

**PROPOSED RASG-APAC 2018/2019 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	4/4, 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><b>Open</b> - In addition to the progress updated at previous meetings, APRAST/10 agreed to focus on the following three issues: <i>large height deviations</i>, <i>English language proficiency</i> and <i>terrain/obstacle databases</i>, with respect to coordination between APANPIRG and RASG-APAC. <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>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</p> <p>Further discussion at APRAST/12.</p> <p>APRAST/12 update:</p> <p>No further discussion in APRAST/12. But there is an initiative ongoing with ICAO HQ where PIRG/RASG Focus Group is working out a methodology to introduce PIRG and RASG together under one Plenary and coordinate the subgroups accordingly. After the ToRs are finalized, it will be discussed in PIRG and RASG forum.</p>
2		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><b>Open</b> - NokScoot and Secretariat have outlined the scope and contents of the two-tier website.</p> <p>NoksScoot 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> <p>APRAST/12 update: No further update from the champion. New Champion may nominated in APRAST-13 or Close the item.</p>

**RASG-APAC/8**  
Attachment D to the Report

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3		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	<b>Open</b> - 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 APRAST12  APRAST/12 update: (Decision APRAST12/6 refers)  FSF and IATA to provide the Secretariat with the 10 priority items to be circulated to APRAST members for further clarification, if any in order to decide any item as APAC SEI.  Those 10 priority items from FSF and IATA will be circulated amongst the States for review along with FSF final report and IATA guidance on unstable approaches as attachments/hyperlinked for background information from these 2 documents when they review the 10 priority items.
4	Decision RASG-APAC 8/12			APRAST Co-Chairs	<b>Formulating the Regional Aviation Safety Plan (RASP) for APAC Region</b>	to be taken up with APRAST
5	Conclusion RASG-APAC 8/2			APRAST Co-Chairs	<b>Production of Annual Safety Report 2018 &amp; 2019</b>	to be taken up with SRP WG
6	Decision RASG-APAC 8/1			APRAST Co-Chairs	<b>Follow up of Beijing Declaration</b>	to be taken up with APRAST

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					<p><u>Safety:</u></p> <p>- (a) Progressively enhance safety oversight capability to achieve a USOAP EI score higher or equal to the global average by 2022;</p> <p>(b) Implement an effective State Safety Programme (SSP) by 2025;</p> <p>(c) Endeavour not to have any Significant Safety Concerns (SSCs) under the USOAP Continuous Monitoring Approach (CMA), and to resolve any future SSCs within the time frame agreed with ICAO;</p> <p>(d) Certify all aerodromes used for international operations by 2020;</p> <p>(e) Use data driven methodologies to identify high risk categories of occurrences (e.g. runway safety, loss of control in flight and controlled flight into terrain), and implement collaborative solutions to reduce accident rates and fatalities in the Region; and</p> <p>(f) Include aviation safety in national planning frameworks such as National Development Plans (NDPs) supported by robust Civil Aviation Master Plans.</p> <p><u>Collaboration:</u></p> <p>a) Promote regional government and industry collaboration for sharing of best practices in safety management through the Regional Aviation Safety Group (RASG).</p> <p><u>Human Resource Development:</u></p> <p>(a) Establish access to quality training; and</p> <p>(b) Encourage sharing of resources bilaterally and/or multi-laterally as well as with industry partners.</p>	
7	Decision RASG-APAC 8/2			APAC-AIG	<p><u>Independent Accident Investigation Body:</u></p> <p>a) Accident Investigation: Commit to either establish an accident investigation authority that is independent from State aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation or where appropriate develop a bilateral, sub-regional or regional partnership to support the establishment of accident investigation capabilities to serve the Region, sub-region or State</p>	to be taken up with APAC-AIG
<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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