

INTERNATIONAL CIVIL AVIATION ORGANIZATION



REPORT OF THE FOURTH MEETING OF THE ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM (APRAST/4)

MANILA, PHILIPPINES, 22 to 25 APRIL 2014

The views expressed in this Report should be taken as those of the
Meeting and not the Organization

Approved by the Meeting
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1. Meeting and Registration

1.1 The Fourth Meeting of the Asia Pacific Regional Aviation Safety Team was held at Diamond Hotel in Manila, the Philippines from 22 to 25 April 2014.

1.2 The APRAST/4 Meeting was attended by 102 participants from 19 States/Administrations and 7 International Organizations and Industry Partners viz. Australia, Bangladesh, Bhutan, Brunei Darussalam, China, Macao China, Japan, Malaysia, Maldives, Mongolia, Nepal, Pakistan, Papua New Guinea, the Philippines, Republic of Korea, Singapore, Thailand, United States of America, Viet Nam, International Civil Aviation Organization (ICAO), International Federation of Air Line Pilots Associations (IFALPA), Civil Air Navigation Services Organization (CANSO), International Air Transport Association (IATA), Airbus, Boeing, Commercial Aviation Safety Team (CAST) and Flight Safety Foundation. The list of participants is at **Attachment A**.

1.3 Mr. Amal Hewawasam, ICAO Regional Officer for Flight Safety and Mr. Kong Cheong Tuck, ICAO Flight Safety Expert acted as Secretariat to the meeting.

2. Opening Session

2.1 Lt. Gen. William K. Hotchkiss III AFP (RET), Director-General, Civil Aviation Authority of the Philippines (CAAP) delivered the welcome remarks. DG CAAP reiterated the importance of APRAST and its subsidiary bodies. In particular, aviation safety could be further enhanced through closer partnerships among aviation stakeholders and the active participation of all States/Administrations and industry partners at these meetings. He also shared with the meeting on CAAP's experience in improving aviation safety, resolving significant safety concerns and achieving U.S. FAA Category 1 status.

2.2 Mr. Arun Mishra, ICAO Regional Director, Asia Pacific Office gave his opening remarks. He welcomed the participants and thanked the Government of the Philippines and CAAP for hosting the meeting. Mr. Mishra also expressed his appreciation to Mr. John McCormick, RASG Chair, Mr. Anthony Houston, APRAST Co-Chair (Industry), Mr. Tay Tiang Guan, APRAST Co-Chair (States), the facilitators and champions as well as all participants for supporting the activities of RASG-APAC. He also highlighted the upcoming ICAO activities and events and requested States to regularly update their implementation activities on the ICAO CMA Online Framework (OLF).

2.3 Mr. Tay Tiang Guan, Deputy Director-General CAA Singapore, Co-Chair (States) in his remarks, thanked DG CAAP for gracing the meeting and congratulated the Philippines for achieving the FAA Category 1 status. He noted the accomplishments achieved by APRAST within a short time since its formation about two years ago. In addition, he highlighted the priority for APRAST at this meeting to finalize the regional safety priorities and targets, and to consider the proposed changes to its structure to enhance its effectiveness as a regional body.

REPORT ON AGENDA ITEMS

1. AGENDA ITEM 1: ADOPTION OF AGENDA

1.1 Adoption of the Provisional Agenda – WP/1

1.1.1 Secretariat presented WP/1 on the provisional agenda, which was adopted by the Meeting.

2. AGENDA ITEM 2: ELECTION OF APRAST CO-CHAIR (INDUSTRY)

2.1 Election of Co-chair (Industry) for APRAST

2.1.1 Secretariat presented WP/2 on the election of APRAST Co-chair (Industry). The Meeting recognized the work of Mr. Anthony Houston in his role as Co-chair (Industry) for the past two years. In his tenure, he oversaw the formation of the Asia Pacific-Safety Reporting and Programme Ad-hoc Working Group (AP-SRP AWG) and the Accident Investigation Ad-hoc Working Group (AIG AWG) and the development of various Safety Enhancement Initiatives (SEIs).

2.1.2 In response to the call for nominations by Co-Chair (States), Boeing proposed for Mr. Houston to be re-elected as APRAST Co-chair (Industry). The nomination was seconded by Macao, China, Pakistan and IFALPA. The Meeting therefore re-elected Mr. Anthony Houston as APRAST Co-chair (Industry), in accordance with the APRAST Terms of Reference.

2.1.3 In his remarks, Mr. Houston was grateful for his re-election as Co-chair (Industry) and felt that the work of APRAST was important as air traffic continues to grow in this region. He held great hope for APRAST and wished for it to continue to move forward as it provided a unique opportunity for States and Industry to work together to enhance aviation safety performance in the region.

3. AGENDA ITEM 3: REVIEW OF RASG-APAC/3 DECISIONS AND WORK PROGRAMMES

3.1 Review of RASG-APAC/3 Decisions – WP/3

3.1.1 Secretariat presented WP/3 on the status of the decisions adopted at RASG-APAC/3.

3.1.2 The Meeting noted the status of decisions adopted at RASG-APAC/3.

3.2 Review of RASG-APAC 2013/2014 Yearly and Standing Work Programmes - WP/4

3.2.1 Secretariat presented WP/4 on the status of the RASG-APAC 2013/2014 Yearly and Standing Work Programmes.

3.2.2 The Meeting noted the progress of the RASG-APAC 2013/2014 Yearly and Standing Work Programmes and urged members to support RASG and APRAST activities.

4. AGENDA ITEM 4: REVIEW OF THE WORK OF APRAST AND ITS SUBSIDIARY BODIES

4.1 Status update of APRAST/3 Decisions and Conclusions – WP/5

4.1.1 Secretariat presented WP/5 to update the Meeting on the progress of the decisions and conclusions adopted at APRAST/3.

4.1.2 The Meeting reviewed the open APRAST decisions and conclusions and updated their status based on progress made thus far, as reflected in **Attachment B**.

4.2 Update of SRP AWG/2 – WP/6

4.2.1 Mr. Gerardo Hueto, SRP AWG Vice-Chair (Industry) and Mr. Ben Gyetvay, SRP AWG Vice-Chair (States) updated the Meeting on the outcomes of the SRP AWG/2 meeting held on 21 April 2014.

4.2.2 The Meeting noted the matters discussed at the SRP AWG/2 meeting, particularly, the election of Mr. Ben Gyetvay, CASA, Australia, as the new SRP AWG Vice-Chair (States) and the formation of the Information Analysis Team (IAT). The IAT was formed with members from Boeing, Australia, Singapore and the ICAO secretariat. (Subsequently, IFALPA volunteered to participate in the IAT). The APRAST Co-chairs encouraged other members to participate in the IAT. The Meeting also noted the roadmap developed for publishing the second APAC annual safety report by 15 December 2014 and urged members to contribute information to the SRP AWG by 13 June 2014.

4.2.3 The Meeting also noted the approach to be taken by SRP-AWG to address the potential ramifications of releasing of safety reports to the public as follows:

- i) SRP AWG will only release the Annual APAC Safety Report to the RASG members including those from other ICAO Regions, and ICAO. It will not be publicly released.
- ii) The Annual APAC Safety Report will include reactive information such as that required by ICAO Annex 13. This information will be reported at the aggregate level only. Any identified individual accidents used to illustrate case studies will be agreed to by the State of occurrence.
- iii) Proactive and predictive data will not be published within the Annual APAC Safety Report. In place of the proactive and predictive data, a statement will be used to provide reference for the information quoted.

4.2.4 The Meeting noted that with reference to Decisions RASG-APAC 2/4 and 3/15 and APRAST Decision 3/3, the SRP AWG would be the focus group on sharing of information on potential precursors to air accidents. SRP AWG would also use information sources, such as the ASIAs to examine precursors to air accidents and recommend actions. In addition, with reference to APRAST Decision 3/6, SRP AWG would look into possible mechanisms for regional data collection, analysis and sharing.

4.3 Update of APAC-AIG activities (WP/12, WP/13 WP/14, WP/15 and IP/2)

4.3.1 Chairman of APAC-AIG presented the background and evolution of APRAST-AIG AWG to APAC-AIG. He refreshed the Meeting on the terms of reference of APAC-AIG and highlighted that APAC-AIG was now a permanent framework for cooperation in accident and incident investigation in the APAC region.

4.3.2 Chairman of APAC-AIG informed the Meeting that three APRAST-AIG AWG Meetings were held and a total of 36 conclusions made. All the 36 Conclusions were closed, although APAG-AIG would continue to monitor AIG AWG 1/7 and AIG AWG 1/16.

4.3.3 The First Meeting of APAC-AIG (APAC-AIG/1) was held in Bali, Indonesia on 18-19 September 2013. Chairman of APAC-AIG shared the outcomes of the meeting.

4.3.4 The Meeting noted the activities of APAC-AIG, especially the following:

- i) The development of the APAC Code of Conduct on Cooperation Relating to Civil Aviation Accident/Incident Investigation; and
- ii) A database on APAC investigation agencies, which was developed by Bangladesh and which would be hosted by the ICAO APAC Office on its website.
- iii) An APAC-AIG 5-year work plan.

4.3.5 The Meeting also noted the efforts by APAC-AIG in the area of investigator training, and encouraged States/Administrations to:

- i) attend, among others, APAC-AIG/2 and the AsiaSASI Accident Investigation Workshop, which would be hosted by the Civil Aviation Department of Hong Kong, China on 27-28 May 2014 and 29-30 May 2014 respectively;
- ii) host workshops/exercises in conjunction with ICAO regional events; and
- iii) invite investigators from other States/Administrations to join the training that they organize for their own investigators.

4.3.6 Supporting the initiatives and work of APAC-AIG, the ICAO Regional Director emphasized the importance for States/Administrations to establish an independent accident investigation authority. He also urged States/Administrations to pledge support to the APAC Code of Conduct on investigation cooperation and to respond to ICAO APAC Office's request for input regarding the database on APAC investigation agencies.

4.3.7 In line with the discussions, the Meeting developed the following conclusions:

Conclusion APRAST 4/1:

That, APRAST recommend RASG-APAC to draw the States/Administrations' attention to the ICAO State Letter 2013/55 dated 19 July 2013 [Ref. AN 6/12-13/55] which proposes a new standard specifying that "States shall 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."

Conclusion APRAST 4/2:

That, APRAST recommend RASG-APAC to encourage States/Administrations that have not yet established an independent accident investigation authority to do so as soon as possible.

Conclusion APRAST 4/3:

That, APRAST recommend RASG-APAC to inform States/Administrations that the APAC-AIG can be consulted on matters relating to their plan to set up an independent accident investigation authority.

Conclusion APRAST 4/4:

That, APRAST recommend RASG-APAC to encourage States/Administrations to accept requests for observer participation when they are conducting investigations.

Conclusion APRAST 4/5:

That, APRAST recommend RASG-APAC to encourage States/Administrations to invite investigators from other States/Administrations to join the training that they organise, in order to help raise the knowledge, skill and experience of investigators in the APAC region.

5. AGENDA ITEM 5: PRESENTATIONS – STATES/INDUSTRY/ICAO**5.1 Regional Data Collection and Sharing – WP/11**

5.1.1 Singapore presented WP/11 seeking support for the Flight Safety Foundation (FSF)/MITRE to conduct a study on the feasibility of a regional data collection, analysis and sharing system for the APAC region, and encouraging States/Administrations, ANSPs, airlines and international organizations to participate in such a study, including providing inputs to FSF/MITRE.

5.1.2 The Meeting noted the accompanying presentations by FSF and IATA on a regional data collection, analysis and sharing system and the IATA Flight Data Exchange (FDX) programme respectively. In particular, it was noted that the existing IATA FDX programme was a source of flight data for regional information collection, analysis and sharing. SRP-AWG Vice-Chair (Industry) supported the regional data sharing initiative and raised the possibility of collaboration with the IAT of the SRP-AWG. The Meeting agreed to the following decisions:

Decision APRAST 4/1:

That, APRAST support Singapore's initiative for FSF and MITRE to conduct a study on the feasibility of a regional safety information collection, analysis and sharing system for the APAC region.

Decision APRAST 4/2:

That, States/Administrations, air navigation service providers, airlines and international organisations be encouraged to participate in such a study, including providing inputs to FSF / MITRE.

Decision APRAST 4/3:

That, airlines be encouraged to subscribe to the IATA FDX programme as a means to enhance internal risk management and to contribute to regional safety information sharing.

5.2 Presentation by Commercial Aviation Safety Team (CAST)

5.2.1 CAST shared with the Meeting its (i) new Safety Enhancement initiatives and (ii) Safety Enhancement effectiveness metrics monitored in the ASIAs programme.

5.2.2 The Meeting requested the LOC sub-group to consider the newly developed CAST SEIs for applicability in the APAC region. The meeting also requested FAA to provide input to LOC sub-group on its work to address aeroplane state awareness.

5.3 Presentation of RASG Pan American (RASG PA) by Boeing

5.3.1 Boeing shared with the Meeting the structure and activities of RASG-PA, including the gathering and sharing of safety information. The Meeting was invited to visit the RASG-PA website for further details on the work of RASG-PA www.rasg-pa.org

5.4 Update on the Development of the FAOSD Programme – WP/9

5.4.1 Republic of Korea presented WP/9 on the improved functions of the foreign air operator surveillance database (FAOSD) programme, which included the ability to store and transmit safety data from the Safety Oversight Management System (SOMS) to the FAOSD programme.

5.4.2 Mr. Mishra, Regional Director for ICAO APAC thanked Republic of Korea for the assistance rendered in the development of the FAOSD programme for the APAC region and informed States/Administrations that are interested in using the upgraded SOMS to contact Republic of Korea for assistance.

5.5 ICAO State Letter response summary – WP/10

5.5.1 Secretariat updated the Meeting on the level of response to ICAO State letters from the APAC States/Administrations.

5.5.2 The Meeting urged States/Administrations and where applicable, stakeholders to respond to ICAO State Letters in a timely and accurate manner. The Meeting agreed to the following decision:

Decision APRAST 4/4:

That, Conclusion APRAST 3/14 be closed and ICAO APAC Office continue with the monitoring of the level of response to ICAO State letters.

6. AGENDA ITEM 6: REVIEW OF REGIONAL PRIORITIES AND TARGETS

6.1 Review of Regional Priorities and Targets – WP/8

6.1.1 APRAST Co-Chair (States) presented WP/8 on the development of the regional priorities and targets. The Meeting was invited to review the proposed Regional Safety Priorities and Targets, as presented in Attachment B to WP/8.

6.1.2 The Meeting noted that the regional priorities and targets were developed by the APRAST Co-chairs, taking into account the discussions at APRAST/3 and the newly adopted ICAO Global Aviation Safety Plan. The APRAST Co-chairs requested that further review and discussion on the content of Attachment B to WP/8 be done during the various sub-group breakout sessions.

6.1.3 The Meeting subsequently discussed the feedback from the respective sub-groups.

6.1.4 The Meeting noted that it was a priority for APRAST to provide States with practical support for the implementation of SMS and SSP, noting the concern of some States that additional guidance is needed. It was suggested that APRAST could address this issue by facilitating the sharing of best practices in SMS and SSP implementation via seminars and workshops.

6.1.5 Regarding the target on increased IOSA registration of APAC airlines, APRAST Co-Chairs clarified that the target was focused on industry and not a target for regulators to pursue or to achieve.

6.1.6 The Meeting reviewed and agreed on the revised Regional Safety Priorities and Targets, incorporating comments from this meeting, as presented in **Attachment C** of this report, and agreed to the following decisions:

Decision APRAST 4/5:

That, Secretariat circulate the draft proposed regional safety priorities and targets to RASG-APAC members for comments. RASG-APAC members are requested to provide feedback on the draft not later than 15 June 2014.

Decision APRAST 4/6:

That, after feedback from RASG-APAC members and with RASG-APAC Chair's concurrence, Secretariat submit revised draft regional safety priorities and targets to ICAO HQ. These priorities and targets will be finalized and approved at RASG-APAC/4.

6.2 Proposed Changes to APRAST Structure – WP/7

6.2.1 APRAST Co-Chair (Industry) presented WP/7 proposing changes to the APRAST existing structure to provide for better delivery and monitoring of the region's Safety Enhancement Initiatives (SEIs). The paper proposed the establishment of a Safety Enhancement Initiative Development and Review Adhoc Working Group (SEI AWG) to develop SEIs, provide support and actively monitor SEI implementation.

6.2.2 The APRAST Co-chairs requested that further discussion on the proposed changes to the APRAST structure be done during the various sub-group breakout sessions, to gather feedback and views.

6.2.3 The Meeting subsequently discussed the feedback/comments on WP/7, presented by the facilitators of the various sub-groups. There was general support by the Meeting for the proposed changes to the APRAST structure. The Meeting also accepted some proposals for amendments to the TORs of the SRP AWG at Attachment A of WP/7.

6.2.4 The Meeting noted that it would be necessary to ensure the validity of SEIs prior to their development and to introduce mechanisms to measure the effectiveness of SEIs once implemented.

6.2.5 The Meeting noted that regional safety concerns and issues could be raised by the current APAC-AIG and SRP AWG as well as any APRAST member, which could be considered for SEI development.

6.2.6 The Meeting also noted the clarification provided by the APRAST Co-chairs with reference to paragraph 2.2.1 of Attachment B of WP/7, that the SEI AWG would be responsible to develop SEIs including the detailed implementation plans. The Meeting also noted that the current three sub-groups for CFIT, RS and LOC would be subsumed under the SEI AWG so as to provide more structure to the work of these sub groups.

6.2.7 The Meeting therefore agreed to the following decisions and conclusions:

Conclusion APRAST 4/6:

That APRAST submit the following amendments (underlined> to the Terms of Reference of SRP AWG, to RASG-APAC/4 for approval:

A) 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:

Conclusion APRAST 4/7:

That, the proposed enhancements to the APRAST structure and the TORs of the SEI AWG incorporating the comments from APRAST/4, be submitted to RASG-APAC/4 for approval; and

Conclusion APRAST 4/8:

That the name “Ad-hoc Working Group” 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.

7. AGENDA ITEM 7: BREAKOUT SESSIONS AND PRESENTATIONS

7.1 Controlled Flight into Terrain (CFIT)

7.1.1 The Meeting noted the status of CFIT/2 (Standard Operating Procedures), CFIT/3 (Precision-Like Approach Standard Operating Procedures), CFIT/4 (Flight Data Analysis), CFIT/7 (ALAR – Policies for ALAR) and CFIT/8 (Minimum Safe Altitude Warning) as presented by Capt. Wayne Chapin, CTA COSCAP-NA, the facilitator of this sub-group. In particular, the Meeting noted that Pakistan was considering to be the Champion for CFIT/4, subject to its review of the draft DIP. The latest status of the CFIT SEIs is reflected in the updated RASG-APAC Yearly and Standing Work Programme at **Attachment D**.

7.1.2 The Meeting also noted the presentation of the draft Advisory Circulars (ACs) for CFIT/3 and agreed to the following conclusion:

Conclusion APRAST 4/9:

That, the draft ACs for CFIT/3 (Precision-Like Approach Standard Operating Procedures) be submitted to RASG-APAC/4 for approval, after incorporation of further comments by the CFIT sub-group.

7.1.3 Noting the progress of CFIT/7, the Meeting agreed to the following conclusion:

Conclusion APRAST 4/10:

That, SEI CFIT/7 (ALAR – Policies for ALAR) Detailed Implementation Plan (DIP) be submitted to RASG-APAC/4 for approval and inclusion in the RASG-APAC Yearly Work Programme 2014/2015.

7.1.4 With reference to CFIT/8, the Meeting agreed to the following conclusions:

Conclusion APRAST 4/11:

That, APRAST engage APANPIRG to develop a process to facilitate the review of SEI outputs that have implications for air navigation.

7.2 Runway Safety (RS)

7.2.1 Mr. Peter Tokarz, COSCAP SA CTA, the facilitator for Runway Safety (RS) sub-group, and Mr. Iain White, Airservices Australia representing CANSO, provided a summary of the status of Runway Safety SEIs and activities. The latest status of the RS SEIs is reflected in the updated RASG-APAC Yearly and Standing Work Programme at **Attachment D**.

7.2.2 Noting that a Champion and the timeline for RI/2 (SOP – RI Prevention and Pilot Training) had yet to be determined, the Meeting agreed to the following decision:

Decision APRAST 4/7:

That, the Runway Safety sub-group identify a Champion and determine the timeline for completion of RI/2 (SOP – RI Prevention and Pilot Training) by the APRAST/5 meeting, before considering whether to include SEI RI/2 in the RASG-APAC Work Programme.

7.2.3 Noting the good progress of RE/2 (Training for Pilots and Air Traffic Controllers to Avoid Unstabilised Approaches) and RS/1 (Runway Safety Maturity Checklist), the Meeting agreed to the following conclusions:

Conclusion APRAST 4/12:

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.

Conclusion APRAST 4/13:

That completed SEI RS/1 (Runway Safety Maturity Checklist) be submitted to RASG-APAC/4 for approval.

7.2.4 With reference to APRAST Decision 3/10 relating to SEI RE/6 (Timely and Accurate Notifications about Runway Conditions by AIS and ATS), the Meeting noted the need for a mechanism to update the Industry Best Practices Manual (IBPM) of runway surface conditions. In this regard, the Meeting agreed to the following decision:

Decision APRAST 4/8:

That, 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.

7.2.5 The Meeting noted the RS sub-group's review of the outcomes of the Regional Runway Safety Seminar as presented in IP/3. The Meeting agreed that the COSCAPs should continue to facilitate Runway Safety Team (RST) initiative in their respective sub-regions. The Meeting agreed to the following decisions with respect to RST:

Decision APRAST 4/9:

That, APRAST request the ICAO APAC Office to issue State letters to advise States/Administrations of the assistance mechanisms and tools available for establishing RSTs and, for States/Administrations with established RSTs to review to ascertain if they are able to improve their current structures and processes.

Decision APRAST 4/10:

That, Secretariat request ICAO to incorporate more guidance in the ICAO Runway Safety Team Guidebook on military participation, particularly at joint-use airports, and that the ICAO RST checklist include the composition of the RST (membership) in the sample Terms of Reference.

Decision APRAST 4/11:

That, APRAST hold a workshop on runway safety and RST implementation in conjunction with future APRAST meetings.

7.3 Loss of Control (LOC)

7.3.1 Mr. David Biehn, CTA COSCAP-SEA, facilitator for LOC sub-group provided an update on the status of LOC SEIs and the next steps that have been agreed by the LOC sub-group. The latest status of the LOC SEIs is reflected in the updated RASG-APAC Yearly and Standing Work Programme at **Attachment D**.

7.3.2 The Meeting noted that the LOC, CFIT and RS sub-groups would jointly develop Standard Operating Procedures for inclusion in the draft AC for LOC/1 (Standard Operating Procedures). The draft will be updated with the aim of finalizing it by APRAST/5.

7.3.3 With reference to LOC/5 (Human Factors and Automation), the Meeting agreed to the following decision:

Decision APRAST 4/12:

That, LOC sub-group seek feedback from States/Administrations on the adoption of the AC on Mode Awareness through the Secretariat.

7.3.4 APRAST Co-chair (Industry) requested the LOC sub-group to review the CAST SEIs and to identify SEIs that would be applicable for the APAC region. Based on that review, the Meeting agreed to the following decision:

Decision APRAST 4/13:

That, the following CAST SEIs identified by the LOC sub-group be added to the APRAST Registry of Emerging Issues:

- i) Flight crew training verification and validation
- ii) Airplane state awareness – effective upset prevention and recovery training
- iii) Policy and training for non-normal situations
- iv) Scenario based training for low altitude maneuvers
- v) Enhanced crew resource management training

8. AGENDA ITEM 8: IDENTIFY ITEMS FOR CONSIDERATION AND APPROVAL AT RASG

8.1 The Meeting agreed to submit the relevant APRAST/4 conclusions to RASG-APAC/4. In addition, the list of RASG-APAC/3 decisions has been updated based on progress made thus far, as reflected in **Attachment E**. Similarly, the status of the RASG-APAC Yearly and Standing Work Programmes has been updated as reflected in **Attachment D**.

9. AGENDA ITEM 9: ANY OTHER BUSINESS

9.1 APRAST Co-chair (Industry) stated that RASG Decision 3/12 required APRAST to include generic guidelines to support implementation efforts by States/ Industry. The Meeting agreed to the following decision:

Decision APRAST 4/14:

That, outputs from all SEIs include a clear set of implementation guidelines for the relevant stakeholders.

9.2 With reference to RASG-APAC/3 Decisions 3/13 and 3/14, APRAST Co-chair (Industry) presented the draft programmes for APRAST/5 and the future APRAST meetings. The Meeting agreed to incorporate workshops as part the APRAST meeting programme as outlined in **Attachment F**. These workshops would provide assistance to members on topical safety issues and the implementation of selected SEIs. Sub-group facilitators were requested to identify relevant topics to be covered in the workshop sessions to be held during APRAST/5. APRAST Co-chairs would work with the sub-group facilitators and Secretariat to develop detailed agendas for the workshop sessions.

9.3 The Meeting considered the suggestion for every other APRAST meeting to take place outside of ICAO APAC Office in Bangkok so that other States/Administrations may get the chance to host the meetings and to facilitate the attendance of aviation stakeholders in that State/Administration. With regard to this proposal, the Meeting agreed to the following decision:

Decision APRAST 4/15:

That, every other APRAST meeting be held outside of ICAO APAC Office in Bangkok, subject to a State/Administration volunteering to host the meeting. States/Administrations that are interested to host future APRAST Meetings, starting with APRAST/6 Meeting in early 2015 should indicate their offer to Secretariat by the APRAST/5 Meeting.

9.4 APRAST Co-chair (industry) explained that there was an urgent need to implement a dedicated web-portal which is easy to navigate to host all RASG-APAC related materials. The Meeting recognised the benefits of a web-portal for safety promotion and information sharing and agreed to the following decision:

Decision APRAST 4/16:

That, APRAST request ICAO APAC Office to develop a dedicated web portal to enhance RASG APAC / APRAST capability to promote regional safety and to make information and materials that have been developed to enhance safety accessible to all members.

9.5 The Meeting noted that the web portal should be populated and maintained to include but not limited to the following:

- RASG, APRAST, AIG APAC, SRP AWG meeting material;
- An Safety Enhancement Initiative (SEI) library that features outputs from completed SEIs and also details for SEIs under development;
- Implementation guidance materials;
- An implementation Tracker;
- Regional Risk Index (subject to the development and availability of key risk indicators);
- Non-sensitive elements of the safety report; and
- Links to other key safety information e.g. ICAO / other RASGs.

10. AGENDA ITEM 10: REVIEW AND ADOPTION OF CONCLUSIONS AND DECISIONS

10.1 The Meeting adopted the APRAST/4 Report, and requested that the relevant Conclusions be submitted to the RASG-APAC/4 for approval. A list of APRAST/4 Decisions and Conclusions can be found at **Attachment G** to this report.

10.2 The Meeting expressed its sincere gratitude to the Government of the Philippines and the Civil Aviation Authority of the Philippines for their warm hospitality and excellent meeting arrangements.

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

11.1 The Meeting agreed to the following dates and venues for the meetings of APRAST and its subsidiary bodies:

APRAST/5: 16-19 September 2014 in Bangkok, Thailand

SRP AWG: 15 September 2014 in Bangkok, Thailand

SEARAST, NARAST and SARAST: 19 September 2014 in Bangkok, Thailand

APAC-AIG/2: 27-28 May 2014, Hong Kong, China

APRAST/4
Attachment A to the Report

LIST OF PARTICIPANTS

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APRAST/4 – Summary of Participants

Total Participants 102

19 States/Administrations

6 International Organizations and Industry Partners

Australia – 2

Bangladesh – 5

Bhutan – 2

Brunei Darussalam – 4

China – 1

Macao, China – 6

Japan – 1

Maldives – 4

Mongolia – 3

Nepal – 5

Pakistan – 2

Papua New Guinea – 2

Philippines – 22

Republic of Korea – 6

Singapore – 13

Thailand – 8

USA – 1

Viet Nam – 3

Airbus – 1

Boeing – 1

CANSO – 1

FSF – 1

IATA – 1

IFALPA – 1

ICAO – 3

COSCAP-NA – 1

COSCAP-SA – 1

COSCAP-SEA – 2

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PROGRESS STATUS OF APRAST/3 DECISIONS

Decision No.	Text of Decision	Status
Decision APRAST 3/1	That, the need to address the next area of safety focus be placed on the Registry of Emerging Issues.	CLOSED. 7 items from APRAST/3 added to Registry of Emerging Issues.
Decision APRAST 3/2:	That, future efforts by SRP AWG take into consideration the potential ramifications of releasing safety reports to the public.	CLOSED. This issue was discussed at SRP AWG/2 and a decision was made to open the APAC Safety Report to all RASG including the RASGs from other regions. However report will still remain restricted to the public.
Decision APRAST 3/3:	That, SRP AWG undertake the initiative on sharing of information on potential precursors to air accident.	CLOSED. Information Analysis Team (IAT) formed during SRP AWG/2. SRP AWG would be the focus group on sharing of information on potential precursors to air accidents. SRP AWG/2 meeting report refers.
Decision APRAST 3/4:	That, APRAST include ‘Methods to address human and organizational behaviors that have a positive effect on open reporting’ as a potential future SEI and place in the Registry of Emerging Issues.	CLOSED. Refer to Item 6 on Registry of Emerging Issues.
Decision APRAST 3/5:	That, APRAST present a Working Paper to RASG/3 to highlight potential challenges faced by States in the implementation of RASG-APAC Safety Enhancement Initiatives.	CLOSED. RASG/3 WP/14 and RASG Decisions 3/12, 3/13 and 3/14 refer.

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Decision No.	Text of Decision	Status
Decision APRAST 3/6:	That, the SRP AWG look into the possible mechanisms for regional data collection and sharing.	CLOSED. Information Analysis Team (IAT) formed during SRP AWG/2. SRP AWG would look into possible mechanisms for regional data collection, analysis and sharing. APRAST/4 WP/6 on Update of SRP AWG/2 refers.
Decision APRAST 3/7:	That, APRAST place RE 5 on the Registry of Emerging Issues until such time when appropriate expertise is available.	CLOSED. Entered into Registry of Emerging Issues.
Decision APRAST 3/8:	That, APRAST use the SEI Template for all future submissions of completed SEIs to RASG – APAC.	CLOSED. Template developed. APRAST/3 WP 15 refers.

PROGRESS STATUS OF APRAST/3 CONCLUSIONS

Conclusion No.	Text of Conclusions	Status
Conclusion APRAST 3/1	That, APRAST submit the draft Annual Safety Report to RASG/3 for approval, subject to SRP AWG finalizing this Report, taking into account the comments if any from Member States/Administrations and Industry Partners.	CLOSED. RASG Decision 3/2 refers. Report approved as presented. Annual Safety Report available at RASG-APAC website http://www.bangkok.icao.int/rasg_apac/safety%20report2013.pdf User Name and Password provided to restricted site provided in the State Letter.

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Conclusion No.	Text of Conclusions	Status
Conclusion APRAST 3/2:	That, APRAST recommends to RASG/3 that the suggested standardized list of information to be provided between licensing authorities for authentication for the conversion of foreign licences be considered a best practice. In addition, a State Letter by the ICAO APAC office on this subject should be drafted with input from Republic of Korea, Singapore and the Philippines. Do we recommend through a State letter to adopt the contents after RASG approval?	CLOSED. RASG Decision 3/17 refers. Accepted as best practice between authorities. SL ref T 6/13.11-AP131/13 (FS) dated 23 September 2013 refers.
Conclusion APRAST 3/3	That, APRAST recommends to RASG/3 to include workshops/seminars to support Member States/Administration in the implementation of more complex SEIs. The workshops/seminars would be held in conjunction with regular APRAST meetings and facilitated by the respective champions and other experts within the APRAST.	CLOSED. APRAST/4 established a revised APRAST programme incorporating workshops/seminars to support Member States/Administration in the implementation of more complex SEIs. Facilitators of CFIT, LOC and Runway Safety have identified the subject for the workshops/seminars at APRAST/5.
Conclusion APRAST 3/4:	That, APRAST recommends to RASG/3 that the SRP AWG be the focal group for matters relating to Decision RASG-APAC 2/4 on the sharing of information of potential precursors to Air accidents as updated in the Yearly/Standing Work Programme.	CLOSED. SRP AWG approved as the focal group. RASG Decision 3/15 refers.
Conclusion APRAST 3/5:	That, APRAST recommend to RASG – APAC 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 during SRP AWG/2. RASG Decision 3/16.
Conclusion APRAST 3/6:	That, APRAST submits the proposed amendments to the Terms of Reference of the SRP AWG to RASG/3 for consideration and approval.	CLOSED. Revised ToR for SRP AWG approved. RASG Decision 3/15.

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Conclusion No.	Text of Conclusions	Status
Conclusion APRAST 3/7:	That, APRAST forwards the completed SEI CFIT 1 to RASG/3 for approval.	CLOSED. RASG Decision 3/4. SL ref T 6/13.11-AP131/13 (FS) dated 23 September 2013 refers.
Conclusion APRAST 3/8:	That, SEIs CFIT 5 and CFIT 6 be submitted to RASG/3 for approval subject to technical review by the CFIT sub-group and confirmation to the APRAST Co-chairs.	CLOSED. RASG Decision 3/5 and 3/6 for CFIT 5 and CFIT 6 respectively. SL ref T 6/13.11-AP131/13 (FS) dated 23 September 2013 refers.
Conclusion APRAST 3/9:	That, APRAST forwards the completed DIP of CFIT 3 and CFIT 8 to RASG/3 for approval for their inclusion in the RASG-APAC Yearly Work Programme.	CLOSED. RASG Decision 3/24 refers. DIPs for CFIT 3 and CFIT 8 approved and SEIs included in 2013/14 Yearly Work Programme for CFIT sub-group follow-up.
Conclusion APRAST 3/10:	That, APRAST forwards the completed SEI RE 2 to RASG/3 for approval.	CLOSED. RASG Decision 3/15 SL ref T 6/13.11-AP131/13 (FS) dated 23 September 2013 refers.
Conclusion APRAST 3/11:	That, APRAST forwards the completed SEI RE 6 to RASG for approval, and recommend to RASG that the Industry Best Practices Manual (IBPM) be forwarded to the relevant subject experts in ICAO through the ICAO Regional Office for reference and appropriate follow up.	<p>RASG Decision 3/8, 3/9 and 3/10.</p> <p><u>3/8</u>: CLOSED. SL ref T 6/13.11-AP131/13 (FS) dated 23 September 2013 refers.</p> <p><u>3/9</u>: CLOSED. APAC RO forwarded IBPM to subject experts in ICAO for reference and appropriate follow up. IOM AN 3/3 – AP-AGA0158/13 dated 30 September 2013 refers.</p> <p><u>3/10</u>: CLOSED. Decision APRAST 4/8. The consideration for the need for a mechanism to update the Industry Best Practices Manual with the latest revisions to ICAO SARPs and Guidance Material, this will be under the purview of the</p>

APRAST/4
Attachment B to the Report

Conclusion No.	Text of Conclusions	Status
		proposed SEI AWG which would develop a mechanism for the review and updating of such documents.
Conclusion APRAST 3/12:	That, APRAST forwards the completed DIP of RS 1 and RE 7 to RASG/3 for approval and for their inclusion in the RASG-APAC Yearly Work Programme.	CLOSED. RASG Decision 3/24 refers. DIPs for RS 1 and RE 7 approved and SEIs included in 2013/14 Yearly Work Programme.
Conclusion APRAST 3/13:	That, LOC 5 (Human Factors and Automation) be submitted to RASG/3 for approval subject to technical review by the LOC sub-group in June 2013 and confirmation to APRAST Co-chairs	CLOSED. RASG Decision 3/11. Model AC as presented is approved. SL ref T 6/13.11-AP131/13 (FS) dated 23 September 2013 refers.
Conclusion APRAST 3/14:	That the APRAST recommend that the Secretariat monitor the level of response to ICAO State Letters related to APRAST activities using the ICAO State letter response summary spreadsheet in WP/10.	CLOSED. Decision APRAST 4/4. Level of response to State Letters updated at APRAST/4. ICAO APAC Office to continue with the monitoring of the level of response to ICAO State letters

PROPOSED RASG-APAC PRIORITIES AND TARGETS

I. Reduce operational risks

According to the APAC Annual Safety Report, the percentage of global fatal accidents attributed to the APAC region has increased from 11% in 2008 to 25% in 2011. The report has also identified Loss of Control In-flight (LOC-I), Controlled Flight Into Terrain (CFIT) and runway safety related accidents as the main contributing factors to fatal accidents in the APAC region, which is in line with the analysis in the ICAO Global Aviation Safety Plan.

Action – Implement priority Safety Enhancement Initiatives (SEIs)

- RASG-APAC should continue its focus on the development of the current SEIs to address the priority areas of LOC-I, CFIT and Runway Safety.
- RASG-APAC should continue to provide implementation support to States and industry.
- States and industry should likewise accord priority to the implementation of these SEIs.

Targets:

- RASG-APAC to complete the development of currently identified priority SEIs by 2015.
- States and industry to complete the implementation of all priority SEIs in RASG-APAC work programme by 2018.

Metric:

- Reduction in the number of fatal accidents irrespective of the volume of air traffic in the APAC region.

II. Improve safety oversight and compliance

Recognising that the APAC region has one of the fastest air traffic growth rates and that effective safety oversight systems are crucial in ensuring high standards of safety, States should enhance their safety oversight system as a high priority.

Action – Enhance safety oversight systems through capacity building

Capacity building is an important element to enhance safety oversight capabilities. Considering that ICAO's last comprehensive systems approach audit cycle showed that the highest lack of effective implementation (52%, please see Figure 1 below) was in the area of CE 4 "qualified personnel", programmes should be initiated to increase the number of qualified inspectors in the region. A dedicated task force should be established by APRAST to develop an action plan on capacity building.

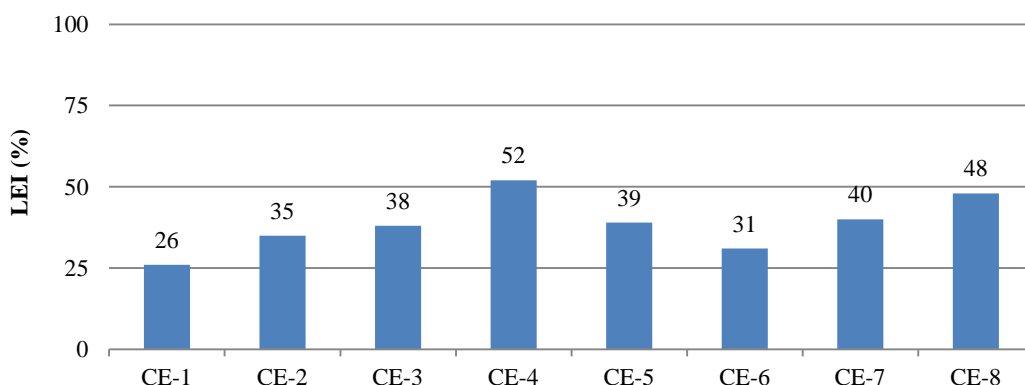


Figure 1 LEI by CE – APAC region

Action – Resolve Significant Safety Concerns (SSCs)

States should accord the utmost priority to the resolution of any SSCs identified by the ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) programme. States with SSCs should draw on the necessary resources available, including technical assistance from other States and regional programmes such as COSCAPs, where necessary, to resolve the SSCs promptly.

Action – Use of the IATA Operational Safety Audit (IOSA)

IOSA registered carriers have demonstrated safety performance more than 2 times better than that for non-registered operators for the period between 2008 and 2013. IOSA can be utilised as an effective tool for States to evaluate operational capability and to establish level of confidence of air operators. Airlines are encouraged to pursue IOSA registration as a means to strengthen their safety management and compliance. States should consider various options to leverage IOSA from including recognition of IOSA to requiring IOSA certification for all applicable operators.

Action – Use of the IATA Safety Audit for Ground Operations (ISAGO) to improve ground safety

Aircraft ground damage is a significant APAC issue and contributes to a global figure of nearly US\$ 4-billion annual loss in terms of damage and injury. ISAGO aims to improve safety oversight of ground service providers, promptly identify ground operation activities with higher risks and reduce the number of accidents related to ground operations. With these aims in mind, operators are encouraged to pursue ISAGO registration for ground service providers for enhancement in aviation safety.

Targets:

- Task force (to be formed by APRAST) to develop an action plan on capacity building by December 2015.
- States to resolve any SSCs identified by the ICAO USOAP CMA programme promptly within the timeline specified in the corrective action plan and agreed to by ICAO
- States to achieve at least 60% EI in USOAP CMA by 2017.
- Maintain at least 60% of applicable APAC airlines to be IOSA certified by the end of 2017.
- Pursue at least a 50% increase in ISAGO registrations by end of 2017.

Metrics:

- Increase in APAC States' ICAO USOAP CMA effective implementation rate
- Increase in registration rate for IOSA and ISAGO

III. Consistent and effective Safety Management Systems (SMS) and State Safety Programmes (SSP)

The growing air traffic in the APAC region and the increasingly complex operating environment necessitate the involvement of both industry and States in ensuring high levels of safety. During the period between 2008 and 2012, 27% of APAC accidents involved deficiencies in safety management while 33% of the accidents in APAC involved deficiencies in regulatory oversight. Effective implementation of SMS is essential for the industry to identify hazards and resolve safety concerns. The robust implementation of the SSP also enables States to focus their safety oversight resources where they are most needed.

Action – Support robust implementation of SMS and SSP

- RASG–APAC should facilitate the sharing of best practices amongst States in the region on SMS and SSP.
- States should accord priority to the implementation of SMS and SSP to achieve an acceptable level of safety in aviation operations
- APAC COSCAPs should focus on assisting States in the implementation of SMS and SSP.

Targets:

- Industry, particularly airlines, airport operators, air navigation service providers, organisations responsible for the type design or manufacture of aircraft and aviation service providers to implement SMS by 2017
- States to implement the full ICAO SSP by 2022

Metrics:

- Reduction in the number of accidents involving safety management and/or regulatory oversight deficiencies

IV. Predictive risk management and advanced regulatory oversight

The evolution from reactive to predictive safety management and data-driven regulatory oversight systems hinges on the availability of high quality safety data. Proper risk management and oversight is also reliant on the effective investigation of accidents and incidents in order to prevent recurrence.

Many APAC States have yet to fully implement ICAO Annex 13 requirements for accident investigation (53% - please see Figure 2 below). AIG AWG recommendations offer guidance to States to at least meet the minimum requirements. Implementation of these recommendations would help to improve each State’s capacity to effectively investigate accidents and serious incidents and should also enhance the level of reporting by States to assist in the identification of regional safety issues and trends.

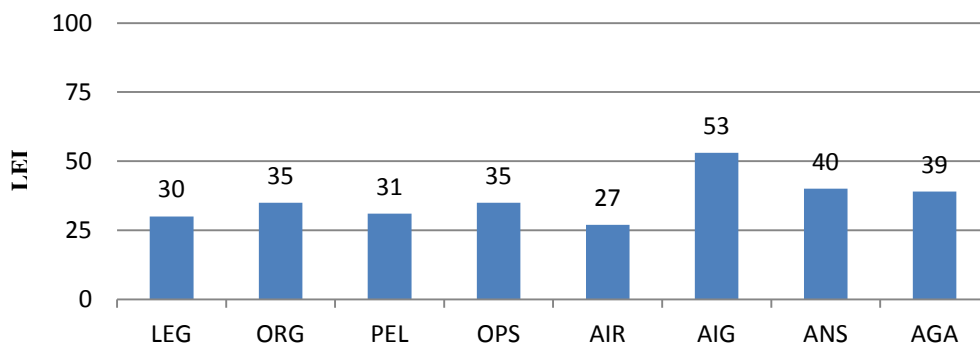


Figure 2 LEI by area - APAC region

Furthermore, APAC States often lack the resources and expertise to manage and collect data on a State level and there are currently no formal mechanisms in place that allow for the sharing and benchmarking of information at the regional level.

Finally, while many air operators in APAC have Flight Data Analysis Programmes, many have yet to fully incorporate the data into their risk management decision-making and few are leveraging on the valuable information available from external data-sharing platforms such as the IATA Flight Data Exchange (FDX) or the FAA Aviation Safety Information Analysis and Sharing (ASIAS) programmes.

Action – Implementation of AIG AWG recommendations to address Annex 13 requirements

States should consider it a priority to implement the APAC AIG’s recommendations.

Action – Agree to standard taxonomies for safety data sharing

Benchmarking and sharing of data among States could be facilitated if States agree to standardise taxonomies, for example in the description of safety occurrences, ramp inspection outcomes and definitions of audit findings.

Action – Establish a structure for safety data collection, analysis and sharing

RASG–APAC should establish an action plan that facilitates the use of standardised taxonomies for data collection in the region, and in the longer term, put in place a structure for the collection, analysis and sharing of safety and operational data in the region in support of predictive risk management.

Action – Establish a mechanism for regional data collection and sharing

RASG-APAC should facilitate initiatives to develop regional data collection, analysis and sharing systems, including collaboration with existing data sharing systems ASIAs and IATA FDX programmes, with support from States and industry.

Targets:

- States to achieve at least 60% EI in AIG of USOAP CMA by 2017
- To develop regional mechanism for data collection, analysis and sharing by 2017.
- 50% of APAC air operators participating in flight data sharing initiative by 2015.
- APAC States to provide assurance that predictive risk management is fully effective by 2027

Metrics:

- Increase in States’ ICAO USOAP CMA EI rate for AIG module
- Reduction in recurring accident types (e.g. runway excursions)

V. Enhanced Aviation Infrastructure

Air Traffic Services

Sustainable growth of the international aviation system will require the introduction of advanced safety capabilities (e.g. full trajectory-based operations) that increase capacity while maintaining or enhancing operational safety margins. The long-term safety objective is intended to support a collaborative decision making environment characterised by increased automation and the integration of advanced technologies on the ground and in the air, as contained in ICAO’s Aviation System Block Upgrades (ASBUs) strategy.

Aerodrome Facilities

Particular attention should be paid to runway safety. Most aerodromes in the region are not certified due to lack of capacity of their respective regulatory authorities. The aerodrome and ground aids (AGA) CMA module has one of highest levels of lack of effective implementation (39%, see Figure 2 above). In 2012, 13% of APAC accidents included threats that were related to the malfunction or unavailability of ground based navigation aids. During the period between 2008 and 2012, 30% of the accidents in APAC were runway excursions.

Action – Coordination with APANPIRG

- Support the implementation of ASBU and ensure their implementation accounts for and properly manages existing and emerging risks (i.e. approaches with vertical guidance (APV) to mitigate CFIT and runway excursion).

- Jointly develop the proper structures to sustain the collection and sharing of regional ATS safety data.

Action – Promotion of Runway Safety Programmes

- RASG-APAC should promote runway safety programmes that support the establishment of Runway Safety Teams (RSTs) and implementation of inter-organisational SMS and Collaborative Decision Making schemes.

Targets:

- Implement mechanisms between RASG and APANPIRG to facilitate collection and sharing of ATM data by end 2014
- States to achieve at least 60% EI in AGA of USOAP CMA by 2017
- Promote runway safety through workshops and seminars at least yearly
- Aerodromes in APAC region, that are used for international operations to have local RSTs by 2017

Metrics:

- Development of mechanism to collect and share regional ATS safety data
- Increase in States' ICAO USOAP CMA EI rate for AGA module
- Increase in runway safety seminars, workshops or other events at APRAST or RASG-APAC
- Increase in local RSTs at aerodromes in APAC region, that are used for international operations.

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. Implementation Status to be monitored.
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	TBA	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 Implementation Status to be monitored.
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 Implementation Status to be monitored.
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. Implementation Status to be monitored.
6	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
6	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.
6	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.
6	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.
6	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.
6	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.
6	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.
6	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.)
6	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.
6	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.)

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
6	3/23	None	General		APRAST Structures and Mechanisms to support GASP and Regional Priorities / Targets	<p>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.)</p> <p>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.)</p> <p>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.)</p>
RASG APAC STANDING WORK PROGRAMME						
1	2/3	Conclusion APRAST 2/2	General		Nomination of a Point of contact for RASG-APAC/APRAST activities	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)].
5	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.
5	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.
5	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. ☐
5	3/12, 3/13, 3/13	None	General		SEI Implementation Support to States/Industry	Closed 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. APRAST/4 established a revised APRAST programme incorporating workshops/seminars to support Member States/Administration in the implementation of more complex SEIs.

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
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

APRAST/4
Attachment E to the Report

S/N	Decision RASG-APAC/3	Ref.	Subject Ref.	Decisions	Status
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
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

APRAST/4
Attachment E to the Report

S/N	Decision RASG-APAC/3	Ref.	Subject Ref.	Decisions	Status
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.
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.	Open. 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.

APRAST/4
Attachment E to the Report

S/N	Decision RASG-APAC/3	Ref.	Subject Ref.	Decisions	Status
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.
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.

APRAST/4
Attachment E to the Report

S/N	Decision RASG-APAC/3	Ref.	Subject Ref.	Decisions	Status
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.
17	Dec. 3/17	RASG-APAC/3 WP/15		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. That, RASG requests ICAO Regional Office to issue a State letter to inform States of the above.	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

APRAST/4
Attachment E to the Report

S/N	Decision RASG-APAC/3	Ref.	Subject Ref.	Decisions	Status
18	Dec. 3/18	RASG-APAC/3 WP/18		That, all stakeholders are requested to support RASG/APRAST activities by responding to ICAO State Letters in a timely and accurate manner.	Closed. All to note.
19	Dec. 3/19	RASG-APAC/3 WP/23		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.	Open. Update from APRAST/4: The ICAO APAC regional office will organise a meeting between the Chairs of RASG, APANPIRG, Co-chairs of APRAST, the AIG Chair/vice chair, SRP Vice chairs and the relevant APANPIRG members to discuss this issue.
20	Dec. 3/20	RASG-APAC/3 WP/25		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.	Closed 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.
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.

APRAST/4
Attachment E to the Report

S/N	Decision RASG-APAC/3	Ref.	Subject Ref.	Decisions	Status
22	Dec. 3/22	RASG-APAC/3 WP/21		<p>That,</p> <p>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.</p> <p>that,</p> <p>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.</p>	<p>Closed. Presented and discussed at the 50th DGCA Conference.</p> <p>Open.</p> <p>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.</p>
23	Dec. 3/23	RASG-APAC/3 WP/21		<p>That, APRAST will also review the meeting structures and mechanisms necessary to support the GASP and to fulfil the Regional Priorities and Targets.</p>	<p>Open.</p> <p>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.</p>

APRAST/4
Attachment E to the Report

S/N	Decision RASG- APAC/3	Ref.	Subject Ref.	Decisions	Status
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.

Draft APRAST/5 Programme

	Mon	Tue	Wed	Thu	Fri
AM	SRP AWG	Workshop	APRAST (Plenary)	APRAST (Breakout Session)	APRAST (Plenary)
Break					
AM	SRP AWG	Workshop	APRAST (Breakout Session)	APRAST (Plenary)	APRAST (Plenary)
Lunch					
PM	SRP AWG	APRAST (Plenary)	APRAST (Breakout Session)	APRAST (Plenary)	SEARAST NARAST SARAST
Break					
PM	SRP AWG	APRAST (Plenary)	APRAST (Breakout Session)	APRAST (Plenary)	SEARAST NARAST SARAST

Future APRAST Meetings

	Mon	Tue	Wed	Thu	Fri
AM	SRP AWG SEI AWG*	SRP AWG SEI AWG*	APRAST (Plenary)	APRAST (Plenary)	APRAST (Plenary)
Break					
AM	SRP AWG SEI AWG*	SRP AWG SEI AWG*	APRAST (Plenary)	APRAST (Plenary)	APRAST (Plenary)
Lunch					
PM	SRP AWG SEI AWG*	Workshop	APRAST (Plenary)	APRAST (Plenary)	SEARAST NARAST SARAST
Break					
PM	SRP AWG SEI AWG*	Workshop	State/ Industry/ ICAO Presentations	APRAST (Plenary)	SEARAST NARAST SARAST

* When RASG-APAC approves the formation of the SEI-AWG

Summary of APRAST/4 Decisions and Conclusions

APRAST/4 Reference	APRAST/4 Decision
Decision APRAST 4/1: <i>(WP/11)</i>	APRAST would support Singapore’s initiative for FSF and MITRE to conduct a study on the feasibility of a regional data collection, analysis and sharing system for the APAC region.
Decision APRAST 4/2: <i>(WP/11)</i>	States/Administrations, air navigation service providers, airlines and international organizations were encouraged to participate in such a study, including providing inputs to FSF / MITRE.
Decision APRAST 4/3: <i>(WP/11)</i>	Airlines were encouraged to subscribe to the IATA FDX programme as a means to enhance internal risk management and to contribute to regional safety information sharing.
Decision APRAST 4/4: <i>(WP/10)</i>	Following the presentation of the WP, Conclusion APRAST 3/14 would be closed and ICAO APAC Office would continue with the monitoring of the level of response to ICAO State letters.
Decision APRAST 4/5: <i>(WP/8)</i>	Secretariat would circulate the draft proposed regional safety priorities and targets to RASG-APAC members for comments by 15 June 2014.
Decision APRAST 4/6: <i>(WP/8)</i>	After 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,
Decision APRAST 4/7: <i>(Runway Safety Breakout presentation)</i>	The Runway Safety sub-group would identify a Champion and determine the timeline for completion of RI/2 (SOP – RI Prevention and Pilot Training) by the APRAST/5 meeting, before considering whether to include SEI RI/2 in the RASG-APAC Work Programme.
Decision APRAST 4/8: <i>(Runway Safety Breakout presentation)</i>	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
Decision APRAST 4/9: <i>(Runway Safety Breakout presentation)</i>	ICAO APAC Office would issue State letters to advise States/Administrations of the assistance mechanisms and tools available for establishing RSTs and, for States/Administrations with established RSTs to review to ascertain if they are able to improve their current structures and processes.

APRAST/4
Attachment G to the Report

APRAST/4 Reference	APRAST/4 Decision
Decision APRAST 4/10: <i>(Runway Safety Breakout presentation)</i>	The Secretariat would follow-up with ICAO to incorporate more guidance in the ICAO Runway Safety Team Guidebook on military participation, particularly at joint-use airports, and that the ICAO RST checklist would include the composition of the RST (membership) in the sample Terms of Reference.
Decision APRAST 4/11: <i>(Runway Safety Breakout presentation)</i>	APRAST would hold a workshop related to runway safety and RST implementation would be held conjunction with future APRAST meetings.
Decision APRAST 4/12: <i>(LOC Breakout presentation)</i>	LOC sub-group would seek feedback from States/Administrations on the adoption of the AC on Mode awareness through the Secretariat
Decision APRAST 4/13: <i>(LOC Breakout presentation)</i>	The following SEIs would be added to the APRAST Registry of Emerging Issues: <ul style="list-style-type: none"> (i) Flight crew training verification and validation (ii) Airplane state awareness – effective upset prevention and recovery training (iii) Policy and training for non-normal situations (iv) Scenario based training for low altitude maneuvers (v) Enhanced crew resource management training
Decision APRAST 4/14: <i>(Agenda Item 9.1)</i>	Outputs from all SEIs would include a clear set of implementation guidelines for the relevant stakeholders.
Decision APRAST 4/15: <i>(Agenda Item 9.3)</i>	Every other APRAST meeting would be held outside of ICAO APAC Office in Bangkok, subject to a State/ Administration volunteering to host the meeting. States/Administrations that are interested to host APRAST/6 Meeting in early 2015 should indicate their offer to Secretariat by the APRAST/5 Meeting.
Decision APRAST 4/16: <i>(Agenda Item 9.4)</i>	ICAO APAC Office would develop a dedicated web portal to enhance RASG APAC / APRAST capability to promote regional safety and to make information and materials that have been developed to enhance safety, accessible to all members.

APRAST/4
Attachment G to the Report

APRAST/4 Reference	APRAST/4 Conclusion
Conclusion APRAST 4/1 (APAC AIG WP/12, WP/13 WP/14, WP/15 and IP/2)	APRAST recommend that RASG-APAC draw the States/Administrations' attention to the ICAO State Letter 2013/55 dated 19 July 2013 [Ref. AN 6/12-13/55] which proposes a new standard specifying that "States shall 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."
Conclusion APRAST 4/2: (APAC AIG WP/12, WP/13 WP/14, WP/15 and IP/2)	APRAST recommend that RASG-APAC encourage States/Administrations to establish an independent accident investigation authority to do so as soon as possible if not already established.
Conclusion APRAST 4/3: (APAC AIG WP/12, WP/13 WP/14, WP/15 and IP/2)	APRAST recommend that RASG-APAC inform States/Administrations that APAC-AIG can be consulted on matters relating to their plan to set up an independent accident investigation authority.
Conclusion APRAST 4/4: (APAC AIG WP/12, WP/13 WP/14, WP/15 and IP/2)	APRAST recommend that RASG-APAC encourage States/Administrations to accept requests for observer participation when they are conducting investigations.
Conclusion APRAST 4/5: (APAC AIG WP/12, WP/13 WP/14, WP/15 and IP/2)	APRAST recommend that RASG-APAC encourage States/Administrations to invite investigators from other States/Administrations to join the training that they organise, in order to help raise the knowledge, skill and experience of investigators in the APAC region.
Conclusion APRAST 4/6: (WP/7)	APRAST would submit the following amendments (underlined>) to the Terms of Reference of SRP AWG, to RASG-APAC/4 for approval: Purposes of the AP-SRP AWG: <ul style="list-style-type: none"> - 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 organise an Annual Safety Report in three main Sections, one for each safety information category based on analysis provide by IAT

APRAST/4
Attachment G to the Report

APRAST/4 Reference	APRAST/4 Conclusion
Conclusion APRAST 4/7: <i>(WP/7)</i>	The proposed enhancements to the APRAST structure and the TORs of the SEI AWG would be submitted to RASG-APAC/4 for approval after incorporating the comments from APRAST/4.
Conclusion APRAST 4/8: <i>(WP/7)</i>	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.
Conclusion APRAST 4/9: <i>(CFIT Breakout presentation)</i>	The draft ACs for CFIT/3 (Precision-Like Approach Standard Operating Procedures) would be submitted to RASG-APAC/4 for approval after incorporating comments by CFIT the sub-group.
Conclusion APRAST 4/10: <i>(CFIT Breakout presentation)</i>	The SEI CFIT/7 (ALAR – Policies for ALAR) Detailed Implementation Plan (DIP) would be submitted to RASG-APAC/4 for approval and inclusion in the RASG-APAC Yearly Work Programme 2014/2015.
Conclusion APRAST 4/11: <i>(CFIT Breakout presentation)</i>	APRAST would engage APANPIRG to develop a process to facilitate the review of SEI outputs that have implications for air navigation.
Conclusion APRAST 4/12: <i>(Runway Safety Breakout presentation)</i>	SEI RE/2 (Training for Pilots and Air Traffic Controllers to Avoid Unstabilised Approaches) would be closed and removed from the RASG-APAC Yearly Work Programme.
Conclusion APRAST 4/13: <i>(Runway Safety Breakout presentation)</i>	The completed SEI RS/1 (Runway Safety Maturity Checklist) would be submitted to RASG-APAC/4 for approval.

— END —