

*INTERNATIONAL CIVIL AVIATION ORGANIZATION***TWENTY FIFTH MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/25)***Kuala Lumpur, Malaysia, 8 – 11 September 2014***Agenda Item 1B: Flight Safety and RASG-APAC Activities****UPDATE OF RASG-APAC ACTIVITIES**

(Presented by the Secretariat)

SUMMARY

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

To assist RASG-APAC in achieving its objectives, Asia Pacific Regional Aviation Safety Team (APRAST) and various sub-working groups like the APAC AIG Working Group and the SRP ad hoc Working Group was established.

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

1. INTRODUCTION

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

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

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

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

2. DISCUSSION

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

2.2 Since its inception in 2012, APRAST held 4 meetings identifying relevant Safety Enhancement Initiatives (SEIs) and developing detailed implementation plans, to help address known safety concerns in the APAC Region.

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

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

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

2.6 APRAST concluded its 4th Meeting in April 2014. The focus for this meeting was to review and update the work of different Teams and to identify new safety enhancement initiatives for RASG-APAC consideration. The 5th APRAST Meeting will be held in Bangkok, Thailand from 16-19 September 2014.

2.7 The APRAST Safety Reporting Ad-hoc Working Group produced its first Annual Safety Report for APAC and was approved at RASG-APAC/3 in June 2013 for circulation to RASG members.

2.8 24 Decisions related to improving safety were adopted at the RASG-APAC/3 Meeting held in Bangkok, Thailand in June 2013. Updates on these decisions can be found in **Attachment A**. RASG-APAC/4 meeting will be held in Hong Kong, China in November 2014.

2.9 Recognizing the amount of work to be accomplished, RASG-APAC approved a Work Programme consisting of two parts, the RASG-APAC Standing Work Programme and the RASG-APAC Yearly Work Programme. The RASG-APAC Standing Work Programme is a comprehensive list of safety activities approved by RASG-APAC for implementation. The RASG-APAC Yearly Work Programme consists of a few priority tasks selected from the RASG-APAC Standing Work Programme which RASG-APAC will strive to accomplish during the current year. **Attachment B** provides an update of RASG-APAC Work Programmes.

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

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

3. ACTION BY THE MEETING

3.1 The APANPRIG is invited to note the work of RASG-APAC and its subsidiary groups.

RASG-APAC/3 Decisions

S/N	Decision RASG-APAC/3	Ref.	Subject Ref.	Decisions	Status
1	Dec. 3/1	RASG-APAC/3 WP/3		That, all completed items recommended for closure and removal from the yearly and standing work programmes are accepted without further comment.	Closed. 2012/2013 Yearly and Standing work programmes updated for completed DIPs for CFIT, LOC and Runway Safety SEIs.
2	Dec. 3/2	RASG-APAC/3 WP/4		That, the APAC Annual Safety Report is approved as presented.	Closed.
3	Dec. 3/3	RASG-APAC/3 WP/4		That, the circulation of the APAC Annual Safety Report be limited to RASG.	Closed. Safety report posted on ICAO APAC restricted website. (Username rasgapac, Password BKKapac). Ref: SL T/613.11.3 – AP – FS0106/13 (FS) dated 17 Oct 2013

S/N	Decision RASG-APAC/3	Ref.	Subject Ref.	Decisions	Status
4	Dec. 3/4	RASG-APAC/3 WP/5		That, the set of CFIT/1 Model Regulation and Guidance Material developed as part of the CFIT/1 Output 3, is approved for circulation to Member States.	Closed. States notified through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013. Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx
5	Dec. 3/5	RASG-APAC/3 WP/6		That, as CFIT/5 Output 1, the advisory circular developed to provide guidance on CRM training programs for flight crew members and other personnel essential to flight safety, is approved for circulation to Member States.	Closed. States notified through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013 Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx
6	Dec. 3/6	RASG-APAC/3 WP/7		That, CFIT/6 Output 1, the advisory circular to provide guidance to assist air operators in the development and conduct of ALAR and CFIT training programmes, is approved for circulation to Member States.	Closed. States notified through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013 Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx

S/N	Decision RASG-APAC/3	Ref.	Subject Ref.	Decisions	Status
7	Dec. 3/7	RASG-APAC/3 WP/8		That, the Secretariat issue a State letter endorsing the training material presented under WP/8, and referring States to the CANSO website for downloading of the material.	Closed. States informed through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013 Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx
8	Dec. 3/8	RASG-APAC/3 WP/9		That, the “Industry Best Practices Manual on Timely and Accurate Reporting of Runway Condition by ATS/AIS to Flight Crew” (Version 4.0 dated 12th June 2013) for APAC Region is adopted as a reference document on this subject.	Closed. States informed through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013 Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx
9	Dec. 3/9	RASG-APAC/3 WP/9		That, the Industry Best Practices Manual be forwarded to the relevant subject experts in ICAO through the ICAO Regional Office for reference and appropriate follow up.	Closed ICAO APAC has sent a memo IOM ref.: AN 3/3 – AP-AGA0158/13 dated 30 September 2013 to the SME at ICAO HQ.

S/N	Decision RASG-APAC/3	Ref.	Subject Ref.	Decisions	Status
10	Dec. 3/10	RASG-APAC/3 WP/9		That, APRAST Runway Safety Sub-group consider the need for a mechanism to update the Industry Best Practices Manual with the latest revisions to ICAO SARPs and Guidance Material.	Closed. Update from APRAST/4: As per APRAST/4 Decision 4/8, the maintenance of any SEI related documents produced by APRAST be under the purview of the proposed SEI AWG which would develop a mechanism for the review and updating of such documents.
11	Dec. 3/11	RASG-APAC/3 WP/10		That, LOC 5 Output 1, the Model Advisory Circular as presented is approved for circulation to Member States.	Closed. States notified through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013 Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx
12	Dec. 3/12	RASG-APAC/3 WP/14		That, as part of SEI development APRAST will include generic implementation guidance to support the implementation efforts of States/Industry.	Closed Update from APRAST/4: As per Decision APRAST 4/14, outputs from all SEIs would include a clear set of implementation guidelines for the relevant stakeholders.

S/N	Decision RASG-APAC/3	Ref.	Subject Ref.	Decisions	Status
13	Dec. 3/13	RASG-APAC/3 WP/14		That, APRAST will organise assistance programmes such as workshops/seminars to further supplement direct implementation support provided by COSCAPs and other agencies.	Closed Update from APRAST/4: The Meeting agreed to incorporate workshops as part of the APRAST meeting programme as outlined in Attachment F to APRAST/4 Report. APRAST Co-chairs will work with the sub-group facilitators and Secretariat to develop detailed agendas for the workshops.
14	Dec. 3/14	RASG-APAC/3 WP/14		That, APRAST schedule Workshops/seminars in conjunction with regularly scheduled APRAST meetings, facilitated by ICAO personnel, relevant APRAST Champions and subject matter experts or volunteer external sources as available.	Closed Update from APRAST/4: The Meeting agreed to incorporate workshops as part of the APRAST meeting programme as outlined in Attachment F to APRAST/4 Report. APRAST Co-chairs will work with the sub-group facilitators and Secretariat to develop detailed agendas for the workshops.
15	Dec. 3/15	RASG-APAC/3 WP/22 (AttachmentA)		That, the revised ToRs of AP-SRP AWG in Attachment A to WP/22 are approved.	Closed. Updated at SRP AWG/2 Meeting.
16	Dec. 3/16	RASG-APAC/3 WP/22 (Attachment B)		That, the ToRs for the Information Analysis Team (IAT) in Attachment B to WP/22 are approved.	Closed. Updated at SRP AWG/2 Meeting. SRP AWG to follow-up with formation of an IAT.

S/N	Decision RASG-APAC/3	Ref.	Subject Ref.	Decisions	Status
17	Dec. 3/17	RASG-APAC/3 WP/15		<p>That, the suggested standardized list of information to be provided between licensing authorities for authentication for the conversion of foreign licences be accepted as a best practice for implementation within APAC Region, noting however the difficulty faced by some States in sharing certain information due to their national regulations on access to personal information.</p> <p>That, RASG requests ICAO Regional Office to issue a State letter to inform States of the above.</p>	<p>Closed.</p> <p>States informed through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013</p> <p>Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx</p>
18	Dec. 3/18	RASG-APAC/3 WP/18		<p>That, all stakeholders are requested to support RASG/APRAST activities by responding to ICAO State Letters in a timely and accurate manner.</p>	<p>Closed.</p> <p>All to note.</p>
19	Dec. 3/19	RASG-APAC/3 WP/23		<p>That, the ICAO APAC Regional Office be requested to coordinate with the Chairs of RASG APAC and APANPIRG , to investigate the scope of activities and to develop the mechanism(s) required to capture and analyze en-route navigation safety data.</p>	<p>Open.</p> <p>Update from APRAST/4: The ICAO APAC regional office will organise a meeting between the Chairs of RASG, APANPIRG.</p>
20	Dec. 3/20	RASG-APAC/3 WP/25		<p>That, the proposal of the Republic of Korea be submitted by the ICAO Regional Office to ICAO Aerodrome Panel and APANPIRG for review and follow up action as appropriate.</p>	<p>Closed</p> <p>Update from APRAST/4: Recommend to be closed as the ICAO APAC regional office has sent a memo IOM ref.: AN 3/3 – AP-AGA0157/13 dated 30 September 2013 to HQ to request for review and follow up as appropriate by the ICAO Aerodrome Panel and APANPIRG.</p>

S/N	Decision RASG-APAC/3	Ref.	Subject Ref.	Decisions	Status
21	Dec. 3/21	RASG-APAC/3 WP/26		That, the Secretariat refer the safety concerns highlighted in the paper to the Subject Matter Expert (SME) at ICAO Headquarters and seek guidance in this regard.	Closed. HQ SME while recognizing the potentially serious safety issue, recommends that this issue be dealt with by local regulation to or at the very least some sensible ANSP policies about the use of cell phones in consideration of the many different scenarios that can present in the ACC.
22	Dec. 3/22	RASG-APAC/3 WP/21		That, a) the RASG agreed to release the draft regional safety priorities and targets for discussion at the 50th Conference of the Director General of Civil Aviation, Asia and Pacific Regions, noting the need for further work to finalise the regional safety priorities and targets by RASG and its subsidiary bodies. that, b) APRAST review the Regional Safety Priorities and Targets presented in WP/21, and finalise them for circulation to RASG for comments, before submitting the final version incorporating comments received, to RASG Chair for consideration before March 2014.	Closed. Presented and discussed at the 50th DGCA Conference. Open. Update from APRAST/4: As per Decision APRAST 4/5 and Decision APRAST 4/6, the Secretariat would, after feedback from RASG-APAC members and with RASG-APAC Chair's concurrence, submit revised draft regional priorities and targets to ICAO HQ. These regional priorities and targets will be finalised and approved at RASG-APAC/4.

S/N	Decision RASG-APAC/3	Ref.	Subject Ref.	Decisions	Status
23	Dec. 3/23	RASG-APAC/3 WP/21		That, APRAST will also review the meeting structures and mechanisms necessary to support the GASP and to fulfil the Regional Priorities and Targets.	Open. Update from APRAST/4: As per Conclusion APRAST 4/6, Conclusion APRAST 4/7 and Conclusion APRAST 4/8 the proposed changes to the APRAST structure and the TORs of the SEI WG would be submitted to RASG-APAC/4 for approval.
24	Dec. 3/24	RASG-APAC/3 WP/20		That, the RASG APAC Yearly (2013-2014) and Standing Work Programme is approved as presented at Attachment D .	Closed.

RASG APAC YEARLY AND STANDING WORK PROGRAMME

RASG APAC YEARLY WORK PROGRAMME (2013/2014)						
S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
1	2/2, 3/4	Conclusion APRAST 2/21	CFIT 1	CAAS	Ground Proximity Warning Systems (GPWS) With Forward Looking Feature (Safety Impact High). The purpose of this SE action is to promote compliance with ICAO SARPS regarding the equipage of GPWS-FLF (Forward Looking Feature) and ensure flight crews are trained and competent to effectively manage GPWS events including degraded performance issues and database validity.	RASG-APAC Decision 3/4 - The set of CFIT/1 Model Regulation and Guidance Material developed as part of the CFIT/1 Output 3, is approved for circulation to Member States. Model Regulation and Advisory Circular was also approved by RASG-APAC for circulation and was disseminated through State letter T 6/13.11 - AP131/13 (FS) dated 23 September 2013. Post APRAST/4.
2	2/2	Conclusion APRAST 2/22	CFIT 2	HK CAD	Standard Operating Procedures (SAFETY IMPACT HIGH). The purpose of this SE is to promote the development and issuance of advisory circular (AC) containing information air operators may utilize to develop Standard Operating Procedures and training for pilots in use of the continuous descent final approach (CDFA) technique when flying non-precision approach procedures in all aircraft types.	Review of COSCAP model advisory circular completed. CFIT SG is proposing further revision to reference existing FAA/CASA documentation. CFIT WG participated in LOC Focus Group to develop a common approach to drafting materials related to SOP format. Material presented at APRAST 4 by Focus Group will be amended to include CFIT input at Appendix 2 of the draft AC. Instead of developing a separate SOP for CFIT, HKCAD will now include CFIT material to Appendix 7 of the common SOP being developed under LOC 1 Output 2. The draft Appendix 7 will be circulated to CFIT WG members for comments before being forwarded to RASG-APAC as part of an omnibus submission under LOC 1.
3	2/2	Conclusion APRAST 2/24	CFIT 4	Pakistan	Flight Data Analysis (Safety Impact High). The purpose of this SE is to develop and implement a non-punitive FDA program to promote compliance with the Annex 6, Part 1 requirement regarding establishment of non-punitive FDA program.	New Champion required. Pakistan is reviewing the draft DIP to determine if they will be able to assume the role of Champion. When work on the SEI is resumed, the guiding principle will be that existing materials and information will be used to develop the CFIT 4 Outputs rather than drafting new materials. APRAST will wait for Pakistan to make a decision on whether they will assume the role of Champion.
4	2/2, 3/5	Conclusion APRAST 2/25	CFIT 5	KOCA	Crew Resource Management Training (Safety Impact High). The purpose of this SE is to promote the implementation of Crew Resource Management (CRM) training programs for flight crew members and other personnel essential to flight safety to reduce the risk of a CFIT event	RASG-APAC Decision 3/5 - CFIT/5 Output 1, the advisory circular developed to provide guidance on CRM training programs for flight crew members and other personnel essential to flight safety, was approved for circulation to Member States. States were informed through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013. Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx
5	2/2, 3/6	Conclusion APRAST 2/26	CFIT 6	Singapore Airlines	CFIT/ALAR Training (Safety Impact Moderate). Purpose: The purpose of this SE is to promote the training of flight crew in Approach and Landing Accident and Controlled Flight into Terrain Prevention.	RASG-APAC Decision 3/6 - CFIT/6 Output 1, the advisory circular to provide guidance to assist air operators in the development and conduct of ALAR and CFIT training programmes, was approved for circulation to Member States. States were informed through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013. Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx
6	2/2, 3/7	Conclusion APRAST 2/30	RE 2	CANSO	Identify Specific training for pilots and air traffic controllers to avoid unstabilized approaches CANSO has been developing a global runway excursion risk identification tool. The tool will assist in identifying potential weaknesses in the ATM system in the final phase of flight. This will provide the opportunity to strengthen human centred risk controls. The output would be a training tool/kit for ATC and pilots. This will be in the form of an education booklet.	CANSO has developed a global runway excursion risk identification tool. The Secretariat issued a State Letter endorsing the training material, directing States to refer to the CANSO website for downloading of the material. States were informed through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013. Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx Recommending to RASG APAC/4 that, SEI RE/2 (Training for Pilots and Air Traffic Controllers to Avoid Unstabilised Approaches) be closed and removed from the RASG-APAC Yearly Work Programme. APRAST/4 Conclusion 4/12 refers.
7	2/2,3/8, 3/9, 3/10	Conclusion APRAST 2/33	RE 6	AAI	Timely and Accurate Notification about Runway Conditions by AIS and ATS. The purpose is to develop best practices on timely and accurate reporting of runway conditions.	"Industry Best Practices Manual on Timely and Accurate Reporting of Runway Condition by ATS/AIS to Flight Crew" (Version 4.0 dated 12th June 2013) for APAC Region is approved as a reference document. (States were informed through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013. Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx) The Industry Best Practices Manual was forwarded to the relevant subject experts in ICAO through the ICAO Regional Office for reference and appropriate follow up. (Ref: IOM ref.: AN 3/3 – AP-AGA0158/13 dated 30 September 2013 from ICAO APAC to SME at HQ for comment). The maintenance of any SEI related documents produced by APRAST would be under the purview of the proposed SEI AWG which would develop a mechanism for the review and updating of such documents. APRAST/4 Decision 4/8 refers.

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
8	2/2	Conclusion APRAST 2/50	LOC 1	CAAS	Use of SOPs (Standard Operating Procedures). The establishment, maintenance and appropriate use of flight crew SOP aim to reduce the risk of LOC events. (Paragraph 3.1 of LOC working group report refers.)	Output 1: Survey completed, analysis underway. Output 2: Development of Guidance -- completed. Attached as Appendix 6 to updated draft Advisory Circular on SOPs for Flight Deck Crewmembers. CFIT and RE working groups agreed at APRAST/4 to develop SOPs for inclusion in appendix 7 and 8 of draft AC. Draft AC to be finalised with SOPs from CFIT and RE Working Groups prior to APRAST/5. Updated draft AC then to be submitted to RASG-APAC.
9	2/2	Conclusion APRAST 2/51	LOC 2	AAPA	Hazard Identification and Risk Management. Implementation of safety management practices (hazard identification and risk management) into operational processes & decision making. (Paragraph 3.2 of LOC working group report refers.)	Output 1: Draft survey completed, analysis underway. Transitioning to Output 2: Development of guidance framework underway. Anticipated completion (12 - 18 Months) May - November 2014. Guidance material to be ready for APRAST review by November 2014. Can then be forwarded to RASG-APAC for review and approval.
10	2/2	Conclusion APRAST 2/53	LOC 4	DCA Malaysia	LOC 4 – Flight Crew Proficiency. The appropriate use of trend information from Safety Management Systems (SMS) in the training and qualification processes to mitigate risk that could lead to a LOC event. (LOSA, non-punitive reporting systems, FDA, etc). (Paragraph 3.4 of LOC working group report refers.)	Survey on the use of Standard Operating Procedures to reduce the risk of Loss of Control in-flight sent out. T 6/13.11.4 -AP164/13 (FS) dated 3 Dec 2013 refers. Output 1: Two surveys issued. Analysis underway. Model regulations, guidance and checklists focusing on mitigating LOC events to be drafted utilising aggregate and safety trend information.
11	2/2, 3/11	Conclusion APRAST 2/54	LOC 5	Nepal Airlines	Human Factors and Automation. Increase flight crew Inflight Awareness of aircraft Mode, configuration, attitude and Energy State Management (Human Factors and Automation) (Paragraph 3.5 of LOC working group report refers.)	Model Advisory Circular was approved for circulation to Member States. States were informed through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013. Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx Output 2: Completed - Model Advisory Circular issued by Regional Office on 23 September 2013. Each Administration in the region is to use the generic advisory circular as a template to prepare an advisory circular on mode awareness and energy state management aspects of flight deck automation. The LOC sub-group would seek feedback from States/Administrations on the adoption of the AC on Mode Awareness through the Secretariat. APRAST/4 Decision 4/12 refers.
12	3/24	Conclusion APRAST 3/9	CFIT 3	CASA	Precision-Like Approach Standard Operating Procedures This SEI focuses on approach procedure with vertical guidance (PBN-APV) and Continuous Descent Final Approach (CDFA) items.	Draft ACs were discussed at APRAST/4 and would be circulated to the WG for comments prior to submission to RASG-APAC for approval. The final draft ACs would be circulated to CFIT WG members for final review and comments prior to being submitted to RASG-APAC/4.
13	3/24	Conclusion APRAST 3/9	CFIT 8	COSCAP-NA	Minimum Safe Altitude Warning (MSAW) The purpose of this SEI is to promote that where MSAW equipment is being utilized it is important that all controllers are aware of the need to issue 'Safety Alert / Warning' when circumstances so warrant and that procedures have been clearly established in this regard.	APRAST would engage APANPIRG to develop a process to facilitate the review of SEI outputs that have implications for air navigation. (APRAST/4 Conclusion 4/11 refers). Draft AC to be revised in accordance with the discussions at APRAST/4 and be circulated to the CFIT WG for comments prior to submission to RASG. Of importance was a recommendation that the draft be coordinated with the APANPIRG prior to being finalised.
14	3/24	Conclusion APRAST 3/12	RS 1	CANSO	Runway Safety Checklist Using the Bow Tie risk model, the ACI APEX survey questions and other relevant sources of information, develop a set of Runway Safety Checklists suitable for use by ANSPs, Airlines and Airport Operators to benchmark their level of safety against best practice, as we know it today. Data will potentially be collectable to provide a Runway Safety Maturity Index score as a basis for driving runway safety performance improvement across the region and possibly globally.	Runway Safety Maturity Checklist has been completed. CANSO updated the meeting that all products have been released in hard copy on 18 June 2013. Available at http://www.canso.org/safety Access to Runway Safety Maturity Checklist online through email to rwysafety@eurocontrol.int The checklist has been completed and is available in both hard copy version and online version for use by industry. The completed SEI RS/1 (Runway Safety Maturity Checklist) would be submitted to RASG-APAC/4 for approval. (APRAST/4 Conclusion 4/13 refers.)
15	3/24	Conclusion APRAST 3/12	RE 7	ACI	Providing guidance material and training program for runway pavement, maintenance and operations from aerodrome operator's perspective. Reduce the risk of runway excursions by providing aerodrome operators with guidance materials and training in the form of courses (online or face-to-face) and seminars on runway maintenance and operations based on Annex 14 SARPs and industry best practices	ACI completed and published its guidance materials on runway maintenance and operations, the "Runway Safety Handbook". The handbook provides guidance on the design and planning of aerodromes and the setup and running of runway safety teams to minimise risks of runway incursion. ACI is also planning to supplement the Runway Safety Handbook with three more new handbooks in the next two years: Apron Safety Handbook, Emergency Planning & Preparedness Handbook and Airport Safety Performance Handbook. ACI continues to provide online and face-to-face courses on airside and runway safety. These courses are listed on www.aci.aero . An ACI Safety Symposium would be held on 26 May 2014 in Seoul to share best practices in airside and runway operations and maintenance and to promote the ACI APEX for Safety program. More details can be found at www.aci-waga2014.com . Further update at APRAST/5.

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
16	3/22	None	General		Regional Priorities and Targets	Secretariat would circulate the draft proposed regional safety priorities and targets to RASG-APAC members for comments. RASG-APAC members were requested to provide feedback on the draft not later than 15 June 2014. (APRAST/4 Decision 4/5 refers.) After taking into account feedback from RASG-APAC members and with RASG-APAC Chair's concurrence, Secretariat would submit the revised draft regional safety priorities and targets to ICAO HQ. These priorities and targets would be finalised and approved at RASG-APAC/4. (APRAST/4 Decision 4/6 refers.)
17	3/23	None	General		APRAST Structures and Mechanisms to support GASP and Regional Priorities / Targets	APRAST submit the following amended Terms of Reference of SRP AWG, to RASG-APAC/4 for approval: Purposes of the AP - SRP AWG: - Gather safety information from different available sources to determine the main aviation safety risks in the Asia and Pacific Regions, and provide it to IAT for analysis; - Develop and organize an Annual Safety Report in three main Sections, one for each safety information category based on analysis provided by IAT. (APRAST/4 Conclusion 4/6 refers.) The proposed enhancements to the APRAST structure and the TORs of the SEI AWG incorporating the comments from APRAST/4 would be submitted to RASG-APAC/4 for approval. (APRAST/4 Conclusion 4/7 refers.) The name "Ad-hoc Working Group" would be amended to "Working Group" to better reflect the permanent rather than ad-hoc nature of the current SRP-AWG and the proposed new SEI AWG. Consequential amendments to the TORs of RASG-APAC and APRAST would also be needed to reflect the name change. (APRAST/4 Conclusion 4/8 refers.)
RASG APAC STANDING WORK PROGRAMME						
1	2/3	Conclusion APRAST 2/2	General		Nomination of a Point of contact for RASG-APAC/APRAST activities	Closed. As 1 April 2014, 24 States/Administrations and 3 Industry/organisation have responded. Information on nominated PoC posted on ICAO BKK secure website https://portal.icao.int/RO_APAC/Meetings/Lists/RASGAPAC%20List/AllItems.aspx .
2	2/3	Conclusion APRAST 2/8	AIG-AWG 1/7		Recommendation for having a core of trained investigators.	Closed APAC-AIG would continue to monitor and follow up as necessary.
3	2/3	Conclusion APRAST 2/9	AIG-AWG 1/10 AIG-AWG 2/1		Draft Code of Conduct aimed at promoting mutual cooperation in investigations.	Closed ICAO APAC Office is encouraging States/Administrations to pledge support to the revised Code of Conduct via State Letter dated 02 August 2013 [Ref.: T6/13.9-AP 109/13 (FS)]. So far, 16 States/Administrations have pledged their support.
4	2/3	Conclusion APRAST 2/14	AIG-AWG 1/15		Implementation of European Coordination Centre for Aviation Incident Reporting System (ECCAIRS)	Closed ICAO APAC Office is encouraging States/Administrations to use ECCAIRS via State Letter dated 21 October 2013 [Ref.: T 10/1.5 - AP 152/13 (FS)]. ICAO APAC Office is arranging for ECCAIRS Technical and End User training.
5	2/3	Conclusion APRAST 2/15	AIG-AWG 1/17		Desirability of establishing Accident/Incident Data Report (ADREP) compatible systems.	Closed States/Administrations have been notified by ICAO APAC Office via State Letter dated 21 October 2013 [Ref.: T 10/1.5 - AP 152/13 (FS)].
6	2/3	Conclusion APRAST 2/18	APRAST/2 FAOSD WP10		Implementation of the FAOSD Programme	Installation of FAOSD programme completed by ROK in Nov 2013. Developing of user instructions and familiarisation training in progress. User familiarisation training target for Q3 of 2014.
7	2/4, 3/15	Conclusion APRAST 3/4	SRP		AP-SRP AWG to be the focal group for matters relating to Decision RASG-APAC 2/4 on the sharing of information of potential precursors to Air accidents.	Closed SRP-AWG approved as focal group. SRP AWG to undertake the initiatives. TORs amended accordingly to reflect the creation of IAT. Updated at SRP AWG/2.
8	2/4, 3/16	Conclusion APRAST 3/4	SRP		To form an Information Analysis Team (IAT) within the AP-SRP AWG, which will be tasked to provide the necessary data analysis capabilities.	Closed. IAT formed at SRP AWG/2. <input type="checkbox"/>

S/N	Decision RASG- APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
9	3/12, 3/13, 3/13	None	General		SEI Implementation Support to States/Industry	<p>Closed</p> <p>As part of SEI development include generic implementation guidance to support the implementation efforts of States/Industry Organise assistance programmes such as workshops/seminars to further supplement direct implementation support provided by COSCAPs and other agencies; in conjunction with regularly scheduled APRAST meetings.</p> <p>APRAST/4 established a revised APRAST programme incorporating workshops/seminars to support Member States/Administration in the implementation of more complex SEIs.</p>
