International Civil Aviation Organization

Fourth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/4)

(Manila, Philippines, 22 to 25 April 2014)

Agenda Item 3:   Review RASG APAC/3 Decisions and Work Programmes

PROGRESS OF THE RASG WORK PROGRAMME FOR 2013/2014

(Presented by the Secretariat)

SUMMARY

This paper presents an update of the progress of the RASG-APAC -Yearly and Standing Work Programmes for 2013/2014.

Action by the meeting is at Paragraph 3.

1.   **INTRODUCTION**

1.1   This paper presents the progress of the RASG-APAC Yearly and Standing Work Programmes for 2013/2014.

2.   **DISCUSSION**

2.1   This paper presents the progress of RASG-APAC Yearly and Standing Work Programme for 2013/14 approved during the RASG-APAC/3 Meeting in Bangkok, Thailand in June 2013. Attachment D of the RASG-APAC/3 Meeting Report refers.

2.2   The status of RASG-APAC Yearly and Standing Work Programmes for 2013/14 can be found in **Attachment A**.

3.   **ACTION BY THE MEETING**

3.1   The meeting is invited to:

a) note the progress of the RASG APAC Yearly and the Standing Work Programmes for 2013/14; and

b) continue to support the activities of RASG-APAC .

— END —

RASG APAC YEARLY AND STANDING WORK PROGRAMME

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
					RASG APAC YEARLY WORK PROGRAMME (2013/2014)	
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.	For States/Administrations follow-up. Model Regulation and Advisory Circular approved by RASG-APAC for circulation. Disseminated through State letter T 6/13.11 - AP131/13 (FS) dated 23 September 2013.
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. Draft discussed in detail by APRAST 3 CFIT SG. After discussions the CFIT SG is proposing further revision to reference existing FAA/CASA documentation. Awaiting results of SOP Focus Group. Anticipate results will be available for April 2014 APARST 4.
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. Champion was developing generic principles on the management of collection of information to prevent inappropriate use of the data collected under FOQA program, against the airlines or their employees. However, the Champion was subsequently re-assigned to other duties. Will be discussed at APRAST 4 in hopes of re-assigning to new 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	For States/Administrations follow-up. 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. 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
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.	For States/Administrations follow-up. 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. 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
6	2/2, 3/7	Conclusion APRAST 2/30	RE 2	CANSO	**Identify Specific training for pilots and air traffic controllers to avoid un-stabilized 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.	For States/Administrations follow-up. 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. 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

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
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 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 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) To discuss at APRAST 4. APRAST Runway Safety Sub-group to consider the need for a mechanism to update the Industry Best Practices Manual with the latest revisions to ICAO SARPs and Guidance Material.
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.)	Work-in-progress. Output 1: Survey completed, Analysis Underway. Output 2: Development of Guidance -- completed. Attached as Appendix 6 to updated draft Advisory Circular on SOP for Flight Deck Crewmembers. Appendix 7 and 8 for review and completion by CFIT and Runway safety working groups.
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.)	Work-in-progress Output 1: Draft survey developed. Survey completed. Analysis Underway. Transitioning to Output 2: Development of guidance framework underway. Anticipated completion (12 - 18 Months) May - November 2014.
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, response due 15 January 2014. Analysis underway.
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.)	For States/Administrations follow-up. Model Advisory Circular approved for circulation to Member States. 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
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.	Work-in-progress DIP approved. To discuss at APRAST/4.
13	3/24	Conclusion APRAST 3/9	CFIT 8	COSCAP-NA	**Minimum Safe Altitude Warning (MSAW)** The purpose of this SE 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.	Work-in-progress Draft AC on MSAW developed. Circulating for comments. To discuss at APRAST 4
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 Checklist has been completed. The material comprising the following can be downloaded from the Safety Page of the CANSO website www.canso.org : Flyer - Runway Safety Maturity Checklist Runway Safety Maturity Checklist Weighting Criteria CANSO Runway Safety Maturity Checklist Airservices Australia (Mr Iain White) representing CANSO will provide an update/briefing.

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
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 has completed and published its guidance materials on runway maintenance and operations, the "Runway Safety Handbook", available at www.aci.aero. The handbook also provides guidance on the design and planning of aerodromes and the setup and running of runway safety teams to minimize 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. On training, 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 will 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 www.aci-waga2014.com.
16	3/22	None	General		Regional Priorities and Targets	To discuss at APRAST/4 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
17	3/23	None	General		APRAST Structures and Mechanisms to support GASP and Regional Priorities / Targets	To discuss at APRAST/4 Review the meeting structures and mechanisms necessary to support the GASP and to fulfil the Regional Priorities and Targets.
					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** This information will be conveyed by ICAO APAC Office at next available opportunity when a regional training is organised. APAC-AIG will monitor ICAO APAC Office's action 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		Desirabilty 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.	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.	TOR for IAT approved. Discussed at SRP AWG/2. Creation of an IAT in progress

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	To be discussed at APRAST/4. 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.
	Update from CFIT SG	CFIT 7		Hong Kong	ICAO SARPs in Annex 6, Operations of Aircraft, Part I, require that an operator establish a flight safety documents system for the use and guidance of operational personnel as part of its accident prevention and flight safety programme.	Work to continue on the development of the DIP and a review of work completed to take place at the APRAST 4. This work will proceed in consideration of the work on High Priority CFIT 2. DIP targeted to be ready for submission to RASG 4.
	Update from APAC-AIG	APAC-AIG 1/5 APAC-AIG 1/6	Bangladesh / ICAO APAC		A database of APAC accident/incident investigation bodies shall be created with Bangladesh volunteering to develop and maintain the database which ICAO APAC Office agree to hosted on its website	ICAO has requested for APAC States/Administrations to provide their input to the database via State Letter dated 2 Oct 2013 (Ref.: T 10/5.3 - AP141/13(FS)) As of December 2013, 13 States/Administrations have responded. Bangladesh has completed the development of the database and has forwarded to ICAO APAC Office to be hosted on its website.
	Update from APAC-AIG	APAC-AIG 1/1 APAC-AIG 1/2 APAC-AIG 1/3			Independent accident investigation authority.	APAC-AIG recommends to APARST that RASG-APAC: • draw the States/Administrations' attention to ICAO State Letter dated 19 July 2013 [Ref.: AN 6/12-13/55] which proposes a new Annex 13 standard 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." ; • encourage States/Administrations that have not yet established an independent accident investigation authority to do so as soon as possible; and • inform States/Administrations that APAC-AIG can be approached on matters relating to their plan to set up an independent accident investigation authority.
	Update from APAC-AIG	APAC-AIG 1/4 APAC-AIG 1/7			Investigator training	APAC-AIG recommends to APRAST that RASG-APAC encourage States/Administrations to: • accept requests for observer participation when conducting investigations; and • 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.
	Update from APAC-AIG	APAC-AIG 1/5 APAC-AIG 1/6	Bangladesh / ICAO APAC		Creation of a database of APAC accident/ incident investigation bodies and the hosting of the database on ICAO APAC Office's website.	Bangladesh volunteered to develop and maintain the database which ICAO APAC Office has agreed to host on its website. Bangladesh has completed the development of the database. ICAO has requested APAC States/Administrations to provide their input to the database via State Letter dated 2 October 2013 [Ref.: T 10/5.3 - AP141/13(FS)]. So far, 13 States/Administrations have responded