INTERNATIONAL CIVIL AVIATION ORGANIZATION

TWENTY SIXTH MEETING OF THE ASIA/PACIFIC AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (APANPIRG/26)

Bangkok, Thailand, 7 – 10 September 2015

Agenda Item 1B: Flight Safety and RASG-APAC Activities

UPDATE OF RASG-APAC ACTIVITIES

(Presented by the Secretariat)

SUMMARY

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

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

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

1.   INTRODUCTION

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

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

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

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

2.   DISCUSSION

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

2.2   Since its inception in 2012, APRAST held 6 meetings identifying relevant Safety Enhancement Initiatives (SEIs) and developing detailed implementation plans, to help address known safety concerns in the APAC Region.

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

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

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

2.6   APRAST concluded its 6th Meeting in April 2015. The focus for this meeting was to review and update the work of different Teams and to identify new safety enhancement initiatives for RASG-APAC consideration. The 7th APRAST Meeting was held in Bangkok, Thailand from 31 August – 4 September 2015.

2.7   The APRAST Safety Reporting Working Group produced its second Annual Safety Report for APAC and was approved at RASG-APAC/4 in November 2014 for circulation to RASG members.

2.8   23 Decisions were adopted at the RASG-APAC/4 Meeting held in Hong Kong, China, in November 2014. Updates on these Decisions can be found in **Attachment A**. RASG-APAC/5 Meeting will be held in Manila, Philippines in October 2015.

2.9   Recognizing the amount of work to be accomplished, RASG-APAC approved a Work Programme to accomplish during the current year. The 2014/2015 RASG-APAC Work Programme can be found in **Attachment B**.

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

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

3.   ACTION BY THE MEETING

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

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RASG-APAC/4 Decisions Progress Status

RASG-APAC/4 Decision Ref	RASG-APAC/4 WP Ref. / Subject of WP	RASG-APAC/4 Decision	Status of Progress
Dec 4/1	WP/3 – Review of Progress of RASG-APAC/3 Decisions	That, the Meeting reviewed and concurred with APRAST's recommendation to close all items in Attachment A to WP/3.	**Propose to close item**. RASG/4 decision refers.
Dec 4/2	WP/4 – Update of RASG-APAC 2013/2014 Work Programme	That, the recommendations and conclusions as described for each of the item in Attachment A to the WP/4 are approved.	**Propose to close item.** Incomplete item carried forward to 2014/2015 Work Programme with certain items placed on Safety tools monitoring mechanism.
Dec 4/3	WP/5 – APRAST Report on the Work of the Asia Pacific Accident Investigation Group	That, the Meeting approved APRAST's Conclusions 4/1, 4/2, 4/3, 4/4, 4/5 and 5/3 described in the WP/5.	**Propose to close item.** Two SLs issued on 28 Jan 2015 to address RASG Decision 4/3 arising from APRAST's Conclusions 4/1, 4/2, 4/3, 4/4, 4/5 and 5/3. [SL T 10/5.4 - AP 016/15 (FS) & T 10/5.5 - AP 017/15 (FS) refer]
Dec 4/4	WP/6 – Report of the Coordination Meeting between the Chairperson of APANPIRG and RASG-APAC	That, the proposed coordination mechanism principles and framework presented in the Attachment to WP/6 are approved.	**Propose to close item.** Proposed coordination mechanism principles approved at RASG-APAC/4. (RASG-APAC Decision 4/4 refers).
Dec 4/5	WP/23 – Proposed Changes to the APRAST Structure	That, the proposed enhancements to the APRAST Structure are approved	**Propose to close item.** RASG/4 decision refers.
Dec 4/6		That, the changes be made to the applicable TORs for RASG – APAC (Attachment A), AP-SRP AWG (Attachment B), AP- IAT (Attachment C) and the proposed SEI WG (Attachment D) as presented.	**Propose to close item.** SEI WG formed at APRAST/6.
Dec 4/7	WP/28 – AP-SRP Ad-hoc Working Group Report	That, the States/Administration/Industry Partners provide comments by 10 December 2014 on the Draft Annual Safety Report 2014 to SRP WG through the Secretariat.	**Propose to close item.** Comments from States/Administration/Industry Partners provided. Annual Safety Report published.
Dec 4/8		That, the Annual Safety Report be reviewed by APRAST Co-chairs and published by early 2015.	**Propose to close item.** 2014 APAC Annual Safety Report was posted on RASG-APAC Secure site in Mar 2015 after Co-Chairs review. (Ref email broadcast T 6/13.11.3 – AP-FS0010/15)
Dec 4/9	WP/32 – Safety Enhancement Initiative (SEI) Outputs for RASG Consideration and Approval	That, the model Advisory Circulars for CFIT/3 and CFIT/8 and Runway Safety Maturity Checklist for SEI RS/1 as presented in the WP/32 are approved. CFIT 3 and CFIT 8 approved. RS/1 and SEI RE/7 were endorsed.	**Propose to close item.** SL issued to notify APAC members of availability of endorsed ACs, best proactices, Runway Safety Maturity Checklist and weblinks. [SL Ref T 6/13.11 - AP170/14 (FS) dated 17 Dec 2014 refers]
Dec 4/10	WP/27 – Proposed Detailed Implementation Plans for SEI CFIT/7 and SEI LOC/6	That, the DIPs for SEIs CFIT/7 and LOC/6 are approved and included in the RASG-APAC 2014/2015 Yearly Work Programme.	**Propose to close item.** Included in 2014/2015 Yearly Work Programme.
Dec 4/11	WP/24 – Inputs on the Global Aviation Safety Plan	That, APAC Member States/Administrations provide comments, if any to the ICAO APAC Office by 10 December 2014 for consolidated feedback by RASG-APAC Chair to the HLSC 2015.	**Propose to close item.** Comments/feedback on GASP provided to HQ.
Dec 4/12	WP/25 – Proposed Regional Aviation Safety Priorities and Targets	That, the proposed regional aviation safety priorities and targets for the APAC region as described in Annex B to WP/25 are approved.	**Propose to close item.** Approved regional priorities and targets submitted to HQ.
Dec 4/13	WP/7 – ACI APEX in Safety Program	That, the Meeting noted and endorsed APRAST Conclusion 5/15 encouraging States/Administrations/Industry to support and participate in the ACI APEX in Safety Programme.	**Propose to close item.** RASG/4 decision refers.

RASG-APAC/4 Decision Ref	RASG-APAC/4 WP Ref. / Subject of WP	RASG-APAC/4 Decision	Status of Progress
Dec 4/14	WP/14 - TCAS II Version 7.1 Implementation In APAC Region	That, APRAST monitor the implementation of TCAS II Version 7.1 requirements in the APAC region	**Propose to close item.** This item is already captured in the web-based Seamless ATM Implementation Progress Reporting Process. [SL T 8/5.1 & T 3/10.8: AP 162/14 (CNS/ATM0 refers]. A SL reminder Ref T 8/5.1, T3/10.8 & T6/13.1 - AP040/15 (CNS/ATM/FS) dated 9 March 2015 was issued to remind State/Administration to report on their implementation status for TCAS II v7.1 standard. Implementation status to be included in Safety tools monitoring mechanism. Included into the monitoring mechanism. SL survey Ref T 6/13.11 - AP066/15 (FS) dated 16 April 2015 refers.
Dec 4/15		That, APRAST develop and distribute implementation guidance to harmonise implementation of TCAS II Version 7.1 requirements in the APAC region.	**APRAST decisions 6/5 and 6/6 refer.** Related information available at Eurocontrol website https://www.eurocontrol.int/articles/acas-ii-training **APRAST Decisions 6/5**: Philippines volunteered to review the existing documentation on implementation of TCAS II Version 7.1 requirements developed by Eurocontrol and ICAO, and provide a report at APRAST/7 and **APRAST Decisions 6/6**, encouraging States/Administration to also review and provide comments on the TCAS II v 7.1 to COSCAP-NA CTA. **Pending updates from PHL and COSCAP-NA CTA** ⬜
Dec 4/16	WP/16 – Lithium Batteries — The Need for Appropriate Action	That, the Meeting considered and approved ICAO's proposal to convene a Meeting in the APAC region by June 2015 inviting authorities involved in in aspects of lithium battery manufacture and transport. States were requested to inform ICAO by January 2015 if they were interested in hosting the meeting by mid-2015.	**Propose to close item.** Meeting scheduled on 14 Jul 2015. SL invitation sent. [T 15/10.6 - AP-FS0034/15 (FS) dated 22 May refers).
Dec 4/17	WP/17 – Status of the Air Operator Certificate (AOC) System	That, in order to start realizing the potential safety, efficiency and financial benefits of the AOC system, States are encouraged to: a) register for and use the AOC system and nominate administrator focal points; b) enter validated AOCs and other regulatory documentation regarding air operators; c) identify how the administrative processes related to AOCs, especially those of foreign air operators, might be streamlined using the information contained in the system; d) identify to ICAO which improvements should be prioritized for future system developments to facilitate the use and benefits for all States; e) develop processes, preferably automated ones, that will ensure the currency of the data in the system; and f) ensure that the relevant staff and stakeholders are trained on the use of the system.	**Propose to close item.** SL to encourage State to adopt RASG Decision 4/17 sent. [T 6/19.6 - AP 055/15 (FS) dated 2 Apr 2015 refers]

RASG-APAC/4 Decision Ref	RASG-APAC/4 WP Ref. / Subject of WP	RASG-APAC/4 Decision	Status of Progress
Dec 4/18	WP/18 – Regional Data Collection, Analysis and Information Sharing	That, RASG-APAC supports the initiative for a demonstration project on a regional safety data collection, analysis and information sharing system for the APAC region.	**Propose to close item.** RASG/4 Decision refers. Demostration project on regional safety data collection, analysis and information sharing system for the APAC region in-progress.
Dec 4/19		That, States/Administrations, ANSPs, airlines and industry organizations are encouraged to participate in the demonstration project, starting with the Workshop in Singapore from 3 to 4 December 2014.	**Propose to close item.** Workshop in Singapore held.
Dec 4/20	WP/30 - Voluntary Safety Information Reporting System in State Safety Program for Japan (VOICES)	That, States/Administrations/Industry Partners be encouraged to exchange information on any initiatives they may be undertaking to improve Hazard Identification and Risk Analysis to include: a) Voluntary reporting systems; b) Flight Data Analysis programmes; c) Safety information sharing programs; and d) efforts to establish legal and regulatory framework for protection of safety data and information.	**Propose to close item.** RASG/4 decision refers.
Dec 4/21	WP/31 - Strategic and Proactive Coordination between the Asia-Pacific Planning and Implementation Regional Group (PIRG) and Regional Aviation Safety Group (RASG)	That, the meeting agreed on : a) the involvement of RASG-APAC, APRAST and APANPIRG, RASMAG in each other's activities; and b) That, APANPIRG consider the establishment of an analysis body that manages ATS Safety incidents/ concerns/occurrences for onward reporting to RASG-APAC APRAST for further action.	**Propose to close item.** Coordination between APANPIRG and RASG-APAC included in 2014/2015 work programme for follow-ups. SRP WG tasked to coordinate with the RASMAG to initiate a study to explore relationships between large height deviations and Traffic Collision Avoidance System-Resolution Advisories (TCAS-RA). (APRAST Decision 6/28 refers) 2nd PIRG/RASG coordination Meeting held on 21 May 2015. (2nd PIRG/RASG coordination Meeting Report refers).
Dec 4/22	WP/33 - A Proposal for a Mature Safety Management	That, the Meeting urged a) Regional Member States to actively promote positive Safety Culture in their State Safety Programme; and b) Request ICAO to consider the provision of guidance material and training focused on SMS oversight for harmonized implementation among the Member States.	**Propose to close item.** IOM (Ref T 6/13.11 - AP-FS 102/14 dated 18 Dec 2014 refers) sent requesting HQ to consider the provision of guidance material and training focused on SMS oversight.
Dec 4/23	WP/22 – Proposed RASG-APAC 2014/2015 Work Programme	That, the proposed RASG-APAC 2014/2015 Work Programme is approved at Attachment A of WP/22.	**Propose to close item.** RASG/4 decision refers.

Proposed RASG APAC 2014/2015 YEARLY AND STANDING WORK PROGRAMME_approved @RASG/4 (RASG 4/23 refers)

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
					RASG APAC YEARLY WORK PROGRAMME (2014/2015)	
1	3/24	Conclusion APRAST 3/9 Con APRAST 4/9 Con APRAST 5/10	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.	DIP approved. 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. CFIT 3 Output 1, final AC will be submitted to RASG-APAC/4 for approval. AC approved @RASG-APAC/4. SL on notification of availability of model AC sent. Model AC also available on APAC e-doc website. **Propose to Close and removed from work programme.**
2	2/2	Conclusion APRAST 2/24	CFIT 4	Pakistan	**Flight Data Analysis (Safety Impact High).** The purpose of this SE is to develop and implement a non-punitive FDA program to promote compliance with the Annex 6, Part 1 requirement regarding establishment of non-punitive FDA program.	Pakistan has volunteered as New Champion. Previous 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. 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. Draft Generic Principles on the Management of the Collection of Information was reviewed by CFIT sub group. Draft will be circulated to sub group members for final review and comments. Comments to be provided to Facilitator by end of October A draft Generic Principles on the Management of the Collection of Information was reviewed by CFIT sub group during APRAST 5. The draft will be circulated to the sub group members for final review and comments. Revised draft to be reviewed by CFIT SG at APRAST 6. **Work-in-progress.**
3		Conclusion APRAST 4/10 RASG 4/10	CFIT 7	HK CAD	**(ALAR – Policies for ALAR) Detailed Implementation Plan (DIP)**	Detailed Implementation Plan (DIP) approved @RASG-APAC/4 and included in the RASG-APAC Yearly Work Programme 2014/2015. (RASG-APAC 4/10 refers). Draft AC to be reviewed by CFIT SG at APRAST 6. **Work-in-progress.**
4	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. Discussed at APRAST 4 (Conclusion APRAST 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. Output 1, final AC will be submitted to RASG-APAC/4 for approval. AC approved @RASG-APAC/4. SL on notification of availability of model AC sent. Model AC also available on APAC e-doc website. **Proposed to Close and removed from work programme.**

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
5	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) The maintenance of any SEI related documents produced by APRAST would be under the perview of the proposed SEI AWG which would develop a mechanism for the review and updating of such documents. (Decision APRAST 4/8 refers). SEI WG formed at APRAST/6 will be responsible for the development of mechanism for the review and updating of such documents. **Propose to Close and removed from work programme.**
6	2/2	Conclusion APRAST 2/50 Con APRAST 5/12	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 SOP for Flight Deck Crewmembers. CFIT and RE working groups to develop common SOPs for inclusion in draft AC. Draft Model AC included LOC and CFIT 2 SOP. (Rwy Safety WG deemed that Rwy Safety SOP deemed not appropriate to be included into this AC). Output 2 draft Model AC will be submitted to RASG-APAC for approval when ready. **Revised draft model AC for APRAST/7 review with the aim of seeking approval at RASG-APAC/5** (APRAST Decision 6/16 refers)
7	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 developed. Survey completed. Analysis Underway. Transitioning to Output 2: Development of guidance framework underway. Anticipated completion (12 - 18 Months) May - November 2014. When ready, draft guidance material will be presented at APRAST for consideration for submission to RASG-APAC for approval. **Work-in-progress**
8	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. Model regulations, guidance and checklists focusing on mitigating LOC events to be drafted utilising aggregate and safety trend information. **Work-in-progress under 2014/2015 work programme.**

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
9	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 Following up with APRAST Decision 4/12, ICAO APAC conducted a survey to find out the usefulness of the safety tools endorsed by RASG APAC. The feedback reecived from the11 States/Administrations which responded was favourable and shared with the facilitators and co-chairs. **Work-in-progress**
10		Conclusion APRAST 5/13 RASG 4/10	LOC 6	Flight Safety Foundation	Upset Prevention Recovery Training (UPRT)	Detailed Implementation Plan (DIP) approved @RASG-APAC/4 and included in the RASG-APAC Yearly Work Programme 2014/2015. (RASG-APAC 4/10 refers). Draft model AC on UPRT to be discussed at APRAST/6. **Draft advisory circular be submitted to APRAST/7 with the aim of seeking approval at RASG-APAC/5.** (APRAST Decision 6/19 refers)
11	3/24	Conclusion APRAST 3/12 APRAST 4/13	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.	**Post APRAST/4**: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. SEI RS/1 (Runway Safety Maturity Checklist) will be submitted to RASG-APAC/4 for approval. (APRAST/4 Conclusion 4/13 refers.) RASG-APAC to promote the use of Runway Safety Maturity Checklist to States/Administrations. (Conclusion APRAST 5/16 refers) **AC approved @RASG-APAC/4. SL on notification of availability of checklist sent. Checklist also available on APAC e-doc website.** **RS recommends that this SEI be recommended to RASG for closure from the work programme (RS ppt @APRAST/5 refers)**

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
12	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. Output 2: The guidance and training materials developed by ACI be submitted to RASG-APAC/4 for approval. **Guidance and training materials approved @RASG-APAC/4. SL on notification of availability of info sent.** **RS recommends that this SEI be removed from the work programme (RS ppt @APRAST/5 refers)**
13	-	Decision APRAST 5/3 RASG 4/23	APAC AIG	APAC AIG	The expansion of the APAC accident/incident investigation bodies' database to include information on underwater search resources.	2014/2015 Work Programme approved @RASG-APAC/4. Decision APRAST 5/3 and RASG 4/23 refer. **The database has been expanded. Bangladesh will uploaded the expanded database on the website. States/Administrations will be reminded during the APAC-AIG/3 to provide the necessary details. Proposed to Close and removed from work programme.**
14	-	Decision APRAST 5/3 RASG 4/23	APAC AIG	APAC AIG	Hosting of the ICAO Asia Pacific Regional Accident Investigation Workshop in 2015 by Sri Lanka.	2014/2015 Work Programme approved @RASG-APAC/4. Decision APRAST 5/3 and RASG 4/23 refer. The APAC AIG/3 was held on 23-24 June 2015 and the ICAO Regional Accident Investigation Workshop on 25-26 June 2015 hosted by CAA of Sri Lanka in Colombo, Sri Lanka. **Proposed to Close and removed from work programme.**
15	-	Decision APRAST 5/1	SRP AWG	SRP AWG	SRP AWG work to identify sources and requirements to collect information on TAWS, TCAS RA, unstable Approaches, and stall warnings for analysis	2014/2015 Work Programme approved @RASG-APAC/4. Decision APRAST 5/1 and RASG 4/23 refer. SRP WG noted and commented that IAT supports the establishment of a Regional Data Collection, Analysis, and Sharing System (RDCAS). As part of the development of the RDCAS the IAT collects information on TAWS, TCAS RA, Unstable Approaches, and stall warnings in order to measure vulnerabilities and the effectiveness of current Safety Enhancement Initiatives (SEIs) already approved by RASG. It is envisaged that similar benchmarks used by ASIAS can be adopted to measure the effectiveness of these SEIs once appropriate information has been gathered through RDCAS. **Proposed to Close and removed from work programme.**

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
16	-	Conclusion APRAST 5/17	APRAST	TBA	That APRAST recommend to RASG-APAC for the ICAO GO Team concept to be implemented for the APAC region, particularly in the area of establishment of runway safety teams and implementation of SMS in air operators. APRAST will then work out the modalities of the GO-Team implementation in its subsequent meetings.	2014/2015 Work Programme approved @RASG-APAC/4. Conclusion APRAST 5/17 and RASG 4/23 refer. WP presented at APRAST/6 adopted APRAST Decioions 6/10, 6/11 and 6/13. **Further discussion and update at APRAST/7** (APRAST Decioions 6/10, 6/11 and 6/13 refer).
17	3/23	Conclusion APRAST 4/6, 4/7 and 4/8 RASG 4/5 and 4/6	APRAST	Co-Chairs	APRAST Structures and Mechanisms to support GASP and Regional Priorities / Targets	Proposed changes to the organisational structure of APRAST to support the GASP and to fulfil the Regional Priorities and Targets approved @RASG APAC/4 (RASG-APAC 4/5 and 4/6 refer). Re-structing of APRAST completed with formation of SEI WG at APRAST/6. **Propose to Close and removed from work programme.**
18	-	Decision APRAST 5/9 Conclusion APRAST 5/4 RASG 4/4 and 4/23	APRAST	Co-Chairs	That the APRAST Co-chairs pursue the development of the coordination mechanism between APANPIRG and RASG-APAC at the next APANPIRG – RASG-APAC coordination meeting in 2015. The coordination mechanism should address issues such as: a. the attendance of RASG-APAC /APRAST representatives at relevant APANPIRG bodies and vice versa; b. the development of an analysis body (similar to the RMA/EMA models that report to RASMAG for vertical and horizontal safety analysis) that manages ATS safety concerns/occurrences for onward reporting to APRAST/RASG-APAC; and c. the review and endorsement of subsequent versions of the APAC Seamless ATM Plan by APANPIRG and RASG-APAC.	Proposed coordination mechanism approved and included in 2014/2015 Work Programme. (Decision APRAST 5/9 and Conclusion APRAST 5/4 refer). (RASG-APAC 4/4 and 4/23 refer). Forwarded to SRP WG for consideration. **APANPIRG/RASG-APAC Coordination Meeting/2 held on 21 May 2015.** (2nd APANPIRG/RASG-APAC Coordination Meeting Report refers). **SRP WG tasked to coordinate with the RASMAG to initiate a study to explore relationships between large horizontal and vertical height deviations and Traffic Collision Avoidance System-Resolution Advisories (TCAS-RA).** (APRAST Decision 6/28 refers).
19	2/3	Conclusion APRAST 2/2 Conclusion APRAST 5/2 RASG 4/23	APRAST	Secretariat	Nomination of a Point of contact for RASG-APAC/APRAST activities	As 31 Aug 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. (Conclusion APRAST 5/2 refers). (RASG-APAC 4/23 refers) As of 31 Jan 2015, 26 APAC States/Administrations, French Polynesia, New Caledonia and 6 organisations have nominated the Ponits of contact in their respective organizations. **Reminder to nominate/update POC was issued.** [Ref SL T 6/13.11-AP090/15(FS) dated 24 Jun 2015]
20	-	Conclusion APRAST 5/7	APRAST	Secretariat	Development of a monitoring mechanism for the implementation of RASG APAC safety tools.	
21	-	Decision APRAST 5/10	APRAST	Secretariat	That the Secretariat develop a Procedural Handbook for RASG-APAC, which will among other things, document the APANPIRG – RASG-APAC coordination mechanisms and framework.	2014/2015 Work Programme approved @RASG-APAC/4. Decision APRAST 5/10 refers. RASG-APAC 4/23 refers. **Work-in-progress.**
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