



*International Civil Aviation Organization*

**Sixth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/6)**

*(Bangkok, Thailand, 7 – 10 April 2015)*

**Agenda Item 5:** Presentations – State / Industry / ICAO

**PROPOSED MECHANISM FOR MONITORING OF  
RASG-APAC SAFETY TOOL IMPLEMENTATION**

*(Presented by Secretariat)*

**SUMMARY**

Establishment of a mechanism to monitor the extent of implementation among States of the safety tools developed by RASG-APAC.

Action by the meeting is at Paragraph 3.

**1. INTRODUCTION**

1.1 RASG-APAC, through APRAST developed a number of safety tools to support States/Administrations and industry in their efforts to enhance safety and compliance with ICAO's Standard and Recommended Practices (SARPs). The endorsed safety tools developed were related to Safety Enhancement Initiatives (SEIs) in the areas of Controlled Flight into Terrain (CFIT), Loss of Control (LOC), Runway Safety (RS) and ICAO's SARPs. These tools are typically in the form of model regulations, model advisory circulars, best practices and safety information which are posted on the ICAO APAC website and also disseminated through an ICAO APAC State Letter.

1.2 Having disseminated these safety tools, there is a need to monitor the level of implementation (i.e. the "take-up rate") of the safety tools to feedback on the effectiveness of such safety tools and their level of implementation by States/Administrations and Industry. The information would enable APARST to plan more relevant activities to assist APAC members to improve its aviation safety and/or compliance with ICAO SARPs (like ICAO Annex 6 requirements on ACAS II). The information from the monitoring mechanism can help in directing more focus on efforts on improving implementation support rather than continuing to create new safety tools and SEIs if feedback from the monitoring mechanism shows that there is still a glut of safety tools to be implemented.

**2. DISCUSSION**

2.1 This monitoring mechanism was first brought up at APRAST/5 in April 2014 (WP #9 refers). The proposal to put in place a such monitoring mechanism was approved at RASG-APAC/4 (RASG-APAC Decision 4/23 refers).

2.2 The proposed monitoring mechanism would be in the form of a simple MS excel spreadsheet administered by the Secretariat. State Letter survey, listing the new RASG-APAC/APRAST endorsed safety tools and/or monitoring of compliance to ICAO SARPs to be

monitored will be sent out by the Secretariat. State/Administration will just need to indicate a simple YES/NO to indicate whether safety tools were used or if they are compliant to the applicable ICAO SARPs as the case may be. Completed survey form will be returned to the Secretariat who will collate the completed information into a MS excel spreadsheet. The information may be available upon request by RASG-APAC/APRAST. Instructions on how to complete the survey form are provided in the survey form.

2.3 **Attachment A** is a sample of the survey form while **Attachment B** is the monitoring tool used to monitor the status of State/Administration implementation of safety tools and/or status of compliance with ICAO SARPs.

### 3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) Review and comment on the propose mechanism to monitor State/Administration implementation of safety tools; and
- b) Endorse the implementation of the safety tools monitoring mechanism described in the paper.

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## Survey Form - Implementation of RASG-APAC Safety Tool / Compliance to ICAO SARPs

**State/Administration:**

**Date submitted:**

Instructions on completion of the survey form (you may mark more than one box for each item)

1 Mark **YES** for each of the item if the safety tool was used or already in compliance to ICAO SARPs by your State/Administration.

2 Mark **NO** for each of the item if your State/Administration has not used the safety tool yet and/or not compliant with ICAO SARPs, as applicable.

	Safety Tool	Ref	Implementation Status	
			YES	NO
1	<p><b>Compliance with Annex 6 requirement on GPWS-FLF.</b>  <i>(Model regulation is developed to assist State/Administration in the implementation GPWS-FLF requirement)</i></p>	<p>CFIT/1            RASG 2/1            RASG 3/4            RASG 4/2</p>	<input type="checkbox"/>	<input type="checkbox"/>
2	<p><b>Guidance on training programme on the use of the GPWS.</b>  <i>[This safety tool is developed to assist State/Administration who wishes to issue advisory information to operators who are required to develop and conduct a training programme with regard to the use of Ground Proximity Warning System (GPWS)]</i></p>	<p>CFIT/1            RASG 2/1            RASG 3/4            RASG 4/2</p>	<input type="checkbox"/>	<input type="checkbox"/>
3	<p><b>Guidance on the effective use of the GPWS.</b>  <i>(This safety tool is developed to assist State/Administration who wishes to issue advisory information to operators on factors that can reduce the effectiveness of ground proximity warning system (GPWS) equipment)</i></p>	<p>CFIT/1            RASG 2/1            RASG 3/4            RASG 4/2</p>	<input type="checkbox"/>	<input type="checkbox"/>
4	<p><b>Development, implementation and assessment of crew resource management training programme.</b>  <i>(This safety tool is developed to assist State/Administration who wishes to issue guidelines to their air operators who are required by regulations to provide CRM training for pilots and cabin crews)</i></p>	<p>CFIT/5            RASG 2/1            RASG 3/5            RASG 4/2</p>	<input type="checkbox"/>	<input type="checkbox"/>

	Safety Tool	Ref	Implementation Status	
			YES	NO
5	<b>Training of Flight Crew in ALAR and CFIT Prevention</b> <i>[This safety tool is developed to assist State/Administration who wishes to issue advisory information to operators on flight crew initial and recurrent Approach and Landing Accidents (ALA) and CFIT prevention training]</i>	<b>CFIT/6</b> RASG 2/1 RASG 3/6 RASG 4/2	<input type="checkbox"/>	<input type="checkbox"/>
6	<b>Mode Awareness and Energy State Management Aspects of Flight Deck Automation</b> <i>(This safety tool is developed to assist State/Administration who wishes to issue advisory information to alert air operators to the importance that air crews are aware of the automation mode under which the aircraft is operating)</i>	<b>LOC/5</b> RASG 2/1 RASG 3/11	<input type="checkbox"/>	<input type="checkbox"/>
7	<b>Implementation of ICAO Annex 6 requirements on ACASII</b>	APRAST Decision 5/8	<input type="checkbox"/>	<input type="checkbox"/>
8	<b>Implementation of ICAO Annex 6 requirements on Pressure Altitude Responding Transponders</b>	APRAST Decision 5/8	<input type="checkbox"/>	<input type="checkbox"/>
9	<b>Implementation of TCAS II Version 7.1 standards.</b>	RASG 4/14	<input type="checkbox"/>	<input type="checkbox"/>

