investigations into aircraft accidents and incidents in accordance with Annex 13 to the Chicago Convention. Its functions, which are set out in Part IIA of the ANA, include the following: <ul style="list-style-type: none"> <li>i. carry out investigations into any accidents or serious incidents which occurs in Singapore;</li> <li>ii. carry out investigations into any accidents or serious incidents outside Singapore, that involves a Singapore registered aircraft or an aircraft operated by a Singapore operator, if the investigation has been delegated to Singapore, or the occurrence is in a non-contracting state with no intention of carrying out the investigation; and</li> <li>iii. carry out investigations into incidents from which air safety lessons may be derived.</li> </ul> (a) i. De-identified information from voluntary reports on aviation incidents and safety deficiencies; ii. safety investigation reports and safety recommendations
4.	Dept of Meteorology	-Development of safety priorities related to adverse weather conditions -Weather data
5.	CAA Safety Office	Provide data from ASR, FDR Analysis, other safety reports
6.	ATC provider/regulator	Provide data beyond statistically captured data
7.	Pilot Associations	Provide information about occasions reported by pilots under the protection of the group
8.	Institute with experience in human behaviour	To provide knowledge and advise on how to encourage reporting amongst the different disciplines

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9.	Maintenance providers	Provide data about maintenance occurrences not captured through mandatory systems
10.	Air Operators	To implement SMS and provide feedback to CAA and AIG. Also to provide all safety reporting in the form of Data through Mandatory or Voluntary means
11.	ANSP: Cambodia Air Traffic Services (CATS)	(a) The agency's purpose in the state proposed State Safety Program is safety programme for air navigation services. (b) Information that we could provide by CATS are: <ul style="list-style-type: none"><li>- Incident and Accident report</li><li>- Flight occurrences</li><li>- Aircraft near miss</li><li>- Bird strike</li><li>- Missed approach</li><li>- Aboard take-off</li><li>- Runway incursion and excursion</li></ul>
12.	Aero Darat Ltd (private companies)	a. Aviation Ground handlers  b. Vehicular and apron/ground movements hazards
13.	Manufacturers	(a) Aircraft Supplier (b) Design data on reliability and safety
14.	Operation Service providers /Aircraft manufacturers/industry	Safety requirements for the service provider's SMS, ATC, data of flight panning, weather, navigation facilities Aerodrome, Human performance data Technical Data of aircraft type design/production Safety data collection, analysis and exchange Agreement on the service provider's safety performance

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# Report back to APRAST/11 plenary from SEI RS Workshop

Bangkok, 20 Nov 2017



# Purpose (Why Are We Here?)

- Identify obstacles to implementation of existing SEI (RS)
- Find solutions to overcome obstacles
- Create new SEI's by discussing runway incidents and accidents

# Challenges

- Communication and follow up
- Limited resources:
  - Shortage of staff (RI 1: ATC training)
  - Time and cost (RI 2: pilot training, RI 3: enhanced marking, RI 6: ATC training)
- RST
  - Pilots should provide more coordinated inputs despite changing representatives because of work roster

# Challenges

- End user unaware of existence of guidance materials (e.g. runway safety handbook for RE3) → Need to promote
- RS1: checklist is very good but more explanatory notes required.

# Enhance communication & follow up on SEI (1)

- ICAO should seek acknowledge of receipt from all States on SEI State Letters.
- [www.icao.int/apac/rasg/edocs/forms](http://www.icao.int/apac/rasg/edocs/forms).
- Messaging should be done in a more comprehensible manner (bearing in mind English is not the native language in most APAC States)

# Enhance communication & follow up (2)

- States to nominate focal point for SEIs
  - Recipient of State Letters on SEIs
  - Champion of SEI (new role)
- ICAO should invite COSCAPS to help monitor the progress of SEI implementation (note: some States not in COSCAPS)
- States should be urged to appoint focal points at appropriate level of seniority in the hierarchy (not too senior nor too junior)

# Enhance communication & follow up (3)

- ICAO should provide or ask the Champion to provide more detailed descriptions of on SEI, e.g. what exactly is scenario based training?

# Potential New SEI (1)

- Aerodrome **safety, operations** and **maintenance** personnel training (*note: apron safety current not in ICAO runway safety program but suggestion has been made to expand it to include apron; note 2: aop-sg working on competency; note 3: recent runway incident confirms importance of involving apron personnel*)

# Potential New SEI (2)

- States should promote occupational health and safety for aerodrome, airlines, ATC staff
- ICAO should study the impact of glaring effect of solar panels in and around airports in impairing pilot vision and their impact as obstacles. \*
- APRAST Should consider working with drones TF on guidance on regulations, training and communication with public \*
- *(note: perhaps under flight safety)*



# Potential New SEI (3)

- ICAO should continue study best practices in regulating the use of laser around airports and communicating with the public.\*
- Pilots should consider coordinate amongst themselves to provide consistent input to RST despite changing representation to RST because of busy work schedule.

\* (note: perhaps under flight safety)

# Summary

- Challenges
  - Resources
  - Communication and follow up
    - More detailed descriptions of SEI to facilitate understanding
- Possible new SEIs for consideration and elaboration by SEI WG
  - Enhanced aerodrome personnel training
  - COSCAP to help monitor SEI progress?
  - Focal point to be at the appropriate level within hierarchy and to be SEI champion for that State

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**List of Updated RASG-APAC/7 Decisions and Conclusions**

<b>Decision Ref.</b>	<b>Description</b>	<b>Remarks</b>
<b>Decision RASG-APAC 7/1</b> WP/2 – Review of Progress of RASG-APAC/6 Decisions and Conclusions	That, the Meeting endorse the closure recommendation described for Decision RASG-APAC 5/6 in Attachment A and the 9 Decisions and 23 Conclusions of RASG-APAC/6 in Attachment B to WP/2 as closed as actions have been carried out to meet the intent of these Decisions.	<b>Propose to close.</b> Decision noted.
<b>Decision RASG-APAC 7/2</b> WP/3 – Update of RASG-APAC 2016/2017 Work Programme	That, the recommended items as described in the Attachment to WP/3 be closed and removed from the RASG-APAC 2016/17 Yearly Work Programme.	<b>Propose to close.</b> Recommended items as described in the Attachment to WP/3 removed.
<b>Decision RASG-APAC 7/3</b> WP/4 – Review of Decisions and Conclusions Adopted at APRAST/9 and APRAST/10 and its Progress	That, Conclusions adopted at APRAST/9 and APRAST/10 as described in Attachments A and B are endorsed.	<b>Propose to close.</b> Decision noted.
<b>Decision RASG-APAC 7/4</b> WP/5– Update on Asia Pacific Regional Priorities and Targets	That, the proposed changes to Regional Aviation Safety Priorities and Targets are approved:  a) Title of Regional Priority 2 - “Improvements to safety oversight and compliance/Industry safety certification audits”;  b) First target under Regional Priority 1 - “RASG-APAC to complete the development of current identified priority SEIs by end-2016 end- 2017”;  c) Fourth to sixth targets under Regional Priority 2 - “By end-of-2017 2020  (1) maintain at least 60% of increase the number of IOSA registered applicable	<b>Proposed to close.</b> Proposed Changes to Regional Aviation Safety Priorities and Targets approved. (Decision RASG-APAC 7/4 refers) Proposed changes incorporated and updated Regional Aviation Safety Priorities and Targets available on the RASG-APAC/APRAST website.

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Decision Ref.	Description	Remarks
	<p>APAC airlines <del>to be IOSA certified by</del> 50% over end-2016 figures;</p> <p>(2) <del>achieve at least 15% of</del> increase the number of ISSA registered <del>applicable</del> APAC airlines <del>to be ISSA certified by</del> 15% over end-2016 figures;</p> <p>(3) pursue <del>at least a</del> 50% increase in ISAGO registrations over end-2016 figures”; and</p> <p>Third target under Regional Priority 4 - “By 2020, pursue 50% increase in participation in flight data sharing initiatives by <del>of</del> APAC air operators, with aircraft of mass 27,000kg and above, over end-2016 figures participating in flight data sharing initiative by 2016”.</p>	
<p><b>Decision RASG-APAC 7/5</b> WP/5– Update on Asia Pacific Regional Priorities and Targets</p>	<p>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.</p>	<p>APRAST/11 update: An ad-hoc Working Group has been established with timeline to review APAC Regional Priorities to achieve greater alignment with the ICAO Global Aviation Safety Plan. The Meeting also agreed to use the key considerations for the review of the Asia Pacific Regional Aviation Safety Priorities and Targets.</p>
<p><b>Decision RASG-APAC 7/6</b> WP/20 – Safety Enhancement Initiative (SEI) Output for RASG Consideration and Approval</p>	<p>That, the proposed guidance material as attached to the paper as the combined outputs of both SEI LOC/2 and SEI LOC/4 is approved.</p>	<p><b>Propose to close.</b> Decision noted.</p>
<p><b>Decision RASG-APAC 7/7</b> WP/15 –Proposed RASG-APAC 2017/2018 Yearly and Standing Work Programmes</p>	<p>That, the proposed RASG-APAC 2017/2018 Yearly and Standing Work Programme are approved, taking into the account the discussions of RASG-APAC/7 on top of Attachment A of WP/15.</p>	<p><b>Propose to close.</b> Decision noted.</p>

**List of RASG-APAC/7 Conclusions**

Conclusion Ref.	Description	Remarks
<b>Conclusion RASG-APAC 7/1</b> WP/6 – Update on Work done by APAC-AIG	That, States/Administrations be strongly encouraged to: <ul style="list-style-type: none"> <li>a) Establish an independent accident investigation authority;</li> <li>b) Pledge support to the APAC Code of Conduct on Cooperation relating to Civil Aviation Accident/Incident Investigations; and</li> <li>c) Provide input to the APAC Database of Investigation Agencies.</li> </ul>	<b>Proposed to close.</b> SL ref T 6/8.3.1 – AP076/17 dated 27 July issued. Strongly encouraging States/Administrations to: <ul style="list-style-type: none"> <li>a) Establish an independent accident investigation authority;</li> <li>b) Pledge support to the APAC Code of Conduct on Cooperation relating to Civil Aviation Accident/Incident Investigations; and</li> <li>c) Provide input to the APAC Database of Investigation Agencies.</li> </ul>
<b>Conclusion RASG-APAC 7/2</b> WP/9 – Regulation of small Unmanned Aircraft in Hong Kong, China	That, ICAO be requested to: <ul style="list-style-type: none"> <li>a) Coordinate with ISO the work to enhance safety of UAS/RPAS; and</li> <li>b) expedite the development of appropriate classification, manufacture, operational and safety management of small UAS, including those for recreational use, with a view to enhancing public safety as well as safety of manned aircraft.</li> </ul>	<b>Propose to close.</b> IOM ref T 6/8.1.1 – AP-FS0104/17 dated 24 July 2017 issued for ICAO consideration. <u>ICAO Feedback:</u> The Chair of the ISO group is part of the ICAO RPAS and drone work teams and are already working on the related matters. States are urge to make use to UAS Toolkit <a href="https://www4.icao.int/uastoolkit/home/about">https://www4.icao.int/uastoolkit/home/about</a> which contains extensive guidance material.
<b>Conclusion RASG-APAC 7/3</b> WP/14 – Regional Data Collection, Analysis and Information Sharing Status Report	That, States/Administrations and industry are encourage to participate in the Demonstration Project through the submission of the Statement of Intent to FSF and MITRE as soon as possible.	<b>Proposed to close.</b> SL ref T 6/8.1.1 – AP080/17 dated 27 July issued, encouraging States/Administrations and industry to participate in the Demonstration Project through the submission of the Statement of Intent to FSF and MITRE as soon as possible.

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Conclusion Ref.	Description	Remarks
<p><b>Conclusion RASG-APAC 7/4</b> WP/16 – Progress Report on the implementation of the ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA)</p>	<p>That States are urged to fulfil their obligations under the USOAP CMA Memorandum of Understanding (MOU) and to take actions as needed to provide up-to-date information on their safety oversight systems, with particular attention to:</p> <ul style="list-style-type: none"> <li>a) States with an SSC, focus on implementing sustainable corrective and immediate mitigation actions to resolve the SSC with a high priority;</li> <li>b) complete and update the Corrective Action Plans (CAPs) on the On-line Framework (OLF), as required;</li> <li>c) implement CAPs and report progress on the OLF, informing the ICAO Regional Office when ready for validation;</li> <li>d) complete the compliance checklist/EFOD and self-assessment of the PQs on the OLF, including uploading the evidence documents; and</li> <li>e) request assistance from the ICAO Regional Office and/or COSCAP/RSOO, if required.</li> </ul>	<p><b>Propose to close.</b> SL ref T 6/8.1.1 – AP079/17 (FS) dated 31 July 2017 issued to remind States of its obligations under the USOAP CMA Memorandum of Understanding (MOU) and to take actions for the items (a) to (e).</p>
<p><b>Conclusion RASG-APAC 7/5</b> WP/17 – Proposed global strategy and action plan for the improvement of Regional Safety Oversight Organizations (RSOOs) and the establishment of a global system for the provision of safety oversight</p>	<p>That, ICAO present the proposed global strategy and action plan to improve RSOOs and the establishment of a global system for the provision of safety oversight, including the study of a proposed global aviation safety oversight system (GASOS), to the next APAC DGCA Conference for consideration and support.</p>	<p><b>Propose to close.</b> IOM ref T 6/8.1.1 – AP-FS0105/17 dated 24 July 2017 issued for ICAO consideration.</p>

**Appendix F UPDATED 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	<b>Upset Prevention Recovery Training (UPRT)</b>	<b>Propose to close and remove.</b> 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.  SEI WG reviewed and determined that ICAO Doc 10011 and Doc 9868 for UPRT already provide detailed guidance for regulators.
2	2/2  Decision RASG-APAC 7/6	Conclusion APRAST 2/51  Decision APRAST 8/10  Decision APRAST 10/6	LOC 2	AAPA	<b>Hazard Identification and Risk Management.</b> 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.)	<b>Propose to close and remove.</b>  That, the proposed guidance material as attached to the paper as the combined outputs of both SEI LOC/2 and SEI LOC/4 is approved. <b>(Dec RASG-APAC 7/6 refers)</b>  Approved guidance material uploaded on the RASG-APAC/APRAST website and 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	<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.)	<b>Propose to close and remove.</b>  That, the proposed guidance material as attached to the paper as the combined outputs of both SEI LOC/2 and SEI LOC/4 is approved. <b>(Dec RASG-APAC 7/6 refers)</b>  Approved guidance material uploaded on the RASG-APAC/APRAST website and monitoring mechanism.

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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><b>Coordination with APANPIRG and its sub-groups</b></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: <b>large height deviations</b>, <b>English language proficiency and terrain/obstacle databases</b>, with respect to coordination between APANPIRG and RASG-APAC. <b>Decision APRAST 10/4 refers</b>.</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. (<b>APRAST/10 Report para 6.5.11 refers</b>)</p> <p><b>APANPIRG and RASG-APAC Secretariats discussed. As the topics on large height deviations and terrain/obstacle databases are already being looked at in APANPIRG, it is recommended RASG-APAC do not duplicate work for these subjects and that SRP WG to take up the subject on English Language proficiency for discussion with between APANPIRG</b></p> <p><b>Further discussion at APRAST/12.</b></p>
5	2/3, 4/23	Conclusions APRAST 2/2 and 5/2	-	Secretariat	<p><b>Nomination of a point of contact (PoC) for RASG-APAC/APRAST activities</b></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> <p>APRAST/11 update: States/ Administrations and Industry were urged to review and update APRAST Secretariat on their Points of Contact (POCs), and remind that POCs are responsible for coordinating SEI implementation status updates for their respective States / Administrations.</p>
6		Decisions APRAST 7/3, 8/24	-	Secretariat  Nokscoot	<p><b>Dedicated web portal for RASG-APAC/APRAST</b></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.</p> <p>Nokscoot presented the progress of the protected workspace for APRAST members to collaborate and exchange working information which included the scope and outline of the two-tier web site for RASG-APAC.</p> <p>NokScoot will continue to develop the website and later its website user guide.</p>



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S/N	Decision RASG- APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description	Status
7		Decision APRAST 8/8  Decision APRAST 9/2  Decision APRAST 9/3  Decision APRAST 10/2  Conclusion APRAST 10/4	-	APAC-AIG	<b>Initiatives to improve accident investigation capabilities</b>  Identify potential initiatives to help improve accident investigation capabilities and USOAP AIG EI rates of States/ Administrations	<b>Propose to close.</b> ICAO APAC Office conducted a survey in December 2016 on training demands for accident investigation topics. The results were noted by APAC-AIG, and States/Administrations were encouraged to consider volunteering to host and/or organise training on the topics identified from the survey.  Training on the following topics have already been organised in 2017 so far: <ul style="list-style-type: none"> <li>• ICAO APAC Regional Workshop on Protection of Safety Information, held in Bangkok on 2-4 May 2017</li> <li>• Meteorological Aspect in Investigation, held by TSIB Singapore on 22-23 May 2017 (training opened to other States/Administrations)</li> <li>• Cabin Safety Investigation Workshop, held by TSIB Singapore on 24-26 May 2017 (training opened to other States/Administrations)</li> <li>• ICAO APAC Regional Accident Investigation Workshop on improving USOAP AIG Effective Implementation rate, hosted by Singapore on 3-4 August 2017</li> </ul> As regards improvement of USOAP AIG Effective Implementation rate, APAC-AIG noted the following feedback from the participants at the Regional Workshop in Singapore: a) Future workshops aiming at improving States/ Administrations' Effective Implementation rate to include group exercises to practise formulating answers to the protocol questions (PQs). b) States/Administrations to share their experiences in future workshops after they have been audited by ICAO.  APAC-AIG will continue to encourage States/Administrations to offer AIG training (courses/exercises/workshops/seminars/ conferences) and include such training opportunities in its workplan.
8		Decisions APRAST 7/31, 8/13  Decision APRAST 10/5	RE 1	FSF and IFALPA	<b>Causal factors with pilot decision to not go-around</b>  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.  SL Ref T 6/8.2.1 - AP075/17 (FS) dated 21 July 2017 and FSF Report disseminated with deadline for comment by 29 Sep 2017 - 5 responses received. FSF and SEI WG updated. SEI WG is working with FSF to review the responses. Pending further up from SEI WG.  <u>APRAST/11 update:</u> Following the SEI WG Breakout Session, it was decided that with assistance FSF and IATA will circulate the list of prioritized recommendations to APRAST members to seek comments for discussion on possible next steps at APRAST/12.

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S/N	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description	Status
9		Decision APRAST 8/21  Conclusions APRAST 8/11, 8/12  APRAST/10 Report para 6.4.4	-	AP-SRP WG	<b>Production of APAC Annual Safety Report</b>  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.  APRAST/11 update:  The SRP WG updated the plenary that 2017 Annual Safety Report is on schedule for publication in end-November 2017.  The timeline for development of the 2018 Annual Safety Report has been established.
10		Decision APRAST 9/21  Conclusion APRAST 10/10	-	ICAO APAC	<b>Organisation of suitable activities to improve AGA EI scores</b>  Consider organising suitable activities such as regional/ sub-regional workshops, to address gaps identified from the analysis of AGA EI scores	<b>Propose to close and remove.</b> ICAO together with Industry have organised the following activities: 1) ACI Developing Nations Airport Assistance Programme, ACI/ICAO Aerodrome Certification, Sydney, Australia, 26-30 June 2017; 2) ACI/ICAO Aerodrome Certification, Kuala Lumpur, Malaysia, 13-17 November 2017; 3) ICAO Aerodrome SMS Course including PANS/Aerodromes, 13-17 November 2017, ICAO APAC Office, Bangkok (under GAT) <a href="https://www.icao.int/training/Pages/training-catalogue-details.aspx?catid=395&amp;language=0&amp;region">https://www.icao.int/training/Pages/training-catalogue-details.aspx?catid=395&amp;language=0&amp;region</a> 4) A workshop on functionality of applications of iSTARS programmes tentatively planned for Jan 2018. IPAV on-site missions organised by ICAO APAC for identified APAC States. ICAO Professional Aviation Volunteers (IPAV) programme initiated. IPAV mission to Cambodia completed. IPAV missions for Fiji scheduled for November 2017 with Timor-Leste in December 2017. IPAV programme for 2018 will continue.
11	Decision RASG-APAC 7/5  Decision RASG-APAC 7/7	-	-	APRAST Co-Chairs	<b>Asia Pacific Regional Priorities and Targets</b> 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.	APRAST/11 update: An ad-hoc Working Group has been established with timeline to review APAC Regional Priorities to achieve greater alignment with the ICAO Global Aviation Safety Plan. The Meeting also agreed to use the key considerations for the review of the Asia Pacific Regional Aviation Safety Priorities and Targets.
<b>RASG APAC STANDING WORK PROGRAMME</b>						
S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
Nil						

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**UPDATE APRAST/9 AND APRAST/10 DECISIONS AND CONCLUSIONS**

Decision No.	Description	Status
<b>Decision APRAST 9/15 — SEI LOC/6 (Upset Prevention Recovery Training)</b>	That, COSCAP-NA CTA continue to review SEI LOC/6 (Upset Prevention Recovery Training (UPRT)) output (draft model advisory circular), CAST SE 196 and CAST SE 197, based on the Airplane Upset Recovery Training Aid (AURTA), and report the progress at APRAST/10.	<p><b>Closed.</b></p> <p>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).</p> <p>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.</p> <p>Superseded by APRAST/10 Report para 6.5.5, requesting SEI WG to consider providing guidance for regulators to implement ICAO UPRT requirements.</p> <p>SEI WG reviewed and determined that ICAO Doc 10011 and Doc 9868 for UPRT already provide detailed guidance for regulators.</p>

**LIST OF APRAST/9 CONCLUSIONS**

Conclusion No.	Description			Status
Conclusion APRAST 9/1 —Regional Aviation Safety Priorities and Targets	That, States/Administrations and Industry intensify efforts to attain the APAC Regional Aviation Safety Targets and to provide information on the progress of the APAC Regional Aviation Safety Priorities and Targets to the ICAO APAC Regional Office:			<b>Closed.</b>  Information was sought from States/Administrations and Industry on the APAC Regional Aviation Safety Targets prior APRAST/10, through SLs (ref: T 6/8.1.2-AP FS0028/17 dated 21 Feb, SL T 6/8.6-AP034/17 (FS) dated 21 Feb 2017).  Recommendation endorsed by RASG-APAC. Decision RASG-APAC 7/3 refers.
	Priority Area	Targets	Information/Status to be provided by	
	Reduction in Operational Risks	Reduction in the number of fatal accidents in 2018 compared to 2014 irrespective of the volume of air traffic in the APAC region	SRP WG Vice-Chairs (provide 2016 figure)	
		States and Industry to complete the implementation of all priority SEIs in RASG-APAC work programme by 2018	States/ Administrations and Industry (provide information on implementation of priority SEIs)	
	Improvements in Safety Oversight and Compliance	By end of 2017, (1) maintain at least 60% of applicable APAC airlines to be IOSA certified; (2) achieve at least 15% of applicable APAC airlines to be ISSA certified; (3) pursue at least a 50% increase in ISAGO registrations.	IATA (provide percentage of APAC airline IOSA and ISSA registered)  IATA (provide 2014 and current ISAGO registration)	

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Conclusion No.	Description			Status
	Consistent and effective Safety Management Systems (SMS) and State Safety Programmes (SSP)	Industry, particularly airlines, aviation training organizations, maintenance and repair organizations, airport operators, air navigation service providers, organizations responsible for the type design or manufacture of aircraft and aviation service providers to implement SMS by 2017	States/ Administrations (provide figures on SMS implementation)	
	Predictive risk management and advanced regulatory oversight	50% of APAC air operators, with aircraft of mass 27,000 kg and above, participating in flight data sharing initiative by 2016	IATA, AAPA (provide current percentage of APAC air operators participating)	
	Enhanced Aviation Infrastructure	Implement structures between RASG and APANPIRG to facilitate collection and sharing of ATM data by mid-2017	SRP WG (provide update on collection and sharing of ATM data with APANPIRG)	
		All aerodromes in APAC region that are used for international operations to have Runway Safety Teams (RSTs) by 2017	States/ Administrations (provide figures on RSTs)	
<b>Conclusion APRAST 9/2 — Computer-based training for AIG</b>	That, ICAO be requested to look into computer-based training in the area of aircraft accident and incident investigation.			<b>Closed.</b> Conclusion endorsed by RASG-APAC. Decision RASG-APAC 7/3 refers. IOM ref T 6/8.1.1 – AP-FS0102/17 dated 24 July 2017 issued for ICAO consideration Pre-IOM: ICAO could consider developing a

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Conclusion No.	Description	Status
		familiarization-type training for Annex 13 SARPs, which would NOT qualify investigators. Update provided at APAC-AIG/5 in August 2017.
<b>Conclusion APRAST 9/3 — Altiport operation</b>	That, ICAO be requested to provide more guidance on the operations at altiports.	<b>Closed.</b> Conclusion endorsed by RASG-APAC. Decision RASG-APAC 7/3 refers. IOM ref T 6/8.1.1 – AP-FS0106/17 dated 24 July 2017 issued for ICAO consideration HQ responded that ICAO may not have any GM and this matter may not be a priority.
<b>Conclusion APRAST 9/4 — Flight Inspections for MSAW</b>	That, ICAO be requested to provide more guidance on the conduct of flight inspections on Minimum Safe Altitude Warning (MSAW).	<b>Closed.</b> Endorsed by RASG-APAC. Decision RASG-APAC 7/3. IOM ref T 6/8.1.1 – AP-FS0107/17 dated 24 July 2017 issued for ICAO consideration Pre-IOM feedback: ICAO informed that guidance is already available from various sources and do not plan to develop additional guidance material. Eurocontrol for MSAW Part III and FAA guidance were provided. ICAO further suggested ref to ICAO Doc 9906 - Quality Assurance Manual for Flight Procedure Design. Advice and guidance materials were conveyed to CAA Nepal. Post-IOM: No comment from HQ.

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Conclusion No.	Description	Status
<b>Conclusion APRAST 9/5 — Guidance on Cabin Safety</b>	That, ICAO be requested to consider enhancing guidance on cabin safety to encourage harmonization.	<b>Closed.</b> Conclusion endorsed by RASG-APAC. Decision RASG-APAC 7/3 refers. IOM ref T 6/8.1.1 – AP-FS0108/17 dated 24 July 2017 issued for ICAO consideration.
<b>Conclusion APRAST 9/6 — Coordination between SRP WG and SEI WG</b>	That, the process of coordination between SRP WG and SEI WG on the development of SEIs as outlined in Decision APRAST 9/10, be incorporated into the RASG-APAC Procedural Handbook.	<b>Closed.</b> Conclusion endorsed by RASG-APAC. Decision RASG-APAC 7/3 refers. Coordination process between SRP WG and SEI WG on development of SEI incorporated into paragraph 7 of the RASG-APAC Procedural Handbook.

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**STATUS OF APRAST/10 DECISIONS**

APRAST/10 Decision Ref.	Description of Decision	Status
<b>Decision APRAST 10/1</b> – Safety Tools Implementation Monitoring Mechanism (Para 4.3)	That, the online portal for monitoring the implementation of RASG-APAC endorsed safety tools, be enhanced with an option for States/Administrations to indicate 100% implementation.	<b>Closed.</b> System programme modified. State/Administration can now indicate 100% implementation of RASG-APAC endorsed safety tools. SL T 6/8.1.2 – AP052/17 (FS) dated 26 April urging States/Administrations to update their implementation status online.
<b>Decision APRAST 10/2</b> – Training on Accident Investigation (WP/12)	That, APAC-AIG review the training needs of States/Administrations and, where necessary, develop additional training, taking into consideration experience and feedback from training conducted in 2017.	<b>Closed.</b> WP/12 of APRAST/10 presented the results of a survey conducted by ICAO APAC Office in December 2016 on training demands for accident investigation topics. The results were noted by APAC-AIG, and States/Administrations were encouraged to consider volunteering to host and/or organise training on the topics identified from the survey.  Training on the following topics have already been organised in 2017 so far: <ul style="list-style-type: none"> <li>• ICAO APAC Regional Workshop on Protection of Safety Information, held in Bangkok on 2-4 May 2017</li> <li>• Meteorological Aspect in Investigation, held by TSIB Singapore on 22-23 May 2017 (training opened to other States/Administrations)</li> <li>• Cabin Safety Investigation Workshop, held by TSIB Singapore on 24-26 May 2017 (training opened to other States/Administrations)</li> <li>• ICAO APAC Regional Accident Investigation Workshop on improving USOAP AIG Effective Implementation rate, hosted by Singapore on 3-4 August 2017.</li> </ul> APAC-AIG will continue to encourage States/Administrations to offer AIG training (courses/exercises/workshops/seminars/conferences) and include such training opportunities in its work plan.



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<b>APRAST/10 Decision Ref.</b>	<b>Description of Decision</b>	<b>Status</b>
<b>Decision APRAST 10/3</b> – Update of Capacity Building Task Force Breakout Session (WP/7)	That, APRAST/10 approve the Standardized Capacity Building Programme developed by the Capacity Building Task Force.	<b>Closed.</b> SCBP approved at APRAST/10 noted. Status update provided at RASG-APAC/7 in July 2017. SCBP uploaded on RASG-APAC/APRAST website for easy access.
<b>Decision APRAST 10/4</b> – Issues of Coordination between APANPIRG and RASG-APAC subsidiary bodies (SRP WG Breakout Session)	That, Decisions APRAST 8/4, 8/23, 9/11 and 9/20 be consolidated (and superseded by this Decision), such that APRAST focuses on the following three issues: large height deviations, English language proficiency and terrain/obstacle databases, with respect to coordination between APANPIRG and RASG-APAC	<b>Closed.</b> Decisions APRAST 8/4, 8/23, 9/11 and 9/20 superseded by Decision APRAST 10/4. APRAST decision to focus on large height deviations, English language proficiency and terrain/obstacle databases conveyed to APANPIRG Secretariat. APANPIRG and RASG-APAC Secretariats discussed. As the topics on large height deviations and terrain/obstacle databases are already being looked at in APANPIRG, it is recommended RASG-APAC do not duplicate work for these subjects and that SRP WG to take up the subject on English Language proficiency for discussion with between APANPIRG.
<b>Decision APRAST 10/5</b> – SEI RE/1 (Causal factors with pilot decision to not go-around) (SEI WG Breakout Session)	That, FSF, with assistance from Secretariat, disseminate the report on Go-Around Decision Making and Execution Project to APRAST members, to seek comments on the report's recommendations, for discussion on possible next steps at APRAST/11.	<b>Closed.</b> SL T 6/8.2.1-AP075/17 (FS) dated 21 Jul issued to seek comments on FSF GADME Report. 5 responses received. FSF and SEI WG updated. Superseded by Decision APRAST 11/3.
<b>Decision APRAST 10/6</b> – SEI LOC/2 (Hazard Identification and Risk Management) (SEI WG Breakout Session)	That, SEI LOC/2 be combined with SEI LOC/4, subject to agreement between the two Champions (AAPA and DCA Malaysia).	<b>Closed.</b> Champions of SEIs LOC/2 and LOC/4 agreed that the outputs be combined and were approved by RASG-APAC. Decision RASG-APAC 7/6 refers. GM uploaded onto RASG/APRAST Safety Tools website for public access. States/Administrations informed of GM on safety tools website. Ref

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APRAST/10 Decision Ref.	Description of Decision	Status
		AP-FS0125/17.
<b>Decision APRAST 10/7</b> – Cabin safety (SEI WG Breakout Session)	That, US CAST update SEI WG at APRAST/11 on the review of effectiveness of SE/78 on cabin safety, to enable SEI WG to determine the next course of action.	<b>Closed.</b> CAST reviewed and determined that SE78 – Turbulence Procedures for Reducing Cabin Injuries – is still effective.  Superseded by Decision APRAST 11/5.

**Status of APRAST/10 Conclusions**

APRAST/10 Conclusion Ref.	Description of Decision	Status
<b>Conclusion APRAST 10/1</b> – Inclusion of the online portal procedures in the RASG-APAC Procedural Handbook (WP/4)	That, Secretariat update the RASG-APAC Procedural Handbook to include the use of the online portal which monitors the implementation of RASG-APAC endorsed safety tools, with the aim of seeking approval at RASG-APAC/7.	<b>Closed.</b> Endorsed by RASG-APAC (Decision RASG-APAC 7/3 refers). User instructions for the online portal to monitor the implementation of RASG-APAC endorsed safety tools described in RASG-APAC Procedural Handbook and also available on the RASG-APAC/APRAST website.
<b>Conclusion APRAST 10/2</b> – Proposed Revisions to the Regional Aviation Safety Priorities and Targets (WP/5)	That, RASG-APAC/7 approve the proposed changes to Regional Aviation Safety Priorities and Targets as shown below:  a) Title of Regional Priority 2 - “Improvements to safety oversight and compliance/Industry safety certification audits”;  b) First target under Regional Priority 1 - “RASG-APAC to complete the development of current identified priority SEIs by end-2016 end- 2017”;	<b>Closed.</b> Proposed Changes to Regional Aviation Safety Priorities and Targets approved. (Decision RASG-APAC 7/4 refers) Proposed changes incorporated and updated Regional Aviation Safety Priorities and Targets available on the RASG-APAC/APRAST website.

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APRAST/10 Conclusion Ref.	Description of Decision	Status
	<p>c) Fourth to sixth targets under Regional Priority 2 - “By <del>end of 2017</del> 2020</p> <ol style="list-style-type: none"> <li>1) <del>maintain at least 60% of</del> increase the number of IOSA registered applicable APAC airlines <del>to be IOSA-certified</del> by 50% over <del>end-</del>2016 figures;</li> <li>2) <del>achieve at least 15% of</del> increase the number of ISSA registered applicable APAC airlines <del>to be ISSA-certified</del> by 15% over <del>end-</del>2016 figures;</li> <li>3) pursue <del>at least a 50% increase in</del> ISAGO registrations over <del>end-</del>2016 figures”; and</li> </ol> <p>Third target under Regional Priority 4 - “By 2020, pursue 50% increase in participation in flight data sharing initiatives by <del>of</del> APAC air operators, with aircraft of mass 27,000kg and above, over <del>end-</del>2016 figures <del>participating in flight data sharing initiative by 2016</del>”.</p>	
<b>Conclusion APRAST 10/3</b> – Update of the Regional Aviation Safety Priorities and Targets (WP/5)	That, States/Administrations and Industry provide information on the progress of the APAC Regional Aviation Safety Priorities and Targets to the ICAO APAC Regional Office with an aim of updating RASG-APAC/7.	<b>Closed.</b> Endorsed by RASG-APAC (Decision RASG-APAC 7/3 refers). Progress of APAC Regional Aviation Safety Priorities and Targets updated at RASG-APAC/7.
<b>Conclusion APRAST 10/4</b> – Update of APAC-AIG Activities (WP/6)	That, States/Administrations be strongly encouraged to actively participate in the training identified by the APAC-AIG, which has the potential to enhance their USOAP AIG EI.	<b>Closed.</b> Endorsed by RASG-APAC (Decision RASG-APAC 7/3 refers). SL ref T 6/8.3.1 – AP081/17 (FS) dated 31 July issued to strongly encouraging States/Administrations to actively participate in the training identified by the APAC-AIG.
<b>Conclusion APRAST 10/5</b> – Update of the Global Aviation Safety Plan (GASP) (WP/9)	<p>That States be encouraged:</p> <ol style="list-style-type: none"> <li>a) to develop a national safety plan in line with the GASP objectives and based on their operational safety needs; and</li> <li>b) to provide feedback to ICAO on the new Global Aviation Safety</li> </ol>	<b>Closed.</b> Endorsed by RASG-APAC (Decision RASG-APAC 7/3 refers). SL ref T 6/8.1.1 – AP082/17 (FS) dated 31 July issued to encourage States/Administrations to:

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APRAST/10 Conclusion Ref.	Description of Decision	Status
	Roadmap and suggestions for the future 2020 – 2022 Edition of the GASP via email to: <a href="mailto:GASP@icao.int">GASP@icao.int</a> .	<p>a) develop a national safety plan in line with the GASP objectives and based on their operational safety needs; and</p> <p>b) provide feedback to ICAO on the new Global Aviation Safety Roadmap and suggestions for the future 2020 – 2022 Edition of the GASP via email to: <a href="mailto:GASP@icao.int">GASP@icao.int</a>.</p>
<b>Conclusion APRAST 10/6</b> – ICAO guidance on aerodrome certification (WP/11)	That, ICAO consider developing guidance material in the area of new aerodrome developments and modifications as part of aerodrome certification.	<p><b>Closed.</b> Conclusion endorsed by RASG-APAC (Decision RASG-APAC 7/3 refers). IOM ref T 6/8.1.1 – AP-FS0103/17 dated 24 July 2017 issued for ICAO consideration. HQ responded that they could take a look at the issues raised and if appropriate, incorporate them in the next update of Doc 9774 in the near future.</p>
<b>Conclusion APRAST 10/7</b> – Regional Data Collection, Analysis and Information Sharing Status (WP/14)	That, States/Administrations and Industry be strongly encouraged to participate in the Demonstration Project for Regional Data Collection, Analysis and Information Sharing, by submitting Statement of Intent (Appendix B of the Governance Plan) to FSF/MITRE.	<p><b>Closed.</b> Endorsed by RASG-APAC. Decision RASG-APAC 7/3 refers. Subject duplicated in Conclusion RASG-APAC 7/3 which was addressed by SL ref T 6/8.1.1 – AP080/17 dated 27 July.</p>
<b>Conclusion APRAST 10/8</b> – Coordination between APANPIRG and RASG-APAC subsidiary bodies - terrain/obstacle databases and WGS-84 (SRP WG Breakout)	That, Secretariat, with the assistance of Airbus and IATA, emphasize the importance of accurate terrain/obstacle databases and compliance of ICAO WGS-84 standard by States/Administrations, in support of the use of Enhanced Ground Proximity Warning System (EGPWS), to APANPIRG.	<p><b>Closed.</b> Conclusion endorsed by RASG-APAC (Decision RASG-APAC 7/3 refers). APANPIRG and RASG-APAC Secretariats discussed this Conclusion and recommend no further follow-up is required as the accuracy of terrain/obstacle databases and compliance of ICAO WGS-84 standard by States/Administrations, in support of the use of</p>

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<b>APRAST/10 Conclusion Ref.</b>	<b>Description of Decision</b>	<b>Status</b>
Session)		Enhanced Ground Proximity Warning System (EGPWS) is already handled in APANPIRG. See Dec APRAST 10/4 update.
<b>Conclusion APRAST 10/9</b> – SEI LOC/4 (Flight Crew Proficiency) (SEI WG Breakout Session)	That, RASG-APAC/7 approve the output of SEI LOC/4 (Flight Crew Proficiency) developed by DCA Malaysia and Malaysia Airlines and endorsed by APRAST/10.	<b>Closed.</b> <b>Decision RASG-APAC 7/6</b> approved combining the outputs of LOC/2 and LOC/4.
<b>Conclusion APRAST 10/10</b> – Improve AGA EI scores (SEI WG Breakout Session)	That, ICAO APAC Regional Office consider organizing suitable activities such as regional/ sub-regional workshops, to address the gaps identified from the analysis of AGA EI scores.	<b>Closed.</b> Conclusion endorsed by RASG-APAC (Decision RASG-APAC 7/3 refers). The identified AGA gaps was shared with AOP SG Secretariat and presented at AOP SG/1 (14-16 Jun). ICAO together with Industry have organised the following activities: 1) ACI Developing Nations Airport Assistance Programme, ACI/ICAO Aerodrome Certification, Sydney, Australia, 26-30 June 2017; 2) ACI/ICAO Aerodrome Certification, Kuala Lumpur, Malaysia, 13-17 November 2017; 3) ICAO Aerodrome SMS Course including PANS/Aerodromes, 13-17 November 2017, ICAO APAC Office, Bangkok (under GAT) <a href="https://www.icao.int/training/Pages/training-catalogue-details.aspx?catid=395&amp;language=0&amp;region">https://www.icao.int/training/Pages/training-catalogue-details.aspx?catid=395&amp;language=0&amp;region</a> 4) A workshop on functionality of applications of iSTARS programmes tentatively planned for Jan 2018. IPAV on-site missions organized by ICAO APAC for

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APRAST/10 Conclusion Ref.	Description of Decision	Status
		identified APAC States. ICAO Professional Aviation Volunteers (IPAV) programme initiated. IPAV mission to Cambodia completed. IPAV missions for Fiji scheduled for November 2017 with Timor-Leste in December 2017. IPAV programme for 2018 will continue.

APRAST/10 Report Ref	Description of follow-up	Status
APRAST/10 Report para 5.5.1 - The Meeting discussed <b>WP/13</b> prepared by Pakistan, requesting for clarity on 3 terms related to safety management in ICAO documents: safety review, safety assessment and aeronautical study.	The Meeting noted that there was a similar request made by Nepal which led to the adoption of Conclusion APRAST 8/7. Arising from Conclusion APRAST 8/7, Secretariat had sent an IOM, T 6/15.1 – AP-FS0108/16 dated 22 September 2016 for HQ attention. <b>The Meeting requested the Secretariat to check with ICAO on the status of this matter.</b>	<b>Closed.</b> T 6/15.1 – AP-FS0077/17 dated 25 April 2017 sent, requesting HQ to provide update regarding the earlier IOM, T 6/15.1 – AP-FS0108/16 dated 22 September 2016.
APRAST/10 Report para 6.5.5 on <b>LOC/6</b>	Meeting requested that SEI WG consider providing guidance for regulators to implement ICAO UPRT requirements	<b>Closed.</b> SEI WG has identified relevant existing ICAO GM (Doc 10011 and Doc 9868). SEI WG reviewed and determined that ICAO Doc 10011 and Doc 9868 for UPRT already provide detailed guidance for regulators.

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## LIST OF APRAST/11 DECISIONS AND CONCLUSIONS

### LIST OF APRAST/11 DECISIONS

<b>Decision APRAST 11/1 — UPRT Provision Implementation and Guidance – WP/5</b>	
That, subject to RASG approval on LOC6 Secretariat to include ICAO Doc 10011, Doc 9868 and AUPRTA as guidance material on the RASG-APAC / APRAST website.	<b>Expected impact:</b> <input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP Effective Implementation <input type="checkbox"/> Monitoring and Administration <input checked="" type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional
<b>Why:</b> Improve accessibility to Guidance Material	
<b>When:</b> 31 <sup>st</sup> Jan 2018	<b>Status:</b> In progress
<b>Who:</b> <input type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

<b>Decision APRAST 11/2 — Update of APRAST/9 and APRAST/10 Decisions and Conclusions – WP/6</b>	
That, Decision APRAST 9/15 related to LOC6 be considered closed due to update provided at APRAST/11.	<b>Expected impact:</b> <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP Effective Implementation <input checked="" type="checkbox"/> Monitoring and Administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional
<b>Why:</b> SEI LOC6 completed	
<b>When:</b> Immediate	<b>Status:</b> Completed
<b>Who:</b> <input type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

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<b>Decision APRAST 11/3 — RE/1 – Causal factors with pilot decision to not go-around</b>	
<p>That, with assistance from Secretariat, FSF and IATA will circulate the list of prioritized recommendations to APRAST members to seek comments for discussion on possible next steps at APRAST/12.</p>	<p style="text-align: center;"><b><i>Expected impact:</i></b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</li> <li><input checked="" type="checkbox"/> Enhancement of USOAP Effective Implementation</li> <li><input checked="" type="checkbox"/> Monitoring and Administration</li> <li><input checked="" type="checkbox"/> Capacity Building and Sharing of Information</li> <li><input type="checkbox"/> Inter-Regional</li> </ul>
<p><b>Why:</b> Address RE operational risks</p>	
<p><b>When:</b> APRAST/12</p>	<p><b>Status:</b> In progress</p>
<p><b>Who:</b>    <input type="checkbox"/> APRAST   <input type="checkbox"/> APAC-AIG   <input type="checkbox"/> SRP WG   <input checked="" type="checkbox"/> SEI WG   <input type="checkbox"/> Capacity Building TF  <input checked="" type="checkbox"/> APAC States/Administrations   <input type="checkbox"/> ICAO APAC RO   <input type="checkbox"/> ICAO HQ   <input checked="" type="checkbox"/> Other: FSF and IATA</p>	

<b>Decision APRAST 11/4 — SEI items in the emerging register</b>	
<p>That, SEIs of “Airplane state awareness – effective upset prevention and recovery training” and “Policy and training for non-normal situations”, currently in Emerging Issues Registry, be considered closed, as these are addressed by LOC/6.</p>	<p style="text-align: center;"><b><i>Expected impact:</i></b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</li> <li><input checked="" type="checkbox"/> Enhancement of USOAP Effective Implementation</li> <li><input checked="" type="checkbox"/> Monitoring and Administration</li> <li><input checked="" type="checkbox"/> Capacity Building and Sharing of Information</li> <li><input type="checkbox"/> Inter-Regional</li> </ul>
<p><b>Why:</b> In view of the completion of LOC/6, the SEIs of “Airplane state awareness – effective upset prevention and recovery training” and “Policy and training for non-normal situations” were reviewed together with the development of LOC/6.</p>	
<p><b>When:</b> Immediate</p>	<p><b>Status:</b> In progress</p>
<p><b>Who:</b>    <input checked="" type="checkbox"/> APRAST   <input type="checkbox"/> APAC-AIG   <input type="checkbox"/> SRP WG   <input type="checkbox"/> SEI WG   <input type="checkbox"/> Capacity Building TF  <input type="checkbox"/> APAC States/Administrations   <input type="checkbox"/> ICAO APAC RO   <input type="checkbox"/> ICAO HQ   <input type="checkbox"/> Other:</p>	

<b>Decision APRAST 11/5 — Cabin Safety (SE/78)</b>	
<p>That, SEI of Turbulence Procedures for Reducing Cabin Injuries will be put into</p>	<p style="text-align: center;"><b><i>Expected impact:</i></b></p>



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the emerging issue registry.	<input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP Effective Implementation <input checked="" type="checkbox"/> Monitoring and Administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional
<b>Why:</b> To develop SEI to address operational risk in cabin safety	
<b>When:</b> Immediate	<b>Status:</b> Completed
<b>Who:</b> <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

<b>Decision APRAST 11/6 — Cabin Safety (SE/78)</b>	
That, SEI WG will request further information from SRP WG regarding the details in the occurrences of cabin injuries during in-flight in APAC.	<p style="text-align: center;"><i><b>Expected impact:</b></i></p> <input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP Effective Implementation <input checked="" type="checkbox"/> Monitoring and Administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional
<b>Why:</b> To develop SEI to address operational risk in cabin safety	
<b>When:</b> APRAST/12	<b>Status:</b> In progress
<b>Who:</b> <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input checked="" type="checkbox"/> SRP WG <input checked="" type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input type="checkbox"/> APAC States/Administrations <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

**LIST OF APRAST/11 CONCLUSIONS**

<b>Conclusion APRAST 11/1 — Revision of Regional Priorities and Targets (WP/7) and Proposed Review of Asia-Pacific Aviation Safety Regional Priorities and Targets (WP/15)</b>	
That, APRAST, with support from ICAO APAC office, establish an ad-hoc Working Group comprising States/Administrations and Industry (see updated Terms Of Reference in Addendum to WP/15) review and propose updates to the Asia Pacific Regional Aviation Safety Priorities and Targets at APRAST/12 with a view to seek approval at RASG-APAC/8.	<b><i>Expected impact:</i></b> <input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP Effective Implementation <input type="checkbox"/> Monitoring and Administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional
<b>Why:</b> Update of APAC Regional Priorities and Targets	
<b>When:</b> Immediate	<b>Status:</b> In progress
<b>Who:</b> <input type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: Industry	

<b>Conclusion APRAST 11/2 — Update of Outcome of 4<sup>th</sup> APANPIRG/RASG-APAC Coordination Meeting / 54<sup>th</sup> DGCA Conference (WP/10)</b>	
That, the RASG-APAC consider developing a performance-based safety oversight manual for oversight of ANSPs, taking into consideration availability of expertise.	<b><i>Expected impact:</i></b> <input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input checked="" type="checkbox"/> Enhancement of USOAP Effective Implementation <input checked="" type="checkbox"/> Monitoring and Administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional
<b>Why:</b> Standardization of Safety Oversight	
<b>When:</b> Pending RASG-APAC decision	<b>Status:</b> Pending RASG decision
<b>Who:</b> <input type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input type="checkbox"/> APAC States/Administrations <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: RASG-APAC	

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<b>Conclusion APRAST 11/3 — Proposal for APAC-AIG Direct Reporting to RASG-APAC – WP/11</b>	
That, the APRAST Secretariat continue coordination with APAC-AIG to develop and propose the necessary changes to the existing documents to reflect the direct reporting of APAC-AIG to RASG-APAC.	<b>Expected impact:</b> <input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP Effective Implementation <input checked="" type="checkbox"/> Monitoring and Administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional
<b>Why:</b>	Decision made at 4 <sup>th</sup> APANPIRG/RASG APAC coordination meeting
<b>When:</b>	APRAST/12
<b>Who:</b>	<b>Status:</b> In progress
<b>Who:</b> <input type="checkbox"/> APRAST <input checked="" type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

<b>Conclusion APRAST 11/4 — Airspace Safety Reporting – WP/12</b>	
That, with assistance from Secretariat, to conduct a survey, using similar survey questionnaire from the RASMAG survey, to gauge the safety reporting culture practices of RASG-APAC member States/Administrations and provide feedback to RASMAG.	<b>Expected impact:</b> <input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets <input type="checkbox"/> Enhancement of USOAP Effective Implementation <input checked="" type="checkbox"/> Monitoring and Administration <input type="checkbox"/> Capacity Building and Sharing of Information <input type="checkbox"/> Inter-Regional
<b>Why:</b>	Coordination of safety issue with RASMAG
<b>When:</b>	31 <sup>st</sup> December 2017
<b>Who:</b>	<b>Status:</b> In progress
<b>Who:</b> <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input checked="" type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: RASMAG	

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<b>Conclusion APRAST 11/5 — Airspace Safety Reporting – WP/12</b>	
<p>That, APAC States/Administrations are urged to review the APAC Seamless ATM Plan's Human Performance Elements at Attachment C to this Paper for use if suitable.</p>	<p><b>Expected impact:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</li> <li><input type="checkbox"/> Enhancement of USOAP Effective Implementation</li> <li><input checked="" type="checkbox"/> Monitoring and Administration</li> <li><input type="checkbox"/> Capacity Building and Sharing of Information</li> <li><input type="checkbox"/> Inter-Regional</li> </ul>
<p><b>Why:</b> Coordination of safety issue with RASMAG</p>	
<p><b>When:</b> 31<sup>st</sup> December 2017</p>	<p><b>Status:</b> In progress</p>
<p><b>Who:</b>    <input checked="" type="checkbox"/> APRAST   <input type="checkbox"/> APAC-AIG   <input type="checkbox"/> SRP WG   <input type="checkbox"/> SEI WG   <input type="checkbox"/> Capacity Building TF                     <input checked="" type="checkbox"/> APAC States/Administrations   <input checked="" type="checkbox"/> ICAO APAC RO   <input type="checkbox"/> ICAO HQ   <input type="checkbox"/> Other:</p>	

<b>Conclusion APRAST 11/6 — Airspace Safety Reporting – WP/12</b>	
<p>That, APAC States/Administrations are urged to review applicable national regulations, policies and safety promotion material to ensure a clear commitment to 'just culture', i.e. supporting open reporting as part of a more effective safety reporting practice.</p>	<p><b>Expected impact:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</li> <li><input type="checkbox"/> Enhancement of USOAP Effective Implementation</li> <li><input checked="" type="checkbox"/> Monitoring and Administration</li> <li><input checked="" type="checkbox"/> Capacity Building and Sharing of Information</li> <li><input type="checkbox"/> Inter-Regional</li> </ul>
<p><b>Why:</b> Coordination of safety issue with RASMAG</p>	
<p><b>When:</b> 31<sup>st</sup> December 2017</p>	<p><b>Status:</b> In progress</p>
<p><b>Who:</b>    <input checked="" type="checkbox"/> APRAST   <input type="checkbox"/> APAC-AIG   <input type="checkbox"/> SRP WG   <input type="checkbox"/> SEI WG   <input type="checkbox"/> Capacity Building TF                     <input checked="" type="checkbox"/> APAC States/Administrations   <input checked="" type="checkbox"/> ICAO APAC RO   <input type="checkbox"/> ICAO HQ   <input type="checkbox"/> Other:</p>	

<b>Conclusion APRAST 11/7 — LOC/6 - Upset Prevention Recovery Training (UPRT)</b>	
<p>That, RASG-APAC consider:</p> <ul style="list-style-type: none"> <li>a) requesting States/Administrations to note the ICAO SARPs regarding upset prevention and recovery training (UPRT) in Annex 1 and Annex 6, Part I;</li> <li>b) encouraging States/Administrations to take actions to implement these ICAO Annexes provisions regarding the UPRT if they have not yet done so;</li> <li>c) encouraging APRAST members to review and utilize the guidance, procedures and recommendations in ICAO Doc 10011, Doc 9868 and AUPRTA to implement the ICAO UPRT SARPs; and</li> <li>d) closing SEI LOC/6 and removed SEI LOC/6 from the work programme.</li> </ul>	<p><b>Expected impact:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</li> <li><input checked="" type="checkbox"/> Enhancement of USOAP Effective Implementation</li> <li><input checked="" type="checkbox"/> Monitoring and Administration</li> <li><input checked="" type="checkbox"/> Capacity Building and Sharing of Information</li> <li><input type="checkbox"/> Inter-Regional</li> </ul>
<p><b>Why:</b> Address LOC operational risks and provide guidance to APRAST Members to implement the UPRT. To utilize the ICAO developed guidance in order to avoid duplicated effort.</p>	
<b>When:</b> RASG-APAC/8	<b>Status:</b> In progress
<p><b>Who:</b> <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input type="checkbox"/> SRP WG <input type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input type="checkbox"/> APAC States/Administrations <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

<b>Conclusion APRAST 11/8 — Update of SRP WG Breakout Session</b>	
<p>SRP WG will present a WP during APRAST 12 on the possible restructuring of the ASR Process in future to accommodate the following points:</p> <ul style="list-style-type: none"> <li>a) Provisions to accommodate the comments of the participants in the report prior to finalizing the same;</li> <li>b) To indicate that the contents of the report have unified approach;</li> <li>c) To address the emerging safety issues specific to the region;</li> <li>d) To consider safety issues that may be highlighted from other Agencies.</li> </ul>	<p><b>Expected impact:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Achievement of global and regional aviation safety priorities and targets</li> <li><input type="checkbox"/> Enhancement of USOAP Effective Implementation</li> <li><input checked="" type="checkbox"/> Monitoring and Administration</li> <li><input type="checkbox"/> Capacity Building and Sharing of Information</li> <li><input type="checkbox"/> Inter-Regional</li> </ul>
<p><b>Why:</b> Improvement of the ASR process</p>	
<b>When:</b> APRAST 12	<b>Status:</b> On going
<p><b>Who:</b> <input checked="" type="checkbox"/> APRAST <input type="checkbox"/> APAC-AIG <input checked="" type="checkbox"/> SRP WG <input type="checkbox"/> SEI WG <input type="checkbox"/> Capacity Building TF <input type="checkbox"/> APAC States/Administrations <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

— END —