



International Civil Aviation Organization

Fifth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/5)

(Bangkok, Thailand, 16 – 19 September 2014)

Agenda Item 3: Review of the Work of APRAST and its Subsidiary Bodies

REVIEW OF APRAST/4 DECISIONS AND CONCLUSIONS

(Presented by the Secretariat)

SUMMARY

This Paper presents the progress of the decisions and conclusions adopted at APRAST/4 in April 2014.

Action by the meeting is at Paragraph 3.

1. INTRODUCTION

1.1 This paper is to update the meeting on the progress of the decisions and conclusions adopted at APRAST/4 in April 2014.

2. DISCUSSION

2.1 APRAST/4 adopted 16 decisions and 13 conclusions. See **Attachment A**.

2.2 Of the 16 decisions, 12 were completed and closed. The remaining Open items were related to APRAST Decisions **4/6** (related to finalising the proposed regional priorities and targets), **4/7** (champion for SEI RI/2), **4/15** (volunteer to host APRAST/6) and **4/16** (development of a dedicated RASG APAC and APRAST web portal).

2.3 The 13 conclusions are OPEN pending submission of recommendations to RASG APAC/4 for approval. These conclusions will be updated after decision at RASG APAC/4.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the progress of the APRAST/4 decisions and conclusions; and
- b) continue supporting APRAST activities.

PROGRESS STATUS OF APRAST/4 DECISIONS AND CONCLUSIONS

Decision / Conclusion No.	Text of Decision / Conclusion	Status
Decision APRAST 4/1: (WP/11)	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.	Singapore would present a paper at APRAST/5 to update the meeting on the progress of the study and the work of MITRE.
Decision APRAST 4/2: (WP/11)	States/Administrations, air navigation service providers, airlines and international organizations were encouraged to participate in such a study, including providing inputs to FSF / MITRE.	Singapore would present a paper at APRAST/5 to update the meeting on the progress of the study and the work of MITRE.
Decision APRAST 4/3: (WP/11)	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.	Closed. IATA continues to promote FDX to the airlines and are seeing a number of new airlines joining.
Decision APRAST 4/4: (WP/10)	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.	Closed. Secretariat to continue with monitoring of State Letter response.
Decision APRAST 4/5: (WP/8)	Secretariat would circulate the draft proposed regional safety priorities and targets to RASG-APAC members for comments by 15 June 2014.	Closed. SL Ref.: T 6/13.11.1 - AP070/14 (FS) / Reply by 15 June 2014.
Decision APRAST 4/6: (WP/8)	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.	OPEN. SL Ref.: T 6/13.11.1 - AP070/14 (FS) sent. Deadline for States response is 15 Jun 2014. 1) Review of State comments by Co-chairs completed. 2) Revised proposed APAC priorities and targets to be discussed at APRAST/5. 3) Secretariat to fwd revised proposal to RASG-APAC Chair concurrence. 4) For submission to ICAO HQ after RASG Chair's concurrence.
Decision APRAST 4/7: (Runway Safety Breakout presentation)	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.	OPEN. No volunteer as Champion for this SEI yet.

Decision / Conclusion No.	Text of Decision / Conclusion	Status
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.	Closed. The mechanism to review and update of related documents would be added to the TORs of the SEI AWG in the working paper on enhancements to the APRAST structure. See APRAST conclusions 4/6, 4/7 & 4/8.
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.	Closed. SL ref T 11/20.1- AP095/14 (AGA) dated 25 June 2014 issued 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: <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.	Closed. IOM ref T 11120.1- AP-AGA0100/14 dated 27 June 2014 sent to HQ for their review and follow-up.
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.	Closed. Workshop related to runway safety and RST implementation arranged.
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.	Closed. Survey on usefulness of model regulations and guidance issued [Ref.: T 6/13.11 - AP071/14 (FS)] Results of survey collated and provided to COSCAP CTAs and co-chairs.

Decision / Conclusion No.	Text of Decision / Conclusion	Status
Decision APRAST 4/13: <i>(LOC Breakout presentation)</i>	The following SEIs would 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	Closed. SEIs entered into Registry of Emerging Issues.
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.	Closed. Facilitators and Champions to note. No further action.
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.	OPEN. To check if any volunteer for hosting of APRAST/6.
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.	OPEN. Bangladesh has volunteered to assist. Work-in-progress
Conclusion APRAST 4/1 <i>(APAC AIG WP/12, WP/13 WP/14, WP/15 and IP/2)</i>	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.”	OPEN. WP consolidating the APRAST/4 conclusions 4/1 - 4/5 will be submitted to RASG-APAC/4 for approval.

Decision / Conclusion No.	Text of Decision / Conclusion	Status
<p>Conclusion APRAST 4/2: (APAC AIG WP/12, WP/13 WP/14, WP/15 and IP/2)</p>	<p>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.</p>	<p>OPEN. WP consolidating the APRAST/4 conclusions 4/1 - 4/5 will be submitted to RASG-APAC/4 for approval.</p>
<p>Conclusion APRAST 4/3: (APAC AIG WP/12, WP/13 WP/14, WP/15 and IP/2)</p>	<p>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.</p>	<p>OPEN. WP consolidating the APRAST/4 conclusions 4/1 - 4/5 will be submitted to RASG-APAC/4 for approval.</p>
<p>Conclusion APRAST 4/4: (APAC AIG WP/12, WP/13 WP/14, WP/15 and IP/2)</p>	<p>APRAST recommend that RASG-APAC encourage States/Administrations to accept requests for observer participation when they are conducting investigations.</p>	<p>OPEN. WP consolidating the APRAST/4 conclusions 4/1 - 4/5 will be submitted to RASG-APAC/4 for approval.</p>
<p>Conclusion APRAST 4/5: (APAC AIG WP/12, WP/13 WP/14, WP/15 and IP/2)</p>	<p>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.</p>	<p>OPEN. WP consolidating the APRAST/4 conclusions 4/1 - 4/5 will be submitted to RASG-APAC/4 for approval.</p>
<p>Conclusion APRAST 4/6: (WP/7)</p>	<p>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: - 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</p>	<p>OPEN. WP on the enhancements to the APRAST structure will be submitted to RASG-APAC/4 for approval.</p>
<p>Conclusion APRAST 4/7: (WP/7)</p>	<p>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.</p>	<p>OPEN. WP on the enhancements to the APRAST structure will be submitted to RASG-APAC/4 for approval.</p>

Decision / Conclusion No.	Text of Decision / Conclusion	Status
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.	OPEN. WP on the enhancements to the APRAST structure will be submitted to RASG-APAC/4 for approval.
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.	OPEN. Pending submission of draft AC to RASG-APAC/4 for approval.
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.	OPEN. Pending submission of DIP to RASG-APAC/4 for approval and incorporation into 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.	OPEN. Coordination meeting between APANPIRG Chair and APRAST Co-Chairs was held on 9 Sept 2014.
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.	OPEN. Rwy Safety Group to Draft WP to update RASG-APAC of the completion of this SEI and to recommend to RASG APAC/4 for approval to close and remove this item 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.	OPEN. Pending submission of completed SEI to RASG-APAC/4 for approval.