

INTERNATIONAL CIVIL AVIATION ORGANIZATION



REPORT OF THE SEVENTH MEETING OF THE ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM (APRAST/7)

BANGKOK, THAILAND, 31 AUGUST to 4 SEPTEMBER 2015

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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Attachment G:	List of APRAST/7 Decisions and Conclusions

1. Meeting and Registration

1.1 The Seventh Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/7) was held at the ICAO APAC Office in Bangkok, Thailand from 31 August to 4 September 2015.

1.2 The APRAST/7 Meeting was attended by 110 participants from 21 States/ Administrations and 8 International/Regional Organizations and Industry Partners viz. Australia, Bangladesh, Bhutan, Hong Kong, China, Macao, China, Democratic People's Republic of Korea, France (New Caledonia), India, Indonesia, Japan, Lao People's Democratic Republic, Malaysia, Maldives, Myanmar, Nepal, the Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, United States of America, Airbus, Association of Asia Pacific Airlines (AAPA), Boeing, Civil Air Navigation Services Organization (CANSO), Flight Safety Foundation (FSF), International Air Transport Association (IATA), International Federation of Air Line Pilots Associations (IFALPA), MITRE Corporation and International Civil Aviation Organization (ICAO), I. The list of participants is at **Attachment A**.

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

2. Opening Session

2.1 ICAO Deputy Regional Director, Mr. Yoshiki Imawaka opened the Meeting and thanked all participants and the two Co-chairs for their contribution to the RASG-APAC Work Programme and APRAST activities. He thanked IATA for assisting ICAO with the RASG-APAC website. He encouraged all States to actively engage in APRAST activities.

2.2 The Meeting commenced with Agenda Item 2 of the provisional agenda as communicated to all APRAST members prior to the Meeting.

REPORT ON AGENDA ITEMS

1. AGENDA ITEM 2: PLENARY SESSION – ADOPTION OF AGENDA

1.1 Adoption of the Provisional Agenda – WP/1

1.1.1 The Secretariat presented WP/1 on the adoption of the Provisional Agenda. The Meeting adopted the Provisional Agenda.

2. AGENDA ITEM 3: ELECTION OF APRAST CO-CHAIR (STATES) & SRP WG VICE CHAIR (STATES)

2.1 APRAST Co-chair (Industry): Change of Employment – WP/2

2.1.1 The Secretariat present WP/2 on the change of employment of Mr. Anthony Houston, from IATA to NokScoot Airlines, and sought the Meeting's endorsement for Mr. Houston to continue as APRAST Co-chair (Industry) until the end of his term in April 2016. IATA, AAPA, Boeing, Singapore and the ICAO Deputy Regional Director, acknowledged Mr. Houston's significant contributions to APRAST and supported his continuing as Co-chair (Industry). The Meeting therefore endorsed Mr. Houston's continuation as APRAST Co-chair (Industry) until the end of his term. The Meeting also agreed that going forward, the industry should consider and nominate candidates for the APRAST Co-chair (Industry) position.

2.1.2 In his remarks, Mr. Houston thanked the Meeting for agreeing for his continuation as the APRAST Co-chair (Industry). He acknowledged the steady progress of the APRAST as a team, thanks to the efforts of many individuals.

2.2 Election of APRAST Co-chair (States) – WP/3

2.2.1 The Secretariat presented WP/3 on the election of the APRAST Co-chair (States). The Meeting elected Mr. Tay Tiang Guan, Deputy Director-General of the Civil Aviation Authority of Singapore as APRAST Co-chair (States) for a term of two years. Mr. Tay was nominated by Sri Lanka and seconded by Macao, China.

2.2.2 In his remarks, Mr. Tay summarized the progress made since APRAST/5, which included the establishment of the regional priorities and targets, the restructuring of APRAST and development of the proposed mechanism for monitoring of safety tools implementation. He thanked Australia, AAPA, Macao, China, Singapore, NokScoot Airlines for facilitating the workshop on "Pragmatic Approach" which shared best practices on SMS and SSP implementation.

2.3 Election of SRP WG Vice-chair (States) – WP/4

2.3.1 The Secretariat presented WP/4 on the election of the Vice-Chair (States) of the SRP WG. Ms. Sonja Marshall, had informed the Secretariat in June 2015 that she had taken up a new position outside of the Civil Aviation Safety Authority (CASA), Australia and therefore unable to continue in the position of SRP Vice-Chair (States).

2.3.2 The Meeting elected Captain Salahuddin M. Rahmatullah of CAA Bangladesh as the Vice-Chair (States) of the SRP WG. He was nominated by Bangladesh and seconded by Sri Lanka and India.

2.3.3 Captain Salahuddin acknowledged the nomination and thanked the Meeting for its endorsement. The APRAST Co-chairs thanked Captain Salahuddin for accepting the post.

3. AGENDA ITEM 1: SMS/SSP WORKSHOPS AND BREAKOUT SESSION

3.1 The workshop on SMS/SSP “*Pragmatic Approach*”, including the breakout sessions, was successfully held on 31 August 2015.

3.2 Four breakout sessions were held, with mixed regulatory & industry participants per session. The five moderators were Mr. Stephen Duffield from Civil Aviation Safety Authority, Australia; Mr Stanley Pun from Civil Aviation Authority of Macao, Mr. Dalen Tan from Civil Aviation Authority of Singapore and Mr. Anthony Houston from NokScoot Airlines, and Mr. Martin Eran-Tasker, AAPA.

3.3 The various outcomes of the breakout session discussions are at **Attachment B**. The workshop covered the following presentations:

- a. Australia’s SSP – Regulatory Safety Management Program (RSMP) Implementation, Overview of Safety Management International Collaboration Group, Safety Risk (Sector) Challenges by Mr. Stephen Duffield from Civil Aviation Safety Authority;
- b. Oversight of SMS Implementation – Singapore’s Experience by Mr. Michael Pang from Civil Aviation Authority Singapore;
- c. NokScoot presented the SMS Implementation Challenges from an Operator’s perspective.

4. AGENDA ITEM 4: UPDATE OF RASG-APAC/4 DECISIONS AND WORK PROGRAMME

4.1 Update of RASG-APAC/4 Decisions – WP/5

4.1.1 The Secretariat presented WP/5 on the status of the Decisions adopted at RASG-APAC/4 in November 2014. A summary of the update of RASG-APAC/4 Decisions is at **Attachment C**.

4.1.2 With regard to Decision RASG-APAC 4/16, the Meeting agreed that the issue of safe transportation and standards for manufacture of lithium batteries should continue to be given attention, even as the intent of the Decision had been met through the conduct of the regional meeting on 14 July 2015. Therefore the Meeting agreed to the following Decision and Conclusion:

Decision APRAST 7/1:

That, the issue of safe transportation and standards for manufacture of lithium batteries be entered in the Registry of Emerging Issues for follow-up pending further guidance by ICAO.

Conclusion APRAST 7/1:

That, RASG-APAC Decision 4/16 on convening a meeting in the APAC region on aspects of lithium battery manufacture and transport, be proposed to be closed as the Meeting was convened by ICAO on 14 July 2015.

4.2 Update of RASG-APAC 2014/2015 Yearly and Standing Work Programmes – WP/6

4.2.1 The Secretariat presented WP/6 on the progress of the RASG-APAC 2014/2015 Yearly and Standing Work Programmes since APRAST/6 which was held in April 2015.

4.2.2 The Meeting noted the updates, as shown in **Attachment D**, particularly the new items added to the work programmes and urged members to support RASG-APAC and APRAST activities. Further updates to the work programmes were provided during the Meeting.

5. AGENDA ITEM 5: UPDATE, DISCUSSION AND REVIEW OF APRAST ACTIVITIES

5.1 Update of APRAST/5 and APRAST/6 Decisions and Conclusions – WP/7

5.1.1 This paper presented by the Secretariat on the progress of the Decisions and Conclusions adopted at APRAST/5 and APRAST/6.

5.1.2 The Meeting reviewed the APRAST/5 and APRAST/6 Decisions and Conclusions and updated their status based on progress made thus far, as reflected in **Attachments E and F** respectively. The Meeting agreed to the following Decisions:

Decision APRAST 7/2:

That, APRAST adopt the recommendations in Attachments E (Status of Open APRAST/5 Decisions and Conclusions) and F (Status of Open APRAST/6 Decisions and Conclusions).

Decision APRAST 7/3:

That, with reference to APRAST Decision 5/14, Secretariat be requested, in consultation with APRAST Co-Chairs, to develop a two-tier online access to RASG-APAC website to allow for:

- a. A Documents Management System for public view; and
- b. A protected workspace to allow APRAST members to collaborate and exchange working information.

5.2 Update of APAC-AIG activities – WP/8

5.2.1 Mr. Richard Batt, Manager International, Australian Transport Safety Bureau and Vice-Chair, APAC-AIG presented the outcomes of the APAC-AIG/3 Meeting, which was held in Colombo, Sri Lanka on 25-26 June 2015. The Meeting noted the good progress made by the APAC-AIG.

5.2.2 Bangladesh suggested more practical guidance to be developed to advise States/Administrations on the establishment of functionally independent accident investigation bodies, as well as more accident investigation training to be made available in the APAC region. The Meeting then agreed to the following Decisions:

Decision APRAST 7/4:

That, APAC-AIG further develop practical guidance on the establishment of a functionally independent accident investigation body, including development of templates, model processes, and procedures on drawing on resources for the establishment of the accident investigation body.

Decision APRAST 7/5:

That, APAC-AIG provide further details on the gaps and action taken to address gaps in classification of occurrences, particularly with regard to reducing the ambiguity between the definitions of “accident” and “serious incident”.

Decision APRAST 7/6:

That, the AIG schedule of activities for 2015 to 2016, and the abovementioned tasks in Decisions APRAST 7/4 and 7/5, be included in the proposed 2015/2016 RASG-APAC Work Programme to be submitted to RASG-APAC/5 for approval.

5.3 Update of Monitoring Mechanism on State Implementation Safety Tools – WP/9

5.3.1 The Secretariat presented WP/9 on the update on the monitoring mechanism on State Implementation of Safety Tools, noting the contributions from Bangladesh in developing a preliminary process for categorizing the levels of implementation. Bangladesh offered to further develop the monitoring mechanism taking into account inputs from the Meeting. Macao, China noted that implementation of the safety tools could be done through guidance material, in addition to amending regulations. Singapore noted that the six levels of implementation could be further collapsed into four levels, while AAPA added that the status of “completion” was different from “no action required”. COSCAP-NA CTA noted that it would also be necessary for the Secretariat to modify the survey form to incorporate any inputs from this Meeting. Co-Chair (Industry) recommended introducing progress indicators to give a clearer sense of the progress achieved. The Meeting encouraged States/Administrations to actively provide updates on the implementation status to the Secretariat in a timely manner. India suggested for the survey forms to be made available for online completion. As such the Meeting agreed to the following Decisions:

Decision APRAST 7/7:

That, Secretariat revise the monitoring mechanism on State implementation of safety tools to incorporate four levels of implementation (*1. Under Review; 2. Implemented by State; 3. Implemented by Operator; and 4. Completed*), with the assistance of Bangladesh.

Decision APRAST 7/8:

That, Secretariat (a) update the survey form on the implementation of safety tools to incorporate the changes to the levels of implementation and the inclusion of progress indicators, (b) send the updated survey form to States/Administrations for their feedback, and (c) report the status of the implementation of safety tools at RASG-APAC/5.

Decision APRAST 7/9:

That, Secretariat explore using an online survey tool to allow States/Administrations to complete and submit the survey form on the implementation of safety tools more efficiently.

5.4 Implementation of ICAO Runway Safety Go-Teams in the ICAO Asia Pacific Regions – WP/10

5.4.1 Mr. Iain White, CANSO presented WP/10 to update the Meeting on Runway Safety Go-Team Concept and Modalities. The Meeting clarified that countries could request the assistance of RS Go-Teams, should they require.

5.4.2 AAPA suggested that the other sources of funding for RS Go-Team could be explored, besides from airports or States. CANSO reassured that the cost of Runway Safety Go-Team assistance is drafted on a cost recovery basis and other avenues for funding could be considered. The Meeting requested for the SEI WG to further discuss at the SEI WG breakout session.

5.5 Presentation – Update of Review of EUROCONTROL and ICAO Guidance Document on TCAS II v7.1

5.5.1 With regard to Decision APRAST 6/5, Captain Rocamora, Philippines, presented on the Review of EUROCONTROL and ICAO Guidance Document on TCAS II v7.1. The Meeting thanked the Philippines for the research and for sharing the benefits of TCAS 7.1, as well as providing sufficient guidance to states and operators on the implementation. The Meeting noted the need for pilots and air traffic controllers to understand the differences between the different versions of TCAS in use. Ms. Raneer Elter from FAA recommended the Meeting to draw from the experience of Commercial Aviation Safety Team (CAST), which developed a similar Safety Enhancement on TCAS. The Meeting agreed to the following Decisions:

Decision APRAST 7/10:

That, States/ Administrations be strongly encouraged to mandate their respective operators to implement TCAS II Version 7.1 requirements, in line with the Asia/Pacific Seamless ATM Plan expectations. Further, States/ Administrations and operators be encouraged to utilize the guidance material published by EUROCONTROL and U.S. CAST, particularly information at www.eurocontrol.int/acas; <https://www.eurocontrol.int/articles/acas-ii-training>, http://www.faa.gov/documentLibrary/media/Advisory_Circular/TCAS%20II%20V7.1%20Intro%20booklet.pdf; and <http://www.skybrary.aero>.

5.6 Asia and Pacific Regional Priorities and Targets – WP/11

5.6.1 The Secretariat presented on the progress of Asia and Pacific Regional Priorities and Targets, which were approved at RASG-APAC/4 meeting in Hong Kong in November 2014. There are 5 Regional Priorities with multiple targets.

5.6.2 Mr. Stanley Pun, SEI WG Co-Chair (States), provided an update on the development of the current SEIs to address the three key SEI areas of LOC-I, CFIT and Runway Safety. The Meeting noted that 7 out of 12 SEIs were hitherto completed, with the remaining 5 SEIs expected to be done by 2016, as shown in the table below:

Priority Levels	1	2	3	Total
SEI	12	6	5	23
Completed	7	1	2	10
2014/2015	7	3	2	12
Emerging Issues	0	1	1	2

5.6.3 For the 4th Regional Priority on attaining Predictive Risk Management and Advanced Regulatory Oversight, the Meeting noted that APAC AIG and SRP WG should coordinate to develop an action plan that facilitates the use of standardized taxonomies for benchmarking and sharing of data among States. In addition, the Meeting agreed to the following Decisions and Conclusions:

Conclusion APRAST 7/2:

That, APRAST recommend to RASG-APAC/5 to revise this target to: “50% of APAC air operators *with aircraft of mass 27,000kg and above*, participating in flight data sharing initiative by 2016”, as proposed by IATA and AAPA.

Conclusion APRAST 7/3:

That, APRAST recommend to RASG-APAC/5 to include a new Action under 4th Regional Priority on attaining Predictive Risk Management and Advanced Regulatory Oversight as follows:

Enhance the protection of aviation data information

RASG-APAC should encourage States/ Administrations to adopt safety information protection protocols.

Decision APRAST 7/11:

That, APRAST agree to the proposed Terms of Reference of the Task Force that will develop an action plan to address States’ capacity building needs, particularly in the areas of flight operations, airworthiness, air navigation services and accident investigation, as follows:

- a. review information on the effective implementation of ICAO USOAP critical element CE-4 on “qualified personnel” for the Asia-Pacific region;
- b. identify specific training requirements that could contribute towards raising the effective implementation of CE-4 on “qualified personnel”; and
- c. recommend possible approach(es) to address capacity building needs.

Decision APRAST 7/12:

That, APRAST Co-Chairs identify a suitable Champion to lead this task force, by end 2015.

Conclusion APRAST 7/4:

That, APRAST recommend to RASG-APAC/5 to revise the deadline for the Regional Target on a Task force (to be formed by APRAST) to develop an action plan on capacity building, from December 2015 to June 2016.

Decision APRAST 7/13:

That, the Secretariat conduct a survey to determine the level of SMS implementation within States/Administrations, including determining the total number of organizations that are required to implement SMS and the number of organizations that have implemented SMS, and for the information from States/ Administrations to reach Secretariat, by 20 September 2015.

5.6.4 For the 5th Regional Priority on Enhancing Aviation Infrastructure, APRAST Co-Chairs proposed for SRP WG to review the end 2015 target on implementing structures between RASG-APAC and APANPIRG to facilitate collection and sharing of ATM data.

5.6.5 The Meeting noted that more data was required to provide a holistic picture to update on the progress of Regional Targets at RASG-APAC/5 and agreed to the following Decisions:

Decision APRAST 7/14:

That, ICAO, SRP WG, IATA, AAPA and States/Administrations provide information on their respective areas to the Secretariat as follows, by 20 September 2015:

Priority Area	Targets	Information/ Status on Targets to be provided by
Reduction of operational risks	[RPD] Reduction in the number of fatal accidents in 2018 compared to 2014 irrespective of the volume of air traffic in the APAC Region.	SRP WG Vice-Chairs (to provide 2014 figure)
Improvements to safety oversight and compliance	[RPD] 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.	ICAO Secretariat
	Maintain at least 60% of applicable APAC airlines to be IOSA certified by the end of 2017.	IATA (to provide current percentage of APAC airline IOSA and ISSA registered)
	Achieve at least 15% of applicable APAC airlines to be ISSA certified by the end of 2017.	
Consistent and effective Safety Management Systems (SMS) and State Safety Programmes (SSP)	Pursue at least a 50% increase in ISAGO registrations by end of 2017.	IATA (to provide 2014 and current ISAGO registration)
	[RPD] Industry, particularly airlines, aviation training organizations, maintenance and repair organizations, airport operators, air navigation service providers, organizations responsible for the type design or manufacture of aircraft and aviation service providers to implement SMS by 2017. (RPD) States to implement full ICAO SSP by 2022	ICAO Secretariat, States/ Administrations

Priority Area	Targets	Information/ Status on Targets to be provided by
Predictive Risk Management and Advanced Regulatory Oversight	[RPD] States to achieve at least 60% EI in AIG of USOAP CMA by 2017.	ICAO Secretariat (to obtain information from ICAO HQ)
	50% of APAC air operators participating in flight data sharing initiative by 2016.	IATA, AAPA (to provide current percentage of APAC air operators participating)
Enhanced Aviation Infrastructure	[RPD] States to achieve at least 60% EI in AGA of USOAP CMA by 2017.	ICAO Secretariat (to obtain information from ICAO HQ)
	All aerodromes in APAC region that are used for international operations to have RSTs by 2017.	ICAO Secretariat, ACI

6. AGENDA ITEM 6: PRESENTATIONS – STATES/INDUSTRY/ICAO

6.1 Findings of a Safety Culture Survey – WP/12

6.1.1 The Meeting noted AAPA’s presentation on its key findings of a survey on safety culture jointly conducted by AAPA, Arab Air Carriers Organization (AACO) and ACI.

6.2 Strengthening Effectiveness of RASG-APAC/APRAST Initiatives – WP/13

6.2.1 Singapore presented WP/13 to discuss ways to enhance the effectiveness of APRAST, which included the use of a starter kit and for workshops to continue to be held. The Meeting recalled the use of SEI templates for submission of SEI outputs to RASG-APAC. States/Administrations were also encouraged to ensure continuity in participation. Therefore the Meeting agreed to the following Decisions and Conclusion:

Decision APRAST 7/15:

That, Singapore develop an APRAST ‘Starter Kit’ for meeting participants to encourage participation and enhance the effectiveness of preparations for APRAST/RASG-APAC Meetings

Decision APRAST 7/16:

That, States/Administrations and Industry endeavor to provide working papers to Secretariat by the deadline and Secretariat to enforce procedures to ensure that the working papers are made available online to APRAST participants at least two weeks prior to APRAST meetings.

Decision APRAST 7/17:

That, APRAST Co-Chairs, in consultation with SEI WG Co-Chairs, develop a forecast of workshops for the next two to three years.

6.3 Governance Plan for Regional Data Collection, Analysis and Information Sharing – State Coordination Status Update – WP/14

6.3.1 FSF/MITRE presented WP/14 on the Governance Plan for Regional Data Collection, Analysis and Information Sharing – State Coordination Status Update. They urged States/Administrations to participate in the Demonstration Project for Regional Data Collection, Analysis and Information Sharing. In this regard, the Meeting agreed to the following Decisions:

Decision APRAST 7/18:

That, States/Administrations, convey to the APRAST Secretariat the status of their consideration to participate in the APAC Regional Data Collection, Analysis and Information Sharing for Aviation Safety Demonstration Project by 20 September 2015.

Decision APRAST 7/19:

That, States/Administrations and Industry provide Flight Safety Foundation and MITRE with comments/requests for clarifications on the Governance Plan for Regional Data Collection, Analysis and Information Sharing and to participate in the September 2015 webinar to review resolution of comments.

6.3.2 The Meeting agreed that depending on the outcome of the above Decision APRAST 7/18, APRAST Co-Chairs would review whether to proceed with Conclusion APRAST 6/4 (That, APRAST/5 recommend that RASG-APAC endorse a desired goal of at least 20 State/Administrations joining the demonstration project for the APAC Regional Data Collection, Analysis and information Sharing for Aviation Safety Demonstration Project by May 2016.).

6.4 Regulatory and Permit Framework for Unmanned Aircraft Operations in Singapore – WP/15

6.4.1 The Meeting noted Singapore's presentation on its experience in implementing an enhanced regulatory and permit framework for unmanned aircraft operations in Singapore.

6.5 Presentation – ISASI Reachout Programme

6.5.1 The Meeting noted the presentation by Mr. Glenn Jones, Technical Advisor, CASA and Chairman, Reachout Committee, International Society of Air Safety Investigators (ISASI), on the key features of the ISASI Reachout Programme.

6.6 ICAO Guidance Material to support implementation of Manual on Remotely Piloted Aircraft Systems (RPAS) in Member States – WP/16

6.6.1 The Meeting noted that ICAO had developed a website for States/Administrations to share information on RPAS and also ICAO Guidance Material (Doc 10019) on the international operation of RPAS. Philippines recommended for the ICAO Annexes to include regulations on RPAS. In this regard, the Meeting agreed to the following Decision:

Decision APRAST 7/20:

That, States/ Administrations be encouraged to refer to the ICAO guidance material and the information RPAS contained in the ICAO RPAS webpage when developing national regulations on RPAS.

6.7 Progress of RASG-APAC Handbook – WP/17

6.7.1 The Secretariat presented WP/17 on the RASG-APAC Draft Procedures Manual. The Meeting noted the comments from AAPA, Boeing, Bangladesh, Singapore and the US CAST. The Meeting agreed that the content of the Handbook should cover the following areas:

- a. Terms of Reference of RASG-APAC and various sub-bodies
- b. Working arrangements and procedures between APRAST and RASG-APAC; within APRAST and its working groups and; between RASG-APAC and other ICAO bodies
- c. Procedures for safety enhancement review and development, approval and coordination, to include development of detailed implementation plans.
- d. Procedures (including process diagrams and templates) for:
 - reporting of work done by working groups to APRAST
 - submission of SEI outputs to RASG-APAC
- e. Procedures on the publication and distribution of the APAC Annual Safety Report
- f. Appointment and roles of facilitators and champions
- g. Meeting arrangements, including submission and posting of papers,
- h. Glossary of terms used

6.7.2 The Meeting therefore agreed to the following Decisions:

Decision APRAST 7/21:

That, States/Administrations and Industry provide comments on the draft RASG-APAC Procedural Handbook to the Secretariat by 20 September 2015.

Decision APRAST 7/22:

That, the updated version of the draft RASG-APAC Procedural Handbook, after being accepted by the APRAST Co-Chairs, be submitted to RASG-APAC/5 for approval.

6.8 Presentation – Contaminated Runway State Automatic Identification and Reporting (CORSAIR)

6.8.1 The Meeting noted Airbus' presentation on the Runway Overrun Prevention System and CORSAIR which aimed to provide an objective, timely and non-intrusive solution, consistent with aircraft performance, to evaluate aircraft braking performance and runway condition.

6.9 Global Safety Information Project – IP/4

6.9.1 The Meeting noted Flight Safety Foundation's (FSF) presentation on the Global Safety Information Project and agreed to the following Conclusion:

Conclusion APRAST 7/5:

That, APRAST recommend to RASG-APAC/5 for States/ Administrations to support FSF's Global Safety Information Project (GSIP) to identify and address issues surrounding the collection, analysis, protection and use of safety information, and to encourage participation in the GSIP regional workshops

6.10 Report of the Second Coordination Meeting between the Chairperson of APANPIRG and RASG-APAC – WP/18

6.10.1 The Secretariat presented WP/18 on the Report of the Second Coordination Meeting between the Chairpersons of APANPIRG and RASG-APAC. Noting that SRP WG had been earlier tasked to follow-up with APANPIRG/RASMAG, the Meeting agreed to the following Decision:

Decision APRAST 7/23:

That, SRP WG coordinate with ICAO Regional Office ATM/CNS Section and determine the next steps on the collection and sharing of safety information and analysis with APANPIRG sub-groups, with respect to the Seamless ATM elements identified by APANPIRG (refer to latest ASBU Block 0 Modules and APAC Seamless ATM items as safety barriers to CFIT, RS and LOC-I occurrences).

7. AGENDA ITEM 7: BREAKOUT SESSIONS

7.1 The SEI WG and SRP WG held breakout sessions which included review of the open Decisions and Conclusions from RASG-APAC/4, APRAST/5 and APRAST/6, the work items in the RASG-APAC 2014/2015 Work Programme, and the Regional Aviation Safety Priorities and Targets.

7.2 SEI WG Breakout Session

7.2.1 With respect to Decision APRAST 6/2 (That, AAPA and IATA will provide information from safety reports related to English Language Proficiency issues to be further studied by SEI WG to try and identify the nature and extent of the issues and determine what APRAST actions might follow), the Meeting noted that AAPA would provide a report at the APRAST/8 meeting.

7.2.2 The SEI WG also discussed the Master Registry of SEIs, and provided the Secretariat with a draft process for maintaining and updating the Master Registry for inclusion in the RASG-APAC Procedural Handbook.

7.2.3 The Meeting agreed to the following Decisions:

Conclusion APRAST 7/6:

That, the proposal for the establishment of the Runway Safety Go-Teams (Ref Decision APRAST 6/10) be submitted to RASG-APAC/5 for approval.

Decision APRAST 7/24:

That, Australia, Macao China, Papua New Guinea, AAPA and Biman Bangladesh will develop the details arising from the concept of the Go-Team to support the implementation of SMS for service providers and SSP for States/Administrations (Ref Decision APRAST 6/13).

7.2.4 The Meeting discussed the organizing of future workshops.

Decision APRAST 7/25:

That, Australia with the assistance of Singapore, India and Biman Bangladesh Airlines, organize a workshop in conjunction with APRAST/8, which will address the outcomes of the SMS/SSP workshop held on 31 August 2015, including further implementation guidance on determining SPI/ SPT.

7.2.5 The Meeting noted AAPA's suggestion that future workshops could be conducted outside of APRAST meetings to attract more participants, beyond the Meeting attendees. In addition, workshops could be of longer durations in order to allow participants to learn in greater detail.

Runway and Ground Safety Sub Group (RGS-SG)

7.2.6 The Meeting noted the completion of SEI RE/7 and SEI RS/1 as well as the progress made in various areas of the SEIs and other safety initiatives. The Meeting also noted that SEI RI/5 and SEI RI/6 should remain on the Register of Emerging Issues, until further information is available for follow up action. The Meeting agreed to the following Decisions:

Decision APRAST 7/26:

That APRAST recommend to RASG-APAC/5 that the completed SEI RE/7 (Guidance material and training program for runway pavement, maintenance and operations from aerodrome operator's perspective) and SEI RS/1 (Runway safety Checklist be removed from the 2014/2015 RASG-APAC Work Programme.

Decision APRAST 7/27:

That, the guidance material from SEI RE/6 (Timely and accurate notification about runway conditions by AIS and ATS) be removed from circulation as some of the information was no longer current.

Decision APRAST 7/28:

That, SEI WG develop a process to ensure the currency of products from APRAST is maintained.

Decision APRAST 7/29:

That, the DIP and draft Model Advisory Circular for SEI RI/2 (Runway Incursion SOP and Pilot Training) Draft Model AC be updated to take into account other contributing factors other than pilot factors, and for the DIP to be circulated to APRAST before submission to RASG-APAC/5 for approval for inclusion into 2015/2016 RASG-APAC Yearly Work Programme. Amend the draft Model Advisory Circular to be submitted for approval at APRAST/8.

Decision APRAST 7/30:

That, the US CAST be requested to provide more information on runway safety enhancements in relation to SEI RI/5 (Scenario based training for pilots) and SEI RI/6 (Scenario based training for ATC), including any relating to wrong runway operations, at APRAST/8 for further determination of the next steps by SEI WG.

Decision APRAST 7/31:

That, FSF/ IFALPA provide an update on developing the DIP for RE/1 (Causal factors associated with pilot decision to not go-around) at the APRAST/8 meeting.

Decision APRAST 7/32:

That, the scope of SEI RE/5 (Monitor Implementation of RESA) be amended to include arrestor systems, and that IFALPA provide an update on developing the DIP at the APRAST/8 Meeting.

Decision APRAST 7/33:

That, a workshop on runway safety with focus on specific elements of runway safety such as runway excursions, implementation of runway safety teams and wildlife management, be delivered at APRAST/9.

CFIT Sub-Group

7.2.7 The Meeting noted the completion of SEI CFIT/3, SEI CFIT/4, SEI CFIT/7 and SEI CFIT/8 as well as the progress made in other SEIs. The Meeting agreed to the following Decision and Conclusion:

Decision APRAST 7/34:

That, SEI WG circulate the draft model advisory circular for SEI CFIT/7 (ALAR - Policies for ALAR) to APRAST members for final comments by 20 September 2015, with the view to submit the finalized output to RASG-APAC/5 for approval.

Conclusion APRAST 7/7:

That, APRAST submit the completed SEI CFIT/4 (Flight Data Analysis Program) output to RASG-APAC/5 for approval.

Conclusion APRAST 7/8:

That APRAST recommend to RASG APAC for CFIT/3 and CFIT/8 to be removed from Yearly Work Programme.

LOC-I Sub-Group

7.2.8 The Meeting discussed the progress on SEIs LOC/1, LOC/2, LOC/4 and LOC/6, and noted the completion of SEI LOC/1 and SEI LOC/6. The Meeting agreed to the following Decision and Conclusion:

Decision APRAST 7/35:

That, SEI WG circulate the draft model advisory circular for SEI LOC/6 (Upset Prevention and Recovery Training) to APRAST members for final comments by 20 September 2015, with the view to submit the finalized output to RASG-APAC/5 for approval.

Conclusion APRAST 7/9:

That, APRAST submit the completed SEI LOC/1 - CFIT/2 (Air Operators – Standard Operating Procedures Flight Deck Crew Members) output to RASG-APAC/5 for approval.

Conclusion APRAST 7/10:

That APRAST recommend to RASG APAC to remove LOC/5 from Yearly Work Programme (2014/2015)

7.3 SRP WG Breakout Session

7.3.1 With regard to Item 15 of RASG-APAC 2014/2015 Work Programme, SRP WG explained that the information on TAWs, TCAS RA, unstable Approaches, and stall warnings would be sourced from IATA and AAPA. The Meeting noted that SRP WG would further look into the requirements for the collection and analysis of such information, and present the outcome at APRAST/8.

7.3.2 With regard to APRAST Decision 6/21, the APRAST Co-Chairs encouraged SRP WG to further research the possible sources of information on Runway Incursion, Runway Excursion and Runway Confusion occurrences for SEI RI/5 and SEI RI/6 (Scenario based training for pilots and ATC). As such, the Meeting agreed to the following Decision:

Decision APRAST 7/36:

That, SRP WG would work with Secretariat to identify sources of information on Runway Incursion, Runway Excursion and Runway Confusion occurrences for further development of SEI RI/5 and SEI RI/6 (Scenario based training for pilots and ATC).

7.3.3 The Meeting noted SRP WG was on schedule for the 2015 APAC Annual Safety Report to be presented at RASG-APAC/5. The Meeting agreed to the following Decision:

Decision APRAST 7/37:

That, the draft 2015 APAC Annual Safety Report be finalized for RASG-APAC/5 approval according to the following schedule:

- a. Secretariat to send draft report to all APRAST members for comments by 11 September 2015
- b. APRAST members to provide comments to Secretariat by 20 September 2015
- c. Secretariat to consolidate comments and provide them to the SRP WG Vice-Chairs by 22 September 2015
- d. SRG WG Vice-Chairs to finalize the report and send it to the APRAST Co-Chairs by 29 September 2015
- e. APRAST Co-Chairs to approve the final report by 1 October 2015
- f. A published version to be available for distribution by mid November 2015.

7.3.4 The Meeting noted the most common accident categories in the APAC region between 2005 and 2014 remained as CFIT, Runway Safety (specifically runway excursion and undershoot/ overshoot) and LOC-I. The Meeting noted SRP WG's recommendation for efforts

continue to be channeled to address the three most common accident categories. The APAC region could then also consider solutions to the two next most common accident categories: system/component failures and turbulence.

7.3.5 For ICAO HQ and other RASGs' access to the APAC Annual Safety Report, the Meeting noted that SRP WG had formalized a process for the publication and distribution of the APAC, with regard to Decision APRAST 6/25. SRP WG will provide a copy of the process to the Secretariat for inclusion into RASG-APAC Procedural Handbook as soon as possible.

7.3.6 With regard to Decisions APRAST 6/26 and 6/27, SRP WG conducted an analysis using ASIAs metrics regarding the identification of data sources and information requirements in relation to TAWS / TCAS RA, unstable approaches and stall warnings, to identify key regional safety issues.

7.3.7 With regard to Decision APRAST 6/28, SRP WG would proceed with the coordination with RASMAG upon receipt of TCAS-RA information from ASIAs. SRP WG Vice-Chair (Industry) informed that data formatting was needed on the TCAS-RA information provided by ASIAs, before any analysis could be conducted to determine the relationship between large height deviations and TCAS-RA. The Meeting agreed to the following Decision:

Decision APRAST 7/38:

That, Secretariat invite RASMAG representatives to future SRP WG meetings, to aid coordination on collection and analysis of ATM and safety data.

8. AGENDA ITEM 8: ANY OTHER BUSINESS

— NIL —

9. AGENDA ITEM 9: REVIEW AND ADOPTION OF DECISIONS AND CONCLUSIONS INCLUDING ITEMS FOR CONSIDERATION AND APPROVAL AT RASG-APAC/5

— NIL —

10. AGENDA ITEM 10: PRESENTATION OF APRAST/7 DRAFT REPORT

10.1 The Meeting adopted the APRAST/7 Report. A list of APRAST/7 Decisions and Conclusions can be found at **Attachment G** to this report.

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

11.1 The Meeting noted that Malaysia would be unable to host the APRAST/8 meeting due to other priorities. States/Administrations were encouraged to consider hosting the APRAST/8 meeting.

11.2 The Meeting noted that the following dates and venues for the meetings of APRAST, its subsidiary bodies and related bodies:

- APANPIRG–RASG-APAC Coordination Meeting: 2016, Bangkok, Thailand
- APAC-AIG/4: 2016 in Japan
- APRAST/8: March/ April 2016
- RASG-APAC/6 : 1-2 August 2016 in Sri Lanka
- APRAST/9: Q4 2016 to be hosted by the ICAO Asia and Pacific Office
- APRAST/10: 2017 in Australia

11.3 The APRAST Co-chairs thanked the ICAO APAC office for hosting this meeting, all the delegates for their active participation and contribution, and the Secretariat for its support for the Meeting.

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	87.	Ms. Ranee Carr ELTER	CAST Outreach Representative Accident Investigation and Prevention, Safety Analytical Services Division FAA Office of Aviation Safety Washington DC 20591	Tel.: +1-202-267 4117 Ranee.elter@faa.gov ;
	88.	Mr. Christopher J. Collins	Senior Representative North Asia, Attaché Federal Aviation Administration Office of International Aviation U.S. Embassy Beijing China 100600	Tel.: +86-10-8531 3987 Fax: +86-10-8531 4600 Chris.collins@faa.gov ;
INTERNATIONAL ORGANIZATIONS AND INDUSTRIES				
1. AIRBUS				
	89.	Mr. Hugues LALOE	Director International Safety Programmes Airbus SAS France	Tel.: +33-567-191 071 Hugues.laloe@airbus.com ;
	90.	Mr. Michel MENESTROT	Regional Senior Director SE-ASIA and Pacific Flt. Ops. & Flt. Safety Airbus Services Asia Pacific Pte. Ltd. Singapore 81964	Tel.: +65-9855 6051 Michel.menestrot@airbus.com ;
	91.	Mr. Leo JEOH	Industry Chairman Asia-Pacific Helicopter Safety Team (AHEST) c/o Airbus Helicopters Southeast Asia Singapore 797562	Tel.: +65-6592 7268 Zero_accidents@asiahst.org ; leo.jeoh@airbus.com ;
2. ASSOCIATION OF ASIA PACIFIC AIRLINES (AAPA)				

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3.	BOEING			
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6.	INTERNATIONAL AIR TRANSPORT ASSOCIATION (IATA)			

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7.	INTERNATIONAL FEDERATION OF AIR LINE PILOTS' ASSOCIATION (IFALPA)			
102.	Capt. Amornvaj MANSUMITTHAI	Executive Vice-President Asia/Pacific IFALPA Bangkok, Thailand	Tel.: + Fax: +	
103.	Capt. Bhudhibhuntu TIENWAN	IFALPA Bangkok, Thailand	Tel.: + Fax: +	
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APRAST/7 – Summary of Participants

Total Participants = 108

21 States/Administrations

8 International Organizations and Industry Partners (including ICAO)

Australia – 4

Bangladesh – 6

Bhutan – 5

China:

Hong Kong, China – 2

Macao, China – 8

DPR Korea – 3

France – 1

India – 2

Indonesia – 2

Japan – 1

Lao PDR – 3

Malaysia – 5

Maldives – 5

Myanmar – 2

Nepal – 5

Philippines – 7

Republic of Korea – 3

Singapore – 10

Sri Lanka – 1

Thailand – 11

USA – 2

AAPA – 2

Airbus – 3

Boeing – 2

CANSO – 1

FSF – 1

IATA – 4

IFALPA – 2

ICAO APAC – 3

COSCAP-NA – 2

COSCAP-SA – 1

COSCAP-SEA – 1

7th APRAST
SMS/SSP Workshop Outcome
31 August 2015
Bangkok, Thailand

- **SSP/ SMS Implementation Challenges**
 - **Obstacles – Barriers - Needs**
 - Regulatory & Industry perspective

Outcome:

- Lack of Ministerial understanding and support plus funding
- Lack of guidance/ methodology on State defining safety database / SPIs / SPTs / Acceptable Level of Safety (ALoS) / QMS / SDCP
- Managing, consolidating the integration of data from multiple sources i.e. service providers, voluntary reporting etc
- Establishment of SSP procedure handbook / SSP checklist
- Setting scalable target in relation to the size and type of operations
- States to exchange experience on SSP and promote greater harmonisation in SMS requirements
 - *SMICG - Safety Management International Collaboration Group*

Outcome - Challenges:

- Risk management
- Lack of top-management commitment.
- Identifying & obtaining data in a standard and consistent format with associated protections.
- Common descriptors for flight safety data
- Lack of knowledge on SMS training requirements and SMS instructors (Region Wide)
- Communication barrier between States and service providers
- Setting scalable target in relation to the size and type of operations
- Performance Based oversight

Outcome - Areas where more information is desired
*Through workshops, guidance material, training
and/or go-teams:*

- Developing/ managing AloS, SPI, SPT, SMART targets
 - HIRM information (Risk Register) to identify SPIs
 - best practice for setting metrics and targets
 - evaluation of targets; and appropriate management response
- Comprehensive briefing session on ICG activities
- Risk management
- SSP training especially for top-management to understand the benefits
- Guidance material on SMS training; distribute to APRAST members
- Develop SMS instructor pool (de-identified and shared by volunteering service providers)

APRAST SMS/SSP Workshop

Team A

Summary - SSP Session:

- **[Coordination] [Resource]** Coordination between different government agencies on the establishment of SSP. Other government agencies think that SSP is a civil aviation related matter and lack active participation.
- **[Safety data protection]** With regards to encouraging reporting and safety data protection, there may be a need to change both the aviation law and also the prosecution law.
- **[ALoSP establishment]** Regarding ALoSP establishment, CAAs are under-staffed and the concept of ALoSP is difficult to understand. These may lead to the low number of States that have ALoSP established. Also, it is difficult to establish MRO related ALoSP items due to the lack of data.

Summary - SSP Session:

- **[Simple Safety reporting] [quality of reports]** Safety reporting system should be simple yet the quality of reports cannot be compromised.
- **[Misunderstanding ALoSP]** There may be mis-conception for service providers to understand meeting ALoSP or SPT targets as regulatory requirements.
- **[SSP implementation workshop]** There are a lot of SSP theory training, however more practical workshops or forum to exchange SSP implementation experience is favourable.
- **[SSP training for top-management] [Commitment]** SSP training for different level of personnel within a CAA is required. Especially for top-management for them to understand the benefit of implementing SSP. Lack of top-management commitment.
- **[De-identification of safety information]** It may be difficult for “smaller” States to de-identify safety information given the uniqueness of their individual service providers.

Summary - SMS Session

- **[Communication barrier]** Communication barrier between States and service providers. It is recognized that building trust between CAA and service providers is important to encourage communication.
- **[Risk Assessment]** It is recognized that risk assessment may be abused and used to gain benefit.
- **[Safety Promotion]** Safety promotion materials should be put in simple/understandable manner (depending on the target audience group (ie. pilots/atc)).

APRAST SMS/SSP Workshop

Team B

SSP Safety Policy and Objectives

- Collaboration from all government agencies to a common goal. Complex stakeholder relationship with a SSP. Who's responsible?
- Just culture - Enhancing a good safety reporting culture.
- Unclear definition of policy and objectives. Confusion regarding people's mindset regarding the requirements.
- Just another regulatory requirement attitude.
- Clarifications on how surveillance and enforcement. Liaison between government and operator regarding enforcement policy.
- Government support to incorporate the SSP.
- Disconnection between the SSP and SMS.
- Cost of implementing a SSP (Budget). Trade-off between cost & benefit.
- No consistent approach to SSP across all States.
- Sharing of lessons learnt and openly sharing these lessons.

SSP Safety Risk Management

- Risk tool available for use to store all the risk management issues/treatments/controls (outputs).
- Getting access to right data and information.
- Checklist regarding initial acceptance. All operators should have and accept/agree with SMS requirements.
- Inconsistent approach for a SMS across variety of stakeholders.
- Understanding operational requirements to identify the risks.
- Train our inspectorate on how to conduct risk management.
- Clarification of risk management. Business improvement tool.

SSP Safety Assurance

- Identifying and setting targets on safety performance indicators.
- Lack of safety data available.
- Lack of confidence and competence in a SMS audit.
- No international or regional benchmark indicators. No guidance provided. Lack of SPI benchmark or SPI development.
- Consistent application of Safety Performance Measures.
- Communication with industry approach.
- How is data stored and collected effectively.
- Joint access to safety data between the operator and regulator.
- How aware are regulators of the available data being collected by operators.
- Communication issues which is important because communication leads to data which is a valuable asset towards the SSP.

SSP Safety Promotions

- Further training requirements to explain a SSP.
- Obtain adequate resources for safety promotional products.
- Encourage investment in education & promotion.
- Important to have a positive relationship between the Regulator & Operator.
- Doing a SMS for a small operator. Problem with GA operators.
- Training provided is too high level and doesn't go into enough detail regarding the four pillars.
- Training for a SSP for inspectorate.
- Regulator to walk the talk and exercise just culture

SMS Safety Policy and Objectives

- Agreement from senior management to prioritise safety.
- Policy – Description of the policy needs to underpin the culture of the organisation.
- Management needs to understand the cost benefit of a working SMS.
- Objectives must be SMART.
- Communication of relevant safety policy.
- Identifying process champions.
- Service providers struggle to set the accurate policy and objectives.
- Need for an acceptable level of safety performance (ALoSP)
- SMS requirements for Foreign operators.
- Understanding a just culture concept.

SMS Safety Risk Management

- Smaller industry sectors (GA) don't see the value and understand the risk management concepts. Also seen as a cost burden.
- Apply all available data both internal & external and apply that to the organisation.
- Don't scare smaller operators by making a SMS requirement complicated.
- The operator and regulator need to agree on the same risk management process.
- Education of risk management concepts.
- Sharing the risk with relevant service providers.
- Reverse engineering risk.
- **Skillset associated with the risk management concepts. Everyone needs to be on the same page.**

SMS Safety Assurance

- Honest appraisal. Conduct in depth audit of the organisation.
- Emphasise the issue of data quality and how important it is.
- Educate the need to capture consistent data as it will identify key areas of where further investigation needs to be conducted.
- Need of independence of the quality assurance system.
- Two way communication between the regulator and operator.
- **Identifying & obtaining data in a standard and consistent format.**
- Improving the safety performance indicators and trusting the model being used in the calculation.

SMS Safety Assurance

- **Lack of tools to analyse safety related data.**
- Lack of employee involvement.
- New operators find it difficult to identify meaningful safety performance indicators. Don't know what they want to achieve and do it just to comply with regulation.
- Data sharing within the whole aviation community at a de-identified level.
- Unable to de-identify data given small number of operators.
- **Reporting culture – not willing to report.**
- Mandatory reporting is not effective. Under reporting of occurrences.

SMS Safety Promotion

- Training will be dependant upon the key issues identified by the data.
- Retaining adequately trained personnel.
- Standardise auditing requirements and training associated with inspectorate.

SSP Implementation (States)

Key Outcomes

- SPIs/SPTs important to monitor effectiveness of SSM
- SMICG a platform for States to exchange experience on SSP and promote greater harmonisation in SMS requirements
SMICG - Safety Management International Collaboration Group
- SMICG priorities
 - collaborate on common SMS/SSP topics of interest
 - lessons learnt
 - promote the harmonisation of SMS requirements
 - Tools / products

SSP Implementation (States)

Key Outcomes

- Close collaboration between States and local industry stakeholders key to implement an effective SMS
- Constant review of SMS manual, audit guidance, SPIs, SPTs, assessment checklist to improve quality of SMS oversight
- Be realistic in setting SPIs/SPTs
- Training / briefing to keep auditors competent
- Analyze data to identify trending risks and mitigate
- Continuous effort in promoting safety culture / mindset change

SMS Implementation (Industry)

Key Outcomes

- Understanding roles and responsibilities in SMS i.e. accountable manager / execution of airlines safety priorities
- Prioritise hazards from organisation hazard register / utilizing safety tools available Be realistic in setting SPIs/SPTs
- Monitor safety performance of service providers
- Integration between SMS and QMS, Human Factors, Environment, Security, Occupational Health
- SMS maturity and safety culture (Documentation vs Implementation)

APRAST SMS/SSP Workshop

Team C

SSP Implementation - Breakout Session

- **Key Challenges (SSP)**

- Lack of guidance on State defining safety database / SPIs / SPTs / Acceptable Level of Safety (ALoS) / QMS / SDCP
- Managing, consolidating the integration of data from multiple sources i.e. service providers, voluntary reporting etc
- Establishment of SSP procedure handbook / SSP checklist
- Setting scalable target in relation to the size and type of operations
- Lack of understanding and support at Ministerial level
- Funding of SSP in States
- Guidance on the establishment of SSP administration infrastructure
- Capability to provide guidance to ANSPs on SMS implementation
- ICAO / advanced States assistance to other APRAST States
- Effectiveness of ICAO SMS training courses to States
- ALoS in small States vs big States

SSP Implementation - Breakout Session

- **Key Challenges (SSP)**

- Transition and integration of systems to an SSP
- Guidance required on quality and audit system
- More guidance required on SDPS Annex 19 Chp 5. No reporting system structure. States still awaiting provision of training from ICAO

SMS Implementation - Breakout Session

- **Key Challenges (SMS)**

- Asia struggling with the principle and mindset of just culture. Questionable regulator and management attitudes
- Paper SMS
- Trust of employees e.g. pilot in SMS / flow of info / just culture
- Honest mistake vs violation
- Knowledge to increase awareness
- Knowledge in setting SPIs
- Accountability - top down – Recognition of roles and responsibilities
- Current practice - more reactive than proactive
- Lack of understanding of SMS philosophy
- Difficulty for new air operator to have SMS and States not ready to assist
- Integration of SMS with other stakeholders e.g. airport, ANSP
- Airbus/ Boeing to comment on their SMS and what guidance is available to the OEM

SSP / SMS Implementation - Breakout Session

- SMS contd.
 - Skybrary source of information for SSP/ SMS implementation
 - Effective communication between States / air operators / ANSPs / airports / service providers critical in implementing a successful SMS

APRAST SMS/SSP Workshop

Team D

SSP Go Teams – National Safety Team Concept

1. Need consultation.
2. Promotion
 - a. Need National Safety Team / Forum...
 - i. To plug into RASTs
 - ii. To gain support from RASGs

Future Workshops

Hazard Identification

Investigation (Root Cause Analysis)

ERP

Risk Management

Safety Assurance

Training

How to measure

Quality Assurance vs Safety Assurance (QMS vs SMS)

Influencing Senior Management

Session 4 SMS Breakout Session - Outcomes

1. Hazard Identification

a. Gaps

- i. Identifying sources of Hazard Information
- ii. Initiating the Hazard ID process
- iii. Root cause analysis

b. Recommended actions

- i. Workshops on the above topics
- ii. Use of case studies to provide real examples

Session 4 SMS Breakout Session - Outcomes

2. SMS Training

a. Gaps

- i. Lack of knowledge on SMS training requirements for operator staff
- ii. Lack of SMS instructors – Region Wide

b. Recommended actions

- i. Produce or refer to guidance material on SMS training; distribute to APRAST members;
- ii. Develop SMS instructor pool (de-identified and shared by volunteering service providers)

Session 4 SMS Breakout Session - Outcomes

3. Change Management

a. Gaps

- i. Financial Risk Management vs. Safety Risk Management
- ii. Involvement of all stakeholders

b. Recommended actions

- i. Workshop to teach Change Management process
- ii. Case Studies to provide real examples (de-identified and shared by volunteering service providers)

Session 4 SMS Breakout Session - Outcomes

4. SPI / SPT

a. Gaps

- i. Lack of guidance to establish SPIs
- ii. Establishing SMART targets
- iii. Evaluating targets

b. Recommended actions

i. Workshop on:

- use of existing data including HIRM information (Risk Register) to identify SPIs
- best practice for setting metrics and targets
- guidance on evaluation of targets; and appropriate management response

Session 4 SMS Breakout Session - Outcomes

5. Safety Risk Management Tools

a. Gaps

- i. Lack of robust / cost-effective tools to assist in SRM processes

b. Recommended actions

- i. Volunteering airlines to share best practices in safety reporting tools

6. Common descriptors for flight safety data

a. Gaps

- i. No global or regional initiative to standards flight safety data descriptors

b. Recommended actions

- i. Regional Safety data and information sharing project capture this task.

Session 4 SMS Breakout Session - Outcomes

1. Performance Based oversight is Key
2. States need to establish its performance objectives
Establish what needs to be measured; so airlines can measure where you are compared to where you were. First step, start measuring...and the State dictates what must be measured; ...
 1. States need data...information exchange (protections need to be in place)
 2. States need to establish safety performance thresholds based on the scope and complexities of its operators
 3. How does a State establish it's SPIs...
 4. Standards for Data FD Monitoring parameters...

APRAST/7
Attachment C to the Report

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 as of Jul 2015
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. The changes to the applicable TORs for RASG-APAC, AP-IAT and SEI WG have been made. They will also be reflected in the proposed RASG-APAC Procedural Handbook.

APRAST/7
Attachment C to the Report

RASG-APAC/4 Decision Ref	RASG-APAC/4 WP Ref. / Subject of WP	RASG-APAC/4 Decision	Status of Progress as of Jul 2015
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 practices, 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.

APRAST/7
Attachment C to the Report

RASG-APAC/4 Decision Ref	RASG-APAC/4 WP Ref. / Subject of WP	RASG-APAC/4 Decision	Status of Progress as of Jul 2015
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.
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.	Propose to close item Following up on Decision APRAST 6/5, the Philippines presented their review on the subject on TCAS II v7.1. The meeting agreed that States/Administrations are encouraged to utilize the guidance material published by EUROCONTROL and U.S. CAST, which can be found at their respective websites. (APRAST Decision 7/10 refers).

APRAST/7
Attachment C to the Report

RASG-APAC/4 Decision Ref	RASG-APAC/4 WP Ref. / Subject of WP	RASG-APAC/4 Decision	Status of Progress as of Jul 2015
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]

APRAST/7
Attachment C to the Report

RASG-APAC/4 Decision Ref	RASG-APAC/4 WP Ref. / Subject of WP	RASG-APAC/4 Decision	Status of Progress as of Jul 2015
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. Demonstration 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.

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Attachment C to the Report

RASG-APAC/4 Decision Ref	RASG-APAC/4 WP Ref. / Subject of WP	RASG-APAC/4 Decision	Status of Progress as of Jul 2015
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.	Work in Progress SRP WG has been tasked to coordinate with ICAO Regional Office ATM/CNS Section and determine the next steps on the collection and sharing of safety information and analysis with APANPIRG sub-groups, with respect to the Seamless ATM elements. (Decision APRAST 7/23 refers) Secretariat will invite RASMAG representatives to future SRP WG meetings to aid the coordination on collection and analysis of ATM and safety data. (Decision APRAST 7/38 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)

RASG APAC YEARLY WORK PROGRAMME (2014/2015)						
S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
1	3/24	Conclusion APRAST 3/9 Con APRAST 4/9 Con APRAST 5/10 Con APRAST 7/8	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. Conclusion APRAST 7/8: That APRAST recommend to RASG APAC for CFIT/3 to be removed from Yearly Work Programme.
2	2/2	Conclusion APRAST 2/24 Conclusion APRAST 7/7	CFIT 4	Singapore Airlines	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. That, APRAST submit the completed SEI CFIT/4 (Flight Data Analysis Program) output to RASG-APAC/5 for approval. (Conclusion APRAST 7/7 refers).
3	4/10	Conclusion APRAST 4/10 Decision APRAST 7/34	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. That, SEI WG circulate the draft model advisory circular for SEI CFIT/7 (ALAR - Policies for ALAR) to APRAST members for final comments by 20 September 2015, with the view to submit the finalized output to RASG-APAC/5 for approval. (Decision APRAST 7/34)
4	3/24	Conclusion APRAST 3/9 Con APRAST 7/8	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. Conclusion APRAST 7/8: That APRAST recommend to RASG APAC for CFIT/8 to be removed from Yearly Work Programme.

APRAST/7
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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 Decision 7/27	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.	<p>"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)</p> <p>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)</p> <p>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 4/8 refers).</p> <p>SEI WG formed at APRAST/6 will be responsible for the development of mechanism for the review and updating of such documents.</p> <p>Decision APRAST 7/27: That, the guidance material from SEI RE/6 (Timely and accurate notification about runway conditions by AIS and ATS) be removed from circulation as some of the information was no longer current.</p> <p>Proposed to Close and removed from work programme.</p>
6	2/2	Conclusion APRAST 2/50 Con APRAST 5/12 Con APRAST 7/9	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.)	<p>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)</p> <p>Conclusion APRAST 7/9: That, APRAST submit the completed SEI LOC/1 - CFIT/2 (Air Operators – Standard Operating Procedures Flight Deck Crew Members) output to RASG-APAC/5 for approval.</p>
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.)	<p>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.</p> <p>AAPA updated the Meeting with the progress of this SEI and this SEI will remain in the RASG-APAC Work Programme.</p>
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.)	<p>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.</p> <p>Malaysia updated the Meeting with the progress of this SEI and this SEI will remain in the RASG-APAC Work Programme.</p>

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S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
9	2/2, 3/11	Conclusion APRAST 2/54 Conclusion APRAST 7/10	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 received from the 11 States/Administrations which responded was favourable and shared with the facilitators and co-chairs. This SEI has been transferred to the Monitoring Mechanism. Conclusion APRAST 7/10: That APRAST recommend to RASG APAC to remove LOC/5 from Yearly Work Programme (2014/2015)
10	4/10	Conclusion APRAST 5/13 Decision 6/19 Decision 7/34	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) That, SEI WG circulate the draft model advisory circular for SEI LOC/6 (Upset Prevention and Recovery Training) to APRAST members for final comments by 20 September 2015, with the view to submit the finalized output to RASG-APAC/5 for approval. (Decision APRAST 7/34 refers)
11	3/24	Conclusion 3/12 Conclusion 4/13 Conclusion 5/16 Decision 7/26	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) Decision APRAST 7/26: That APRAST recommend to RASG-APAC/5 that the completed SEI RS/1 (Runway safety Checklist be removed from the 2014/2015 RASG-APAC Work Programme.

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S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
12	3/24	Conclusion APRAST 3/12 Decision APRAST 7/26	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	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Decision APRAST 7/26: That APRAST recommend to RASG-APAC/5 that the completed SEI RE/7 (Guidance material and training program for runway pavement, maintenance and operations from aerodrome operator's perspective) be removed from the 2014/2015 RASG-APAC Work Programme.</p> <p><u>RS recommends that this SEI be removed from the work programme (RS ppt @APRAST/5 refers)</u></p>
13	4/23	Decision APRAST 5/3	APAC AIG	APAC AIG	The expansion of the APAC accident/incident investigation bodies' database to include information on underwater search resources.	<p>2014/2015 Work Programme approved @RASG-APAC/4. Decision APRAST 5/3 and RASG 4/23 refer. APAC-AIG updated that France and Singapore had jointly developed the expanded database that includes underwater search resource. Secretariat will continue to upload the expanded database on the website as arranged. Proposed to Close and removed from work programme.</p>
14	4/23	Decision APRAST 5/3	APAC AIG	APAC AIG	Hosting of the ICAO Asia Pacific Regional Accident Investigation Workshop in 2015 by Sri Lanka.	<p>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.</p>

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S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
15	4/23	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	<p>2014/2015 Work Programme approved @RASG-APAC/4. Decision APRAST 5/1 and RASG 4/23 refer.</p> <p>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.</p> <p>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.</p> <p>SRP WG updated at APRAST/7 that it will further look into the requirements for the collection and analysis of such information, and present the outcome at APRAST/8. (APRAST/7 Report 7.3.1 refers).</p>
16	4/23	<p>Conclusion APRAST 5/17</p> <p>Decision 6/10, 6/11 & 6/13</p> <p>Conclusion 7/6</p> <p>Decision 7/24</p>	APRAST	SEI WG	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.	<p>2014/2015 Work Programme approved @RASG-APAC/4. Conclusion APRAST 5/17 and RASG 4/23 refer.</p> <p>WP presented at APRAST/6 adopted APRAST Decisions 6/10, 6/11 and 6/13.</p> <p>Further discussion and update at APRAST/7 (APRAST Decisions 6/10, 6/11 and 6/13 refer)</p> <p>CANSO presented WP/10 to update the Meeting on Runway Safety Go-Team Concept and Modalities. Meeting requested for the SEI WG to further discuss at the SEI WG breakout session and adopted Conclusion 7/6 - That, the proposal for the establishment of the Runway Safety Go-Teams (Ref Decision APRAST 6/10) be submitted to RASG-APAC/5 for approval.</p> <p>On the Go-Team for implementation of SMS in air operators, the Meeting adopted Decision APRAST 7/24: That, Australia, Macao China, Papua New Guinea, AAPA and Biman Bangladesh will develop the details arising from the concept of the Go-Team to support the implementation of SMS for service providers and SSP for States/Administrations (Ref Decision APRAST 6/13).</p>
17	3/23 4/5 4/6	Conclusion APRAST 4/6, 4/7 and 4/8	APRAST	Co-Chairs	APRAST Structures and Mechanisms to support GASP and Regional Priorities / Targets	<p>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).</p> <p>Re-structuring of APRAST completed with formation of SEI WG at APRAST/6.</p> <p>Proposed to Close and removed from work programme.</p>

APRAST/7
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S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
18	4/4 4/23	Decision APRAST 5/9 Conclusion APRAST 5/4 Decision 6/28 Decision 7/23	APRAST	Co-Chairs	<p>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:</p> <p>a. the attendance of RASG-APAC /APRAST representatives at relevant APANPIRG bodies and vice versa;</p> <p>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</p> <p>c. the review and endorsement of subsequent versions of the APAC Seamless ATM Plan by APANPIRG and RASG-APAC.</p>	<p>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). APRAST/7 WP/18 updated the Meeting and adopted Decision 7/23 for SRP WG to coordinate with ICAO Regional Office ATM/CNS Section and determine the next steps on the collection and sharing of safety information and analysis with APANPIRG sub-groups, with respect to the ASBU modules Seamless ATM elements identified by APANPIRG (see APRAST/7 WP/18 refer to latest ASBU Block 0 Modules and APAC Seamless ATM items as safety barriers to CFIT, RS and LOC-I occurrences).</p>
19	2/3 4/23	Conclusion APRAST 2/2 Conclusion APRAST 5/2	APRAST	Secretariat	Nomination of a Point of contact for RASG-APAC/APRAST activities	<p>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 Points 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]</p>

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S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
20	4/23	Conclusion 5/7 Decisions 7/7, 7/8 & 7/9	APRAST	Secretariat	Development of a monitoring mechanism for the implementation of RASG APAC safety tools.	<p>2014/2015 Work Programme approved @RASG-APAC/4. Conclusion APRAST 5/7 refers. RASG-APAC 4/23 refers.</p> <p>Monitoring mechanism for the implementation of RASG APAC safety tools developed and SL survey [T 6/13.11 – AP066/15 (FS) dated April 2015] issued.</p> <p>Seven responses received and updated by Secretariat.</p> <p>Secretariat updated the Meeting regarding transitioning the Monitoring Mechanism into the format used by COSCAP-SA and adopted the following decisions:</p> <p>Decision APRAST 7/7: That, Secretariat revise the monitoring mechanism on State implementation of safety tools to incorporate four levels of implementation (1. Under Review; 2. Implemented by State; 3. Implemented by Operator; and 4. Completed), with the assistance of Bangladesh.</p> <p>Decision APRAST 7/8: That, Secretariat (a) update the survey form on the implementation of safety tools to incorporate the changes to the levels of implementation and the inclusion of progress indicators, (b) send the updated survey form to States/Administrations for their feedback, and (c) report the status of the implementation of safety tools at RASG-APAC/5.</p> <p>Decision APRAST 7/9: That, Secretariat explore using an online survey tool to allow States/Administrations to complete and submit the survey form on the implementation of safety tools more efficiently.</p>
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.	<p>2014/2015 Work Programme approved @RASG-APAC/4. Decision APRAST 5/10 refers. RASG-APAC 4/23 refers.</p> <p>Work-in-progress.</p>
RASG APAC STANDING WORK PROGRAMME						

APRAST/7
Attachment E to the Report

Status of OPEN APRAST/5 Decisions and Conclusions

APRAST/5 Reference	APRAST/5 Decision	Status
Decision APRAST 5/10	That the Secretariat develops a Procedural Handbook for RASG-APAC, which will among other things, document the APANPIRG – RASG-APAC coordination mechanisms and framework.	Work-in-progress. Final draft targeted for presentation at APRAST/7. This item has been included in the 2014/2015 Work Programme. (APRAST/6 Report para 3.2.3 refers) Closed.
Decision APRAST 5/14	That, APRAST Co-chairs coordinate with the ICAO APAC Office on the desired structure and content, of the dedicated webpage to reside within the ICAO APAC website.	Preliminary website developed. Further inputs required to finalise structure and contents of website. Preliminary website presented at APRAST/7. Decision APRAST 7/3: That, with reference to APRAST Decision 5/14, Secretariat be requested, in consultation with APRAST Co-Chairs, to develop a two-tier online access to RASG-APAC website to allow for: <ul style="list-style-type: none"> a) A Documents Management System for public view; and b) A protected workspace to allow APRAST members to collaborate and exchange working information. Work-in-progress
Decision APRAST 5/16	That the Runway Safety sub-group review the need for SEI RI/1 (RI Prevention and ATC Training) and provide an update on its review at APRAST/6.	SEI RI/1 incorporated into RI/6 @APRAST/2. APRAST Decision 6/17 refers. Closed
Decision APRAST 5/17	That the Runway Safety sub-group develop the DIP for SEI RI/2 (Runway Incursion Prevention and Pilot Training).	This item is duplicated under APRAST Decision 6/18. The draft DIP and proposed model AC for SEI RI/2 developed and will be presented at APRAST/7 with the aim of seeking approval at RASG-APAC/5. Closed

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APRAST/5 Reference	APRAST/5 Conclusion	Status
Conclusion APRAST 5/12	That the draft ACs for SEI LOC/1 (Use of Standard Operating Procedures) / Output 2, which also includes standard operating procedures for SEI CFIT/2, be submitted to RASG-APAC/4 for approval.	This item has been superseded by APRAST Decision 6/16: That, the Output 2 draft model advisory circular for SEI LOC 1 be submitted to APRAST/7 for review, with the aim of seeking approval at RASG-APAC/5. Item is included in the 2014/2015 RASG-APAC Work Programme. Closed.

APRAST/7
Attachment F to the Report

Status of APRAST/6 Decisions and Conclusions

APRAST/6 Reference	APRAST/6 Decision	Status in APRAST/7 Report
Decision APRAST 6/1 <i>WP/7 – Update of APAC-AIG activities</i>	That, States/Administrations are encouraged to attend the APAC-AIG/3 meeting and the ICAO Asia Pacific Regional Accident Investigation Workshop, which will be hosted by the Civil Aviation Authority of Sri Lanka in June 2015.	Closed. APAC-AIG/3 Meeting and ICAO Asia Pacific Regional Accident Investigation Workshop were held in Jun 2015 in Sri Lanka. SL invitation T 6/13.11.2- AP062/15 (FS) dated 9 April 2015 refers.
Decision APRAST 6/2 <i>Report para 4.3 – Discussion on that the topics on SMS, SSP and Language Proficiency Requirements be placed as an agenda item of APRAST plenary for further consideration</i>	That, Secretariat request ICAO to consider reviewing English proficiency training with a special focus on being able to manage non-routine or emergency events.	OPEN AAPA informed APRAST/7 that a report will be presented at APRAST/8 meeting (APRAST/7 7.2.1 refers).
Decision APRAST 6/3 <i>WP/8 – Monitoring of Safety Tools Implementation</i>	That the Secretariat update the survey form for monitoring of RASG-APAC safety tool implementation to incorporate the suggestions raised by CANSO and Papua New Guinea at APRAST/6, and disseminate the survey form to States/Administrations.	Closed. Survey form revised to incorporated suggestions from CANSO and PNG. SL survey issued. [T 6/13.11 – AP066/15(FS) dated 16 Apr 2015 refers] — (7 responses received)
Decision APRAST 6/4 <i>WP/8 – Monitoring of Safety Tools Implementation</i>	That Bangladesh assist the Secretariat by transitioning the mechanism for monitoring of RASG-APAC safety tool implementation to a format similar to the COSCAP-SA safety tools monitoring system.	OPEN Bangladesh has completed formatting of the State implementation monitoring mechanism tool. WP/9 was presented at APRAST/9 which adopted the following decisions: Decision APRAST 7/7: That, Secretariat revise the monitoring mechanism on State implementation of safety tools to incorporate four levels of implementation (1. Under Review; 2. Implemented by State; 3. Implemented by Operator; and 4. Completed), with the assistance of Bangladesh.

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Attachment F to the Report

APRAST/6 Reference	APRAST/6 Decision	Status in APRAST/7 Report
		<p>Decision APRAST 7/8: That, Secretariat (a) update the survey form on the implementation of safety tools to incorporate the changes to the levels of implementation and the inclusion of progress indicators, (b) send the updated survey form to States/Administrations for their feedback, and (c) report the status of the implementation of safety tools at RASG-APAC/5.</p> <p>Decision APRAST 7/9: That, Secretariat explore using an online survey tool to allow States/Administrations to complete and submit the survey form on the implementation of safety tools more efficiently.</p>
<p>Decision APRAST 6/5 <i>Report para 6.2.1 – SEI WG Breakout session</i></p>	<p>That, the Philippines 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.</p>	<p>Closed. Philippines presented their review existing documentation on implementation of TCAS II Version 7.1 requirements developed by Eurocontrol and ICAO at APRAST/7. (APRAST Decision 7/10 refers).</p>
<p>Decision APRAST 6/6 <i>Report para 6.2.1 – SEI WG Breakout session</i></p>	<p>That, States/Administrations are also encouraged to review the relevance of the TCAS II Version 7.1 requirements guidance material developed by Eurocontrol and provide comments, if any, to COSCAP-NA CTA by 30 June 2015.</p>	<p>Closed. No comments received from States/Administrations.</p>
<p>Decision APRAST 6/7 <i>Report para 6.2.2 – SEI WG Breakout session</i></p>	<p>That, SEI WG propose work items under its purview to be included in the 2015/2016 RASG-APAC Yearly and Standing Work Programmes for discussion at APRAST/7.</p>	<p>Closed. Work items will be identified for inclusion in 2015/2016 RASG-APAC Work Programme.</p>
<p>Decision APRAST 6/8 <i>Report para 6.2.3 – SEI WG Breakout session</i></p>	<p>That, APRAST organize a workshop in conjunction with the APRAST/7 meeting to share experiences on SSP and SMS, with a workshop format that is interactive, involves group exercises and allows for all participants to attend both SSP and SMS presentations. Australia, Pakistan and Papua New Guinea agreed to plan and facilitate the workshop.</p>	<p>Closed. SSP/SMS workshop organized at APRAST/7.</p>

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APRAST/6 Reference	APRAST/6 Decision	Status in APRAST/7 Report
Decision APRAST 6/9 <i>Report para 6.2.3 – SEI WG Breakout session</i>	That, SEI WG further discuss Language Proficiency Requirements at APRAST/7.	Closed. Duplicated in Decision APRAST 6/2.
Decision APRAST 6/10 <i>Report para 6.2.4 – SEI WG Breakout session</i>	That, CANSO conduct further study to define the concept and modality of Runway Safety Go-Team for discussion at APRAST/7.	Closed. CANSO presented their study and developed the concept and modality of Runway Safety Go-Team and presented at APRAST/7. (Conclusion APRAST 7/6 refers).
Decision APRAST 6/11 <i>Report para 6.2.4 – SEI WG Breakout session</i>	That, ACI explore the possibility of holding the Go-Team visits alongside the ACI APEX programme visits and provide a report at APRAST/7.	Closed. ACI informed that depending on its manpower resource, it will support the ICAO APRAST Go-Team missions in Asia-Pacific as much as possible. Where possible, ACI will also try to schedule APEX Safety Reviews back-to-back with the Go-Team missions as much as practicable to minimize travels of the team members and allow cross participation between the two missions.
Decision APRAST 6/12 <i>Report para 6.2.5 – SEI WG Breakout session</i>	That, the Secretariat arrange for the distribution of the paper to all ICAO regions.	Closed. ICAO HQ notified all RASG focal points of the Model Regulatory Framework. APAC RO follow-up with a SL on same subject [SL T/16.13 – AP109/15 (FS) dated 4 Aug 2015]
Decision APRAST 6/13 <i>Report para 6.2.6 – SEI WG Breakout session</i>	That, Macao China, Papua New Guinea, AAPA and Biman Bangladesh will develop a concept to support the implementation of SMS for service providers and SSP for States/Administrations to be presented at APRAST/7.	OPEN. Pending presentation from Macao China, Papua New Guinea, AAPA and Biman Bangladesh at APRAST/7.
Decision APRAST 6/14 <i>Report para 6.2.7 – SEI WG Breakout session</i>	That, States/Administrations and industry be encouraged to participate in the Hazard Identification and Risk Management (HIRM) workshop organized by COSCAP-NA and hosted by Macao China.	Open. Macao, China presented the concept to support the implementation of SMS for service providers and SSP for States/Administrations at APRAST/7.

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APRAST/6 Reference	APRAST/6 Decision	Status in APRAST/7 Report
		Australia, Macao China, Papua New Guinea, AAPA and Biman Bangladesh will develop the details arising from the concept of the Go-Team to support the implementation of SMS for service providers and SSP for States/Administrations (APRAST Decision 7/24 refers).
Decision APRAST 6/15 <i>Report para 6.2.8 – SEI WG Breakout session</i>	That, the DIP for CFIT/4 (Flight Data Analysis) be developed for discussion at APRAST/7, with the view of submitting to RASG-APAC/5 for inclusion in the 2015/2016 RASG-APAC Work Programmes.	Closed. DIP for CFIT/4 ready for submission to RASG-APAC/5 for approval. (APRAST Conclusion 7/7/ refers).
Decision APRAST 6/16 <i>Report para 6.2.9 – SEI WG Breakout session</i>	That, the Output 2 draft model advisory circular for SEI LOC/1 be submitted to APRAST/7 for review, with the aim of seeking approval at RASG-APAC/5.	Closed. Draft model advisory circular for SEI LOC/1 completed. For submission to RASG-APAC/5 for approval. (APRAST Conclusion 7/9 refers).
Decision APRAST 6/17 <i>Report para 6.2.10 – SEI WG Breakout session</i>	That SEI RI/1 (RI Prevention and ATC Training) is closed.	Closed. Noted.
Decision APRAST 6/18 <i>Report para 6.2.11 – SEI WG Breakout session (SEI RI/2)</i>	That, the DIP and draft model advisory circular for SEI RI/2 on Runway Incursion Prevention and Pilot Training be submitted to APRAST/7 for review with the aim of seeking approval at RASG-APAC/5.	OPEN Decision APRAST 7/29: That, the DIP and draft Model Advisory Circular for SEI RI/2 (Runway Incursion SOP and Pilot Training) Draft Model AC be updated to take into account other contributing factors other than pilot factors, and for the DIP to be circulated to APRAST before submission to RASG-APAC/5 for approval for inclusion into 2015/2016 RASG-APAC Yearly Work Programme. Amend the draft Model Advisory Circular to be submitted for approval at APRAST/8.
Decision APRAST 6/19 <i>Report para 6.2.12 – SEI WG Breakout session</i>	That, the draft advisory circular for SEI LOC/6 (Upset Prevention and Recovery Training) be submitted to APRAST/7 with the aim of seeking approval at RASG-APAC/5.	OPEN. Decision APRAST 7/35: That, SEI WG circulate the draft model advisory circular for SEI LOC/6 (Upset Prevention and Recovery Training) to APRAST

APRAST/7
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APRAST/6 Reference	APRAST/6 Decision	Status in APRAST/7 Report
		members for final comments by 20 September 2015, with the view to submit the finalized output to RASG-APAC/5 for approval.
Decision APRAST 6/20 <i>Report para 6.2.14 – SEI WG Breakout session</i>	That, ACI would further review SEI RI/3 (Enhanced Surface Marking and Lighting) to determine possible next steps.	Closed. Update from ACI: The following actions are being planned by ACI: o <u>Monitoring</u> – <u>Onsite checking with APEX</u> . ACI will do the relevant checking during APEX missions. All but one* of the relevant SARPs on enhanced surface marking and lighting are already in the ACI APEX checklist. – <u>Survey</u> . ACI will consider conducting a survey amongst its members to monitor the implementation of these SARPs. o <u>Promotion</u> – <u>Newsletter</u> . ACI will use its <u>quarterly membership newsletter</u> to promote these SARPs to the some 400 airports in Asia-Pacific. – <u>Workshops</u> . ICAO is organizing a workshop on markings and lighting in Bangkok from 6 to 8 July 2015. ACI has suggested participants should be reminded of the relevant SARPs at this seminar. ACI has also helped promote the workshop with its membership biweekly newsletter.
Decision APRAST 6/21 <i>Report para 6.2.15 – SEI WG Breakout session</i>	That, SRP WG provide information on runway incursion, runway excursion and runway collision occurrences for further development of SEI RI/5 and SEI RI/6 (Scenario based training for pilot and ATC).	OPEN. Remains in Emerging Issues Register. US CAST to provide more information at APRAST/8. (APRAST Decision 7/30 refers).
Decision APRAST 6/22 <i>Report para 6.2.16 – SEI WG Breakout session</i>	That, SEI WG develop a process to maintain and update a master registry of SEIs and provide the draft process to the Secretariat for inclusion in the RASG-APAC Procedural Handbook.	Closed. SEI WG established and provided a process to maintain and update the Master SEI Registry. Procedures incorporated into the RASG-APAC Procedural Handbook.

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APRAST/6 Reference	APRAST/6 Decision	Status in APRAST/7 Report																					
<p>Decision APRAST 6/23 <i>Report para 6.2.16 – SEI WG Breakout session</i></p>	<p>That, SEI WG develop the draft consultation process for the development of SEIs and provide the draft process to the Secretariat for inclusion in the RASG-APAC Procedural Handbook.</p>	<p>Closed. SEI WG developed the consultation process for the development of SEIs. Process incorporated into the RASG-APAC Procedural Handbook.</p>																					
<p>Decision APRAST 6/24 <i>Report para 6.3.1 – SRP WG Breakout session</i></p>	<p>That, SRP WG would observe the following timeline for the production of the APAC Annual Safety Report:</p> <table border="1" style="margin-left: 40px;"> <thead> <tr> <th style="text-align: left;">Date</th> <th style="text-align: left;">Task</th> <th style="text-align: left;">Action by</th> </tr> </thead> <tbody> <tr> <td>23 April</td> <td>Draft predictive analysis to be provided for SRP group review</td> <td>Boeing</td> </tr> <tr> <td>18 June</td> <td>Data to be provided to Singapore for reactive analysis</td> <td>IATA, Boeing, ICAO</td> </tr> <tr> <td>31 July</td> <td>Draft analysis to be completed</td> <td>Boeing, Singapore, Australia</td> </tr> <tr> <td>15 August</td> <td>Draft report produced.</td> <td>Australia</td> </tr> <tr> <td>15 August – 15 September</td> <td>APRAST Review</td> <td>RASG-APAC</td> </tr> <tr> <td>31 October</td> <td>Final report completed (prior RASG 5)</td> <td>Australia</td> </tr> </tbody> </table>	Date	Task	Action by	23 April	Draft predictive analysis to be provided for SRP group review	Boeing	18 June	Data to be provided to Singapore for reactive analysis	IATA, Boeing, ICAO	31 July	Draft analysis to be completed	Boeing, Singapore, Australia	15 August	Draft report produced.	Australia	15 August – 15 September	APRAST Review	RASG-APAC	31 October	Final report completed (prior RASG 5)	Australia	<p>OPEN. SRP WG updated progress of the APAC Annual Safety Report at APRAST/7 which is according to the schedule.</p>
Date	Task	Action by																					
23 April	Draft predictive analysis to be provided for SRP group review	Boeing																					
18 June	Data to be provided to Singapore for reactive analysis	IATA, Boeing, ICAO																					
31 July	Draft analysis to be completed	Boeing, Singapore, Australia																					
15 August	Draft report produced.	Australia																					
15 August – 15 September	APRAST Review	RASG-APAC																					
31 October	Final report completed (prior RASG 5)	Australia																					

APRAST/7
Attachment F to the Report

APRAST/6 Reference	APRAST/6 Decision	Status in APRAST/7 Report
<p>Decision APRAST 6/25 <i>Report para 6.3.1 – SRP WG Breakout session</i></p>	<p>That, SRP WG formalise a process for the publication and distribution of the APAC Annual Safety Report and provide the final draft of this process to the Secretariat for inclusion in the RASG-APAC Procedural Handbook.</p>	<p>OPEN. SRP WG to provide process to the Secretariat for inclusion in the RASG-APAC Procedural Handbook.</p>
<p>Decision APRAST 6/26 <i>Report para 6.3.2 – SRP WG Breakout session</i></p>	<p>That, SRP WG adopt the ASIAS metrics regarding the identification of data sources and information requirements in relation to TAWS / TCAS RA, unstable approaches and stall warnings.</p>	<p>Closed. ASIAS metrics were used to present the draft APAC Annual Safety Report at APRAST/7 by SRP WG.</p>
<p>Decision APRAST 6/27 <i>Report para 6.3.2 – SRP WG Breakout session</i></p>	<p>That, SRP WG conduct an analysis using ASIAS information to help identify key regional safety issues.</p>	<p>Closed. ASIAS information was used by SRP WG when identifying key regional safety issues.</p>
<p>Decision APRAST 6/28 <i>Report para 6.3.3 – SRP WG Breakout session</i></p>	<p>That, SRP WG 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).</p>	<p>OPEN. SRP WG to update at APRAST/7. APRAST/6 tasked SRP WG 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). 2nd PIRG/RASG Coordination meeting on 21 May discussed this subject. Para 2(C) of Coordination meeting refers.</p> <p>Decision APRAST 7/23: That, SRP WG coordinate with ICAO Regional Office ATM/CNS Section and determine the next steps on the collection and sharing of safety information and analysis with APANPIRG sub-groups, with respect to the Seamless ATM elements identified by APANPIRG (refer to latest ASBU Block 0 Modules and APAC Seamless ATM items as safety barriers to CFIT, RS and LOC-I occurrences).</p>

APRAST/7
Attachment F to the Report

APRAST/6 Reference	APRAST/6 Decision	Status in APRAST/7 Report
Decision APRAST 6/29 Report para 7.2 – Any other business	That, FSF/MITRE would provide the Governance Plan together with a draft letter containing background and explanation to the Secretariat for dissemination to the Directors-General of APAC States/Administrations in advance of RASG-APAC/5.	Closed. Disseminated Governance Plan with background and explanation. SL T 6/13.11.1 – AP 083/15(FS) dated 27 May 2015.

APRAST/7
Attachment F to the Report

APRAST/6 Reference	APRAST/6 Conclusion	Status in APRAST/7 Report
<p>Conclusion APRAST 6/1 <i>WP/4 - Update of RASG-APAC/4 Decisions</i></p>	<p>That APRAST recommend to RASG-APAC/4 to close all RASG-APAC/4 Decisions, except for Decisions 4/15 and 4/16 pending further updates.</p>	<p><u>RASG Decision 4/15</u>: APRAST decisions 6/5 and 6/6 refer.</p> <p>Decision APRAST 6/5: That, the Philippines 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.</p> <p>Decision APRAST 6/6: That, States/Administrations are also encouraged to review the relevance of the TCAS II Version 7.1 requirements guidance material developed by Eurocontrol and provide comments, if any, to COSCAP-NA CTA by 30 June 2015.</p> <p><u>RASG Decision 4/16</u>: Hi-level Meeting on Lithium Battery held on 14 Jul. To consolidate for submission to RASG-APAC/5 for approval WP.</p>
<p>Conclusion APRAST 6/2 <i>Report para 6.2.13 – SEI WG Breakout session</i></p>	<p>That, the items on SEI RS/1 on Runway Safety Checklist and SEI RE/7 (Guidance material and training programme for runway pavement, maintenance and operations from aerodrome operator’s perspective) in the 2014/2015 RASG-APAC Work Programme be considered complete and removed from the Work Programme.</p>	<p>To consolidate for submission to RASG-APAC/5 for approval WP.</p>
<p>Conclusion APRAST 6/3 <i>Report para 6.3.1 – SRP WG Breakout session</i></p>	<p>That, APRAST recommend to RASG-APAC/5 that the APAC Annual Safety Report be distributed to other RASGs.</p>	<p>To consolidate for submission to RASG-APAC/5 for approval WP.</p>

APRAST/7
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APRAST/6 Reference	APRAST/6 Conclusion	Status in APRAST/7 Report
<p>Conclusion APRAST 6/4 <i>Report para 7.2 – Any other business</i></p>	<p>That, APRAST/5 recommend that RASG-APAC endorse a desired goal of at least 20 State/Administrations joining the demonstration project for the APAC Regional Data Collection, Analysis and information Sharing for Aviation Safety Demonstration Project by May 2016.</p>	<p>SL T 6/13.11.1- AP 083/15 (FS) dated 27 May 2015 to encourage DGCAs to participate in the Demonstration Project sent. MITRE to submit WP at RASG-APAC/5.</p> <p>Decision APRAST 7/18: That, States/Administrations, convey to the APRAST Secretariat the status of their consideration to participate in the APAC Regional Data Collection, Analysis and Information Sharing for Aviation Safety Demonstration Project by 20 September 2015.</p> <p>Decision APRAST 7/19: That, States/Administrations and Industry provide Flight Safety Foundation and MITRE with comments/requests for clarifications on the Governance Plan for Regional Data Collection, Analysis and Information Sharing and to participate in the September 2015 webinar to review resolution of comments.</p> <p>APRAST/7 para 6.3.2: The Meeting agreed that depending on the outcome of the above Decision APRAST 7/18, APRAST Co-Chairs would review whether to proceed with Conclusion APRAST 6/4 (That, APRAST/5 recommend that RASG-APAC endorse a desired goal of at least 20 State/Administrations joining the demonstration project for the APAC Regional Data Collection, Analysis and information Sharing for Aviation Safety Demonstration Project by May 2016).</p>

Summary of APRAST/7 Decisions and Conclusions

WP Number / Ref	APRAST/7 Reference	APRAST/7 Decision
WP/5 – Update of RASG-APAC/4 Decisions	Decision APRAST 7/1	That, the issue of safe transportation and standards for manufacture of lithium batteries be entered in the Registry of Emerging Issues for follow-up pending further guidance by ICAO.
WP/7 – Update of APRAST/5 and APRAST/6 Decisions and Conclusions	Decision APRAST 7/2	That, APRAST adopt the recommendations in Attachments E (Status of Open APRAST/5 Decisions and Conclusions) and F (Status of Open APRAST/6 Decisions and Conclusions).
WP/7 – Update of APRAST/5 and APRAST/6 Decisions and Conclusions	Decision APRAST 7/3	<p>Decision APRAST 7/3:</p> <p>That, with reference to APRAST Decision 5/14, Secretariat be requested, in consultation with APRAST Co-Chairs, to develop a two-tier online access to RASG-APAC website to allow for:</p> <ul style="list-style-type: none"> a. A Documents Management System for public view; and b. A protected workspace to allow APRAST members to collaborate and exchange working information.
WP/8 – Update of APAC-AIG activities	Decision APRAST 7/4	That, APAC-AIG further develop practical guidance on the establishment of a functionally independent accident investigation body, including development of templates, model processes, and procedures on drawing on resources for the establishment of the accident investigation body.
WP/8 – Update of APAC-AIG activities	Decision APRAST 7/5	That, APAC-AIG provide further details on the gaps and action taken to address gaps in classification of occurrences, particularly with regard to reducing the ambiguity between the definitions of “accident” and “serious incident”.
WP/8 – Update of APAC-AIG activities	Decision APRAST 7/6	That, the AIG schedule of activities for 2015 to 2016, and the abovementioned tasks in Decisions APRAST 7/4 and 7/5, be included in the proposed 2015/2016 RASG-APAC Work Programme to be submitted to RASG-APAC/5 for approval.

APRAST/7
Attachment G to the Report

WP Number / Ref	APRAST/7 Reference	APRAST/7 Decision
WP/9 – Update of Monitoring Mechanism on State Implementation Safety Tool	Decision APRAST 7/7	That, Secretariat revise the monitoring mechanism on State implementation of safety tools to incorporate four levels of implementation (<i>1. Under Review; 2. Implemented by State; 3. Implemented by Operator; and 4. Completed</i>), with the assistance of Bangladesh.
WP/9 – Update of Monitoring Mechanism on State Implementation Safety Tool	Decision APRAST 7/8	That, Secretariat (a) update the survey form on the implementation of safety tools to incorporate the changes to the levels of implementation and the inclusion of progress indicators, (b) send the updated survey form to States/Administrations for their feedback, and (c) report the status of the implementation of safety tools at RASG-APAC/5.
WP/9 – Update of Monitoring Mechanism on State Implementation Safety Tool	Decision APRAST 7/9	That, Secretariat explore using an online survey tool to allow States/Administrations to complete and submit the survey form on the implementation of safety tools more efficiently.
Presentation – Update of Review of EUROCONTROL and ICAO Guidance Document on TCAS II v7.	Decision APRAST 7/10	That, States/Administrations be strongly encouraged to mandate their respective operators to implement TCAS II Version 7.1 requirements, in line with the Asia/Pacific Seamless ATM Plan expectations. Further, States/ Administrations and operators be encouraged to utilize the guidance material published by EUROCONTROL and U.S. CAST, particularly information at www.eurocontrol.int/acas ; https://www.eurocontrol.int/articles/acas-ii-training , https://www.faa.gov , and http://www.skybrary.aero .
WP/11 – Asia and Pacific Regional Priorities and Targets	Decision APRAST 7/11	That, APRAST agree to the proposed Terms of Reference of the Task Force that will develop an action plan to address States’ capacity building needs, particularly in the areas of flight operations, airworthiness, air navigation services and accident investigation, as follows: <ul style="list-style-type: none"> a. review information on the effective implementation of ICAO USOAP critical element CE-4 on “qualified personnel” for the Asia-Pacific region; b. identify specific training requirements that could contribute towards raising the effective implementation of CE-4 on “qualified personnel”; and c. recommend possible approach(es) to address capacity building needs.
WP/11 – Asia and Pacific Regional Priorities and Targets	Decision APRAST 7/12	That, APRAST Co-Chairs identify a suitable Champion to lead this task force, by end 2015.

APRAST/7
Attachment G to the Report

WP Number / Ref	APRAST/7 Reference	APRAST/7 Decision																
WP/11 – Asia and Pacific Regional Priorities and Targets	Decision APRAST 7/13	That, the Secretariat conduct a survey to determine the level of SMS implementation within States/Administrations, including determining the total number of organizations that are required to implement SMS and the number of organizations that have implemented SMS, and for the information from States/ Administrations to reach Secretariat, by 20 September 2015.																
WP/11 – Asia and Pacific Regional Priorities and Targets	Decision APRAST 7/14	<p>That, ICAO, SRP WG, IATA, AAPA and States/Administrations provide information on their respective areas to the Secretariat as follows, by 20 September 2015:</p> <table border="1" data-bbox="1003 608 2051 1378"> <thead> <tr> <th data-bbox="1003 608 1245 692">Priority Area</th> <th data-bbox="1245 608 1686 692">Targets</th> <th data-bbox="1686 608 2051 692">Information/ Status on Targets to be provided by</th> </tr> </thead> <tbody> <tr> <td data-bbox="1003 692 1245 831"> Reduction of operational risks </td> <td data-bbox="1245 692 1686 831"> [RPD] Reduction in the number of fatal accidents in 2018 compared to 2014 irrespective of the volume of air traffic in the APAC Region. </td> <td data-bbox="1686 692 2051 831"> SRP WG Vice-Chairs (to provide 2014 figure) </td> </tr> <tr> <td data-bbox="1003 831 1245 1378" rowspan="3"> Improvements to safety oversight and compliance </td> <td data-bbox="1245 831 1686 1038"> [RPD] 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. </td> <td data-bbox="1686 831 2051 1038"> ICAO Secretariat </td> </tr> <tr> <td data-bbox="1245 1038 1686 1246"> Maintain at least 60% of applicable APAC airlines to be IOSA certified by the end of 2017. </td> <td data-bbox="1686 1038 2051 1246"> IATA (to provide current percentage of APAC airline IOSA and ISSA registered) </td> </tr> <tr> <td data-bbox="1245 1246 1686 1378"> Achieve at least 15% of applicable APAC airlines to be ISSA certified by the end of 2017. </td> <td data-bbox="1686 1246 2051 1378"> IATA (to provide 2014 and current ISAGO registration) </td> </tr> <tr> <td data-bbox="1245 1378 1686 1390"> Pursue at least a 50% increase in ISAGO registrations by end of 2017. </td> <td data-bbox="1686 1378 2051 1390"></td> <td data-bbox="1686 1378 2051 1390"></td> </tr> </tbody> </table>	Priority Area	Targets	Information/ Status on Targets to be provided by	Reduction of operational risks	[RPD] Reduction in the number of fatal accidents in 2018 compared to 2014 irrespective of the volume of air traffic in the APAC Region.	SRP WG Vice-Chairs (to provide 2014 figure)	Improvements to safety oversight and compliance	[RPD] 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.	ICAO Secretariat	Maintain at least 60% of applicable APAC airlines to be IOSA certified by the end of 2017.	IATA (to provide current percentage of APAC airline IOSA and ISSA registered)	Achieve at least 15% of applicable APAC airlines to be ISSA certified by the end of 2017.	IATA (to provide 2014 and current ISAGO registration)	Pursue at least a 50% increase in ISAGO registrations by end of 2017.		
Priority Area	Targets	Information/ Status on Targets to be provided by																
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APRAST/7
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WP Number / Ref	APRAST/7 Reference	APRAST/7 Decision		
		<p>Consistent and effective Safety Management Systems (SMS) and State Safety Programmes (SSP)</p>	<p>[RPD] Industry, particularly airlines, aviation training organizations, maintenance and repair organizations, airport operators, air navigation service providers, organizations responsible for the type design or manufacture of aircraft and aviation service providers to implement SMS by 2017. (RPD) States to implement full ICAO SSP by 2022</p>	<p>ICAO Secretariat, States/ Administrations</p>
		<p>Predictive Risk Management and Advanced Regulatory Oversight</p>	<p>[RPD] States to achieve at least 60% EI in AIG of USOAP CMA by 2017.</p>	<p>ICAO Secretariat (to obtain information from ICAO HQ)</p>
			<p>50% of APAC air operators participating in flight data sharing initiative by 2016.</p>	<p>IATA, AAPA (to provide current percentage of APAC air operators participating)</p>
		<p>Enhanced Aviation Infrastructure</p>	<p>[RPD] States to achieve at least 60% EI in AGA of USOAP CMA by 2017.</p>	<p>ICAO Secretariat (to obtain information from ICAO HQ)</p>
			<p>All aerodromes in APAC region that are used for international operations to have RSTs by 2017.</p>	<p>ICAO Secretariat, ACI</p>
<p>WP/13 – Strengthening Effectiveness of RASG-APAC/APRAST Initiatives</p>	<p>Decision APRAST 7/15</p>	<p>That, Singapore develop an APRAST ‘Starter Kit’ for meeting participants to encourage participation and enhance the effectiveness of preparations for APRAST/RASG-APAC Meetings.</p>		

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WP Number / Ref	APRAST/7 Reference	APRAST/7 Decision
WP/13 – Strengthening Effectiveness of RASG-APAC/APRAST Initiatives	Decision APRAST 7/16	That, States/ Administrations and Industry endeavor to provide working papers to Secretariat by the deadline and Secretariat to enforce procedures to ensure that the working papers are made available online to APRAST participants at least two weeks prior to APRAST meetings.
WP/13 – Strengthening Effectiveness of RASG-APAC/APRAST Initiatives	Decision APRAST 7/17	That, APRAST Co-Chairs, in consultation with SEI WG Co-Chairs, develop a forecast of workshops for the next two to three years.
WP/14 – Governance Plan for Regional Data Collection, Analysis and Information Sharing – State Coordination Status Update	Decision APRAST 7/18	That, States/Administrations, convey to the APRAST Secretariat the status of their consideration to participate in the APAC Regional Data Collection, Analysis and Information Sharing for Aviation Safety Demonstration Project by 20 September 2015.
WP/14 – Governance Plan for Regional Data Collection, Analysis and Information Sharing – State Coordination Status Update	Decision APRAST 7/19	That, States/Administrations and Industry provide Flight Safety Foundation and MITRE with comments/requests for clarifications on the Governance Plan for Regional Data Collection, Analysis and Information Sharing and to participate in the September 2015 webinar to review resolution of comments.
WP/16 – ICAO Guidance Material to support implementation of Manual on Remotely Piloted Aircraft Systems (RPAS) in Member States	Decision APRAST 7/20	That, States/ Administrations be encouraged to refer to the ICAO guidance material and the information contained in the ICAO RPAS webpage when developing national regulations on RPAS.
WP/17 – Progress of RASG-APAC Handbook	Decision APRAST 7/21	That, States/Administrations and Industry provide comments on the draft RASG-APAC Procedural Handbook to the Secretariat by 20 September 2015.
WP/17 – Progress of RASG-APAC Handbook	Decision APRAST 7/22	That, the updated version of the draft RASG-APAC Procedural Handbook, after being accepted by the APRAST Co-Chairs, be submitted to RASG-APAC/5 for approval.

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WP Number / Ref	APRAST/7 Reference	APRAST/7 Decision
WP/18 – Report of the Second Coordination Meeting between the Chairperson of APANPIRG and RASG-APAC	Decision APRAST 7/23	That, SRP WG coordinate with ICAO Regional Office ATM/CNS Section and determine the next steps on the collection and sharing of safety information and analysis with APANPIRG sub-groups, with respect to the Seamless ATM elements identified by APANPIRG (refer to latest ASBU Block 0 Modules and APAC Seamless ATM items as safety barriers to CFIT, RS and LOC-I occurrences).
Para 7.2.4 – SEI WG Breakout Session	Decision APRAST 7/24	That, Australia, Macao China, Papua New Guinea, AAPA and Biman Bangladesh will develop the details arising from the concept of the Go-Team to support the implementation of SMS for service providers and SSP for States/Administrations (Ref. Decision APRAST 6/13).
Para 7.2.5 – SEI WG Breakout Session	Decision APRAST 7/25	That, Australia with the assistance of Singapore, India and Biman Bangladesh Airlines, organize a workshop in conjunction with APRAST/8, which will address the outcomes of the SMS/SSP workshop held on 31 August 2015, including further implementation guidance on determining SPI/ SPT.
Para 7.2.7 – SEI WG Breakout Session	Decision APRAST 7/26	That APRAST recommend to RASG-APAC/5 that the completed SEI RE/7 (Guidance material and training program for runway pavement, maintenance and operations from aerodrome operator’s perspective) and SEI RS/1 (Runway safety Checklist) be removed from the 2014/2015 RASG-APAC Work Programme.
Para 7.2.7 – SEI WG Breakout Session	Decision APRAST 7/27	That, the guidance material from SEI RE/6 (Timely and accurate notification about runway conditions by AIS and ATS) be removed from circulation as some of the information was no longer current.
Para 7.2.7 – SEI WG Breakout Session	Decision APRAST 7/28	That, SEI WG develop a process to ensure the currency of products from APRAST is maintained.

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WP Number / Ref	APRAST/7 Reference	APRAST/7 Decision
Para 7.2.7 – SEI WG Breakout Session	Decision APRAST 7/29	That, the DIP and draft Model Advisory Circular for SEI RI/2 (Runway Incursion SOP and Pilot Training) Draft Model AC be updated to take into account other contributing factors other than pilot factors, and for the DIP to be circulated to APRAST before submission to RASG-APAC/5 for approval for inclusion into 2015/2016 RASG-APAC Yearly Work Programme. Amend the draft Model Advisory Circular to be submitted for approval at APRAST/8.
Para 7.2.7 – SEI WG Breakout Session	Decision APRAST 7/30	That, the US CAST be requested to provide more information on runway safety enhancements in relation to SEI RI/5 (Scenario based training for pilots) and SEI RI/6 (Scenario based training for ATC), including any relating to wrong runway operations, at APRAST/8 for further determination of the next steps by SEI WG.
Para 7.2.7 – SEI WG Breakout Session	Decision APRAST 7/31	That, FSF/ IFALPA provide an update on developing the DIP for RE/1 (Causal factors associated with pilot decision to not go-around) at the APRAST/8 meeting.
Para 7.2.7 – SEI WG Breakout Session	Decision APRAST 7/32	That, the scope of SEI RE/5 (Monitor Implementation of RESA) be amended to include arrestor systems, and that IFALPA provide an update on developing the DIP at the APRAST/8 Meeting.
Para 7.2.7 – SEI WG Breakout Session	Decision APRAST 7/33	That, a workshop on runway safety with focus on specific elements of runway safety such as runway excursions, implementation of runway safety teams and wildlife management, be delivered at APRAST/9.
Para 7.2.8 – SEI WG Breakout Session	Decision APRAST 7/34	That, SEI WG circulate the draft model advisory circular for SEI CFIT/7 (ALAR - Policies for ALAR) to APRAST members for final comments by 20 September 2015, with the view to submit the finalized output to RASG-APAC/5 for approval.
Para 7.2.9 – SEI WG Breakout Session	Decision APRAST 7/35	That, SEI WG circulate the draft model advisory circular for SEI LOC/6 (Upset Prevention and Recovery Training) to APRAST members for final comments by 20 September 2015, with the view to submit the finalized output to RASG-APAC/5 for approval.

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Para 7.3.2 – SRP WG Breakout Session	Decision APRAST 7/36	That, SRP WG would work with Secretariat to identify sources of information on Runway Incursion, Runway Excursion and Runway Confusion occurrences for further development of SEI RI/5 and SEI RI/6 (Scenario based training for pilots and ATC).
Para 7.3.3 – SRP WG Breakout Session	Decision APRAST 7/37	<p>That, the draft 2015 APAC Annual Safety Report be finalized for RASG-APAC/5 approval according to the following schedule:</p> <ul style="list-style-type: none"> a. Secretariat to send draft report to all APRAST members for comments by 11 September 2015 b. APRAST members to provide comments to Secretariat by 20 September 2015 c. Secretariat to consolidate comments and provide them to the SRP WG Vice-Chairs by 22 September 2015 d. SRG WG Vice-Chairs to finalize the report and send it to the APRAST Co-Chairs by 29 September 2015 e. APRAST Co-Chairs to approve the final report by 1 October 2015 f. A published version to be available for distribution by mid November 2015.
Para 7.3.7 – SRP WG Breakout Session	Decision APRAST 7/38	That, Secretariat invite RASMAG representatives to future SRP WG meetings, to aid coordination on collection and analysis of ATM and safety data.

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WP/IPNumber / Ref	APRAST/7 Reference	APRAST/7 Conclusion
WP/5 – Update of RASG-APAC/4 Decisions	Conclusion APRAST 7/1	That, RASG-APAC Decision 4/16 on convening a meeting in the APAC region on aspects of lithium battery manufacture and transport, be proposed to be closed as the Meeting was convened by ICAO on 14 July 2015.
WP/11 – Asia and Pacific Regional Priorities and Targets	Conclusion APRAST 7/2	That, APRAST recommend to RASG-APAC/5 to revise this target to: “50% of APAC air operators <i>with aircraft of mass 27,000kg and above</i> , participating in flight data sharing initiative by 2016”, as proposed by IATA and AAPA.
WP/11 – Asia and Pacific Regional Priorities and Targets	Conclusion APRAST 7/3	That, APRAST recommend to RASG-APAC/5 to include a new Action under 4 th Regional Priority on attaining Predictive Risk Management and Advanced Regulatory Oversight as follows: <i>Enhance the protection of aviation data information</i> <i>RASG-APAC should encourage States/ Administrations to adopt safety information protection protocols.</i>
WP/11 – Asia and Pacific Regional Priorities and Targets	Conclusion APRAST 7/4	That, APRAST recommend to RASG-APAC/5 to revise the deadline for the Regional Target on a Task force (to be formed by APRAST) to develop an action plan on capacity building, from December 2015 to June 2016.
IP/4 – Global Safety Information Project	Conclusion APRAST 7/5	That, APRAST recommend to RASG-APAC/5 for States/ Administrations to support FSF’s Global Safety Information Project (GSIP) to identify and address issues surrounding the collection, analysis, protection and use of safety information, and to encourage participation in the GSIP regional workshops
Para 7.2.4 – SEI WG Breakout Session	Conclusion APRAST 7/6	That, the proposal for the establishment of the Runway Safety Go-Teams (Ref Decision APRAST 6/10) be submitted to RASG-APAC/5 for approval.
Para 7.2.8 – SEI WG Breakout Session	Conclusion APRAST 7/7	That, APRAST submit the completed SEI CFIT/4 (Flight Data Analysis Program) output to RASG-APAC/5 for approval.

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WP/IPNumber / Ref	APRAST/7 Reference	APRAST/7 Conclusion
Para 7.2.8 – SEI WG Breakout Session	Conclusion APRAST 7/8	That APRAST recommend to RASG APAC for CFIT/3 and CFIT/8 to be removed from Yearly Work Programme.
Para 7.2.9 – SEI WG Breakout Session	Conclusion APRAST 7/9	That, APRAST submit the completed SEI LOC/1 - CFIT/2 (Air Operators – Standard Operating Procedures Flight Deck Crew Members) output to RASG-APAC/5 for approval.
Para 7.2.9 – SEI WG Breakout Session	Conclusion APRAST 710	That APRAST recommend to RASG APAC for to remove LOC/5 from Yearly Work Programme (2014/2015)

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