International Civil Aviation Organization

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

(Bangkok, Thailand, 31 August to 4 September 2015)

Agenda Item 5:   Update, Discussion and Review of APRAST Activities

**UPDATE OF THE MONITORING MECHANISM ON
STATE IMPLEMENTATION OF SAFETY TOOLS**

(*Presented by the Secretariat*)

SUMMARY

This Paper is presented to the Meeting to:

1)   provide an update on the responses to the survey on the level of implementation;

2)   provide an update on the progress of the transition of the monitoring mechanism from the current format to the format used by COSCAP-SA; and

3)   seek State/Administration volunteer to administer the monitoring mechanism

Action by the meeting is at Paragraph 3.

1.   INTRODUCTION

1.1   RASG-APAC has developed and endorsed a variety of safety tools for use by States/Administrations to enhance safety and compliance to ICAO SARPs. To better support the development of safety tools in the future, it is crucial for RASG-APAC to know the usefulness of these safety tools.

1.2   At APRAST/5 Meeting in September 2014, a paper (APRAST/5 WP/9) on the establishment of an output implementation monitoring mechanism was presented which was subsequently approved as part of the 2014-2015 RASG-APAC work programme at RASG-APAC/4 in November 2014 (RASG-APAC Decision 4/23 refers).

1.3   Following the approval at RASG-APAC/4, implementation of the monitoring mechanism (MS excel sheet format) was presented at APRAST/6 in April 2015.
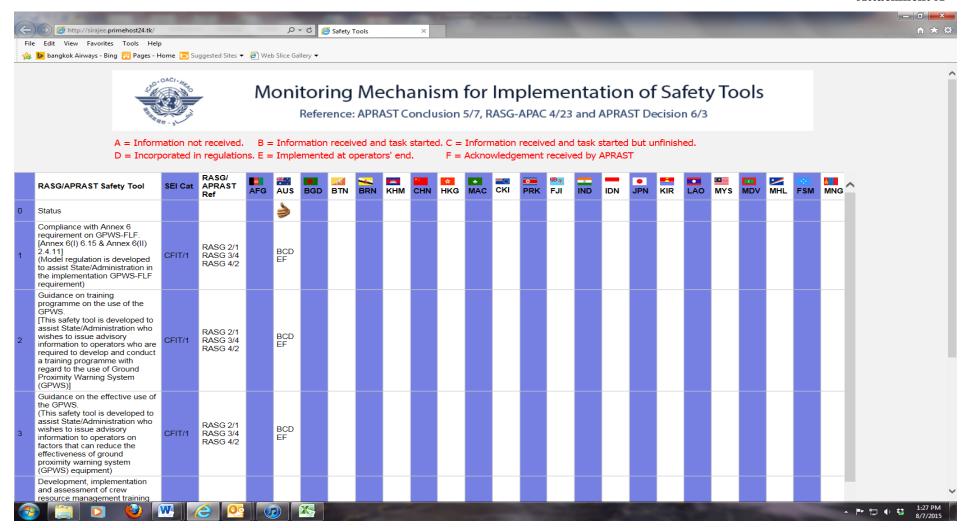
2.   DISCUSSION

2.1   Gathering of required information for the monitoring mechanism was implemented through a SL survey [T 6/13.11 – AP 066/15(FS) dated 16 April 2015]. Seven States/Administrations responded (Australia; Bhutan; Hong Kong, China; Macao, China; Japan; Maldives and Singapore).

2.2   At APRAST/6 (APRAST Decision 6/4), Bangladesh was requested to assist the Secretariat to develop the monitoring mechanism utilising a format used by COSCAP-SA for monitoring of safety initiatives implementation status (see **Attachment A**). This format tracks six implementation levels extending to operators and service provider levels which require regular feedback from States/Administrations.

2.3   The format provided by Bangladesh is very comprehensive. Considering the limited resources at the ICAO APAC Office, it will be a challenge for the Secretariat to provide constant monitoring and update of the information.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

   a) note the low level of responses to the survey and discuss the practicality of maintaining the six implementation levels built into the database developed by Bangladesh;

   b) request State/Administration to volunteer to administer the Monitoring Mechanism agreed by the Meeting due to the limited capacity of the Secretariat; and

   c) encourage State/Administration to support RASG-APAC and APRAST by providing timely responses to such surveys.

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Monitoring Mechanism for Implementation of Safety Tools

Reference: APRAST Conclusion 5/7, RASG-APAC 4/23 and APRAST Decision 6/3

A = Information not received.   B = Information received and task started. C = Information received and task started but unfinished.
D = Incorporated in regulations. E = Implemented at operators' end.   F = Acknowledgement received by APRAST

	RASG/APRAST Safety Tool	SEI Cat	RASG/APRAST Ref	AFG	AUS	BGD	BTN	BRN	KHM	CHN	HKG	MAC	CKI	PRK	FJI	IND	IDN	JPN	KIR	LAO	MYS	MDV	MHL	FSM	MNG
0	Status				👍																				
1	Compliance with Annex 6 requirement on GPWS-FLF. [Annex 6(I) 6.15 & Annex 6(II) 2.4.11] (Model regulation is developed to assist State/Administration in the implementation GPWS-FLF requirement)	CFIT/1	RASG 2/1 RASG 3/4 RASG 4/2		BCD EF																				
2	Guidance on training programme on the use of the GPWS. [This safety tool is developed to assist State/Administration who wishes to issue advisory information to operators who are required to develop and conduct a training programme with regard to the use of Ground Proximity Warning System (GPWS)]	CFIT/1	RASG 2/1 RASG 3/4 RASG 4/2		BCD EF																				
3	Guidance on the effective use of the GPWS. (This safety tool is developed to assist State/Administration who wishes to issue advisory information to operators on factors that can reduce the effectiveness of ground proximity warning system (GPWS) equipment)	CFIT/1	RASG 2/1 RASG 3/4 RASG 4/2		BCD EF																				
	Development, implementation and assessment of crew resource management training																								

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