*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 6:** **Presentation – State / Industry / ICAO**

**STRENGTHENING EFFECTIVENESS OF
RASG-APAC/APRAST INITIATIVES**

*(Presented by Singapore)*

**SUMMARY**

This paper discusses ways to enhance the effectiveness of APRAST with a view to address some areas for improvement. In particular, the development of an APRAST Starter Kit to encourage participation is proposed. Workshops held in conjunction with APRAST should continue to be organised, on a structured basis, to support implementation of APRAST initiatives and programmes

1. **INTRODUCTION**

1.1        Since its first meeting in 2012, APRAST has done much work to help advance aviation safety in the Asia Pacific (APAC) region, such as the development of several safety enhancement initiatives focusing on CFIT, LOC-I and runway safety, the setting of regional aviation safety priorities and targets, the organisation of workshops, carrying out data analysis and safety reports and other initiatives.

1.2        As APRAST continues to forge new initiatives, it may be useful, given that APRAST now has 3 years of experience, to do a stock-take to re-emphasise some of the outcomes of APRAST and to consider possible improvements to enhance the effectiveness of its work done.

2. **DISCUSSION**

2.1        The effectiveness of APRAST would depend on not only the quality of the work produced, but also the organisation and vibrancy of APRAST, its working procedures and possible coordination with other stakeholders. In this regard, some aspects of APRAST where possible improvement could be considered are highlighted below.

*Organisation Structure*

2.2        APRAST was formally re-organised at RASG-APAC/4 in November 2014 to create greater focus on producing quality safety enhancement initiatives and accountability. The SEI WG was formed, to explore not only the three key issues of CFIT, LOC-I and runway safety, but also to support the achievement of the APAC aviation safety regional priorities and targets. The SRP WG continues to focus on safety information analysis, with a view of developing annual safety reports and coordinating with other bodies as necessary. Both SEI WG and SRP WG are responsible for important tasks/issues, some of which such as SSP and SMS, were previously discussed at plenary sessions only. It may therefore be useful to allocate more time to SEI WG and SRP WG more time

for discussion during the week of APRAST meetings. It would also be useful for the SEI/SRP WGs to work with the Secretariat to develop standard templates for reporting of work done / deliverables, to facilitate more consistent and thorough updates to the RASG-APAC work programmes and APRAST Decisions and Conclusions.

*Participation in APRAST*

2.3          APRAST Co-Chairs and Secretariat have spearheaded a couple of initiatives targeted at addressing inconsistent attendance at APRAST. States/Administrations and industry have been urged to appoint permanent representatives to attend the meetings. These representatives will act as points of contact for liaison with the ICAO APAC Office. States/Administrations are encouraged to provide the points of contact if they have not yet done so.

2.4          With the effectiveness of ICAO's i-Kits, Singapore proposes the development of an APRAST Starter Kit, to increase familiarity with APRAST meetings and encourage participation. While newly welcomed members can benefit from easy acquaintance with APRAST through this Starter Kit, regular members can also become more acclimatised with the workings of the meetings, thus optimising productivity and efficiency at meetings. As in any high-performing organisation, meeting attendees can be energised effectively after a common understanding of working processes is established among all its members.  The meeting is then smoothly focused onto fulfilling a carefully planned agenda, optimising productivity.

2.5          As a guide, the Starter Kit is designed to be succinct. Its focus is guiding the user on effective preparations for APRAST meetings. It is complementary to the RASG-APAC Procedural Handbook and draws part of its content from the handbook to present brief summaries relevant to the preparations for and running of APRAST. The Starter Kit is a 'live' document and will be reviewed on a regular basis by APRAST Co-Chairs with the assistance of the Secretariat, to ensure that it reflects evolving APRAST work flow, structure and preparation requirements.

*Procedures*

2.6          The APRAST Secretariat is currently developing an RASG-APAC Procedural Handbook containing information about the work of RASG-APAC and its subsidiary bodies, and the procedural coordination involved among these different entities. States/Administrations and industry partners are encouraged to continually provide feedback on the handbook to the Secretariat for further improvements to be made.

2.7          APRAST had recognised the need to have a standardised manner to submit its completed SEI outputs to RASG-APAC (Ref Decision APRAST 3/8: That, APRAST use the SEI Template for all future submissions of completed SEIs to RASG- APAC). It is recommended for the templates to be used, so as to ensure greater consistency in the quality of APRAST outputs.

*Implementation Support for APRAST initiatives*

2.8          The conduct of workshops held in conjunction with APRAST meetings has been useful to APRAST participants, and should be continued to further support implementation of APRAST initiatives and programmes. The broad participation and involvement of various States/Administrations and industry partners has provided diversity of thought, and encourages the sharing of best practices (Australia, Hong Kong, New Zealand, Singapore, ACI, COSCAP-NA, IATA participated at the workshop at APRAST/6, while Australia, Pakistan, Papua New Guinea and AAPA will be organising the workshop at APRAST/7).

2.9        To enhance the effectiveness and sustainability of such workshops, longer term planning would be required with respect to the objectives and themes of the workshop. Broadly, the workshops should aim to achieve the following objectives:

a.  *Support implementation of APRAST initiatives and programmes*. The workshops should have some reference to the APRAST initiatives and programmes being developed, and aim to promote adoption by States/Administrations where relevant.

b.  *Support States/Administrations and industry partners in achieving the APAC aviation safety priorities and targets*. APRAST also serves to enable APAC States/Administrations in achieving the regional aviation safety priorities and targets, in support of the ICAO GASP. Workshop sessions should aim to provide the know-how for achieving some of these priorities and targets.

c.  *Encourage active sharing of experiences and best practices*. The workshop should continue to be a platform for informal sharing of experiences and best practices, thus complementing the APRAST plenary sessions. The workshop formats can be tailored accordingly (group discussion style or otherwise) to facilitate the sharing.

2.10       It is envisaged that a Champion(s) should be appointed to develop a draft plan for the workshops, and to oversee the organisation of the workshop for tentatively over the next two years. Singapore offers to kick-start this proposed initiative, and welcomes more volunteers and contributions.

*Coordination with other bodies*

2.11       RASG-APAC and APRAST have been given the objective to achieve the APAC regional priorities and targets, and this objective is broadly aligned with the work carried out by other regional bodies, such as APANPIRG and COSCAPs. The participation of COSCAP CTAs in APRAST highlights the inter-linkages between platforms in improving aviation safety within the APAC region. Decision APRAST 5/9 refers to a coordination mechanism between APANPIRG and RASG-APAC to address issues such as cross-attendance at meetings and review of the APAC Seamless ATM Plan by APANPIRG and RASG-APAC. Decision APRAST 6/28 also highlights the need for SRP WG coordination with APANPIRG RASMAG to study relationships between large height deviations and Traffic Collision Avoidance System-Resolution Advisories (TCAS-RA). States/Administrations and industry partners are encouraged to explore possible synergies and tap on complementary strengths of other platforms.

3.        **ACTION BY THE MEETING**

3.1        The Meeting is invited to:

a)  discuss ways to enhance the effectiveness of APRAST;

b)  support the development and distribution of an APRAST Starter Kit to APRAST/RASG-APAC members to encourage participation and enhance the effectiveness of preparations for APRAST/RASG-APAC meetings, and provide feedback on the proposed Starter Kit (as attached in **Annex A**); and

c)  acknowledge the usefulness of holding workshops in conjunction with APRAST and continue to support the organisation of such workshops in future.

— END —

International Civil Aviation Organization

# Starter Kit to APRAST

# Purpose of Starter Kit

This Starter Kit provides guidance to APRAST participants, with the objective of familiarising members to the workings of and preparation required for APRAST.

This Starter Kit is brief and complements the comprehensive ICAO RASG-APAC Procedural Handbook, prepared by the ICAO Secretariat.
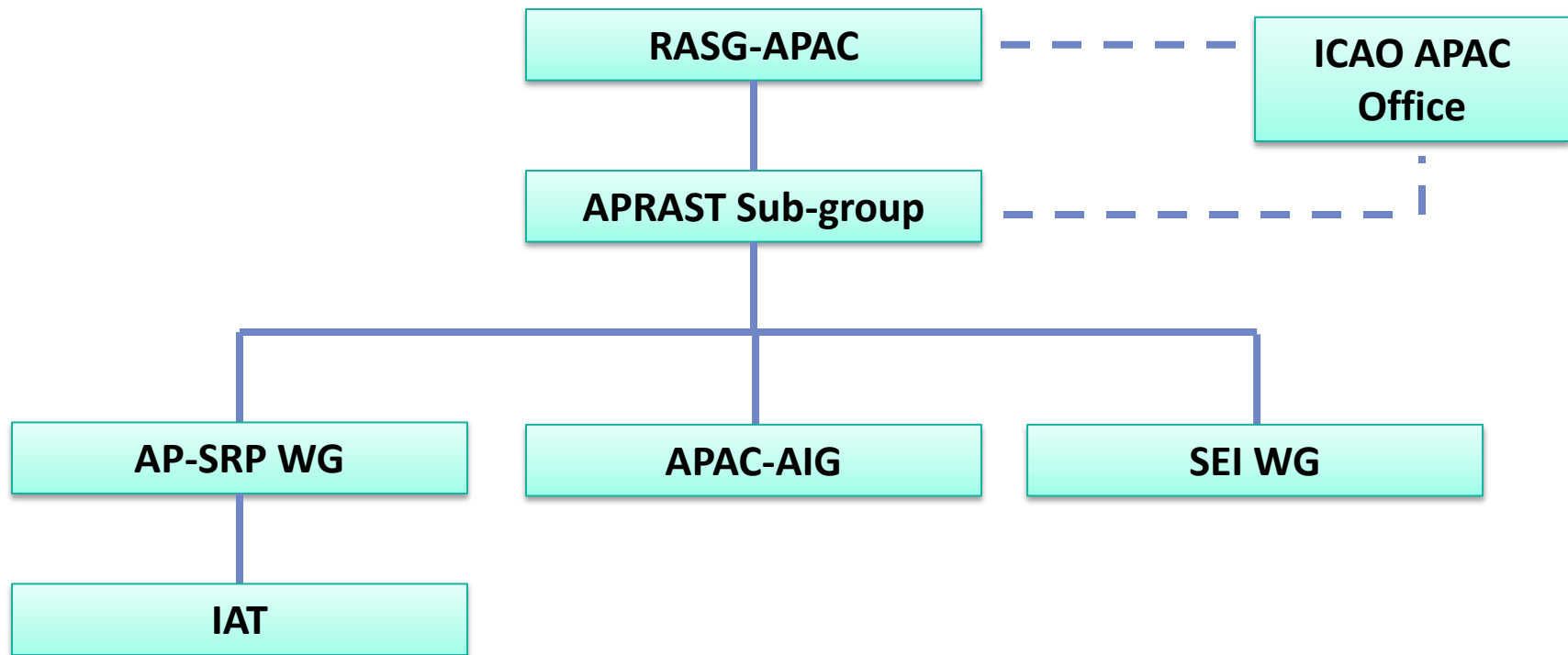
# Agenda of Starter Kit

- Brief Introduction to RASG-APAC and subsidiary bodies
- Steering of APRAST work
- Running of APRAST meetings
- Preparations for APRAST

# Brief Introduction to RASG-APAC and subsidiary bodies

# Overall Structure



AP-SRP WG: Asia Pacific Safety Reporting and Programme Working Group
APAC-AIG: Asia Pacific Accident Investigation Working Group
SEI WG: Safety Enhancement Initiatives Working Group
IAT: Information Analysis Team

# RASG-APAC and subsidiary bodies

- ✈ RASGs embody the regional performance framework to manage operational safety.

- ✈ On 25th May 2010, the 190th Session of the ICAO Council approved the establishment of RASG-APAC.

- ✈ APRAST recommend interventions to RASG-APAC to reduce aviation risks.
  - The recommendations, once approved by the RASG-APAC, may be implemented through the harmonized efforts of the regulatory authorities, in coordination with service providers, airlines and aircraft manufacturers.
  - APRAST members will serve as focal points for introducing the interventions within their respective States/Administrations and for coordinating with industry.

Steering of APRAST work

# Steering of APRAST work

→ APRAST work is guided by the RASG-APAC Yearly and Standing Work Programmes.

  – The <u>Yearly</u> Work Programme contains tasks to be completed within the work year by RASG-APAC and its subsidiary bodies.
    • Champions will be appointed by the relevant bodies to oversee the completion of the tasks.

  – The <u>Standing</u> Work Programme contains tasks that are planned to be completed.

→ The RASG-APAC Yearly and Standing Work Programmes are drafted by APRAST and approved by RASG-APAC annually.

# Steering of APRAST work

✈ RASG-APAC Yearly and Standing Work Programmes are in turn moulded by:

- APAC Regional Aviation Safety Priorities and Targets
- Feedback from States
- Feedback from Industry
- Directives from RASG-APAC

# Steering of APRAST work

→ APAC Regional Aviation Safety Priorities and Targets are based on the Global Aviation Safety Priorities and Targets.

   – The Global Aviation Safety Priorities and Targets are specified within the Global Aviation Safety Plan (GASP).

→ There are 5 APAC Regional Aviation Safety Priority areas:

   – Reduction in Operational Risks

   – Improvements in Safety Oversight and Compliance

   – Consistent and effective Safety Management Systems (SMS) and State Safety Programmes (SSP)

   – Predictive risk management and advanced regulatory oversight

   – Enhanced aviation infrastructure

# APAC Aviation Safety Priorities and Targets

| Reducing Operational Risks | Improving Safety Oversight and Compliance | Consistent and Effective SMS and SSP | Predictive Risk Mgt. & Advanced Reg. Oversight | Enhanced Aviation Infrastructure |
|---|---|---|---|---|
| • RASG-APAC to complete development of priority SEIs by end 2016<br>• States and industry to implement all priority SEIs by 2018<br>• Reduction in the number of fatal accidents in 2018 compared to 2014 irrespective of the volume of air traffic in the APAC region | • Action plan on capacity building by Dec 2015.<br>• States to resolve SSCs promptly<br>• States to achieve at least 60% EI in USOAP CMA by 2017<br>• At least 60% of applicable APAC airlines to be IOSA certified by 2017<br>• At least 15% of applicable APAC airlines to be ISSA certified by 2017<br>• At least 50% increase in ISAGO registrations by 2017. | • Relevant approved organisations to implement SMS by 2017<br><br>• States to implement the full ICAO SSP by 2022 | • States to achieve at least 60% EI in AIG of USOAP CMA by 2017<br>• To develop regional mechanism for data collection, analysis and sharing by 2017.<br>• 50% of APAC air operators participate in flight data sharing initiative by 2016.<br>• Predictive risk management fully effective in States by 2027 | • States to achieve at least 60% EI in AGA of USOAP CMA by 2017<br>• Promote runway safety through workshops at least yearly<br>• All aerodromes in APAC used for international ops to have runway safety teams by 2017<br>• Structure between RASG & APANPIRG to facilitate ATM data collection and sharing by end 2015 |

# Running of APRAST meetings

# Typical APRAST meeting components

- **Plenary Sessions**
  - Collective review of RASG-APAC Decisions, RASG-APAC Work Programme and APRAST Decisions and Conclusions
  - Presentations by State/ Industry/ ICAO

- **Breakout Sessions**
  - Meeting convened in various working groups
    - Safety Enhancement Initiatives Working Group (SEI WG)
    - Safety Reporting and Programme Working Group (SRP WG), including the Information Analysis Team (IAT)
  - Working groups will discuss respective tasks, develop recommendations and provide reports/working papers to APRAST when plenary convenes

- **Workshops**
  - Thematic informal sharing of best practices and practical guidance

# Champions within SEI WG

→ SEIs target the main contributing factors to fatal accidents in the broad areas:

1. Loss of Control In-flight (LOC-I)
2. Controlled Flight into Terrain (CFIT)
3. Runway Safety (RS)

→ Champions are appointed to support each SEI under these three broad areas to ensure good focus on initiatives.

# Preparations for APRAST

# Administrative details

→ APRAST meetings is held twice a year.

→ Secretariat will inform States/Administrations and international organisations through State Letters

→ State/ Administration and Industry Partner are to nominate or update the Point-of-Contact for liaison on RASG-APAC and APRAST matters with ICAO APAC office.

- (SL T 6/13.11 – AP090/15 (FS) refers)

# Registration and Documentation

Prior to the meeting, APRAST participants are advised to:

➜ Register attendance with ICAO Regional Office

- Ensure nominations are appropriate to APRAST meetings and workshops held in conjunction with APRAST meetings.
- Encourage consistent nominated representation.

➜ Check the ICAO APAC website for meeting documentation

# Preparations for APRAST meetings

APRAST participants are strongly encouraged to:

➤ Review pertinent documents

- – RASG-APAC Yearly and Standing Work Programme
- – Decisions and Conclusions[1] arising from the latest RASG-APAC and APRAST meetings
- – Expected deliverables on SEIs circulated by Champions

[1] *Actions in APRAST and RASG-APAC are recorded in the form of*

***Decisions*** *- related to internal working arrangements of the Group and its subsidiary bodies.*

***Conclusions*** *– for matters which merit direct attention of States, or further action to be initiated by the Secretary.*

# Preparations for APRAST meetings

APRAST participants are strongly encouraged to:

- → Follow up on assigned tasks in a timely manner

- → Submit Working or Information Papers as necessary

- → Provide feedback to APRAST Secretariat on the implementation status of safety tools
  - SL T 6/13.11- AP066/15 (FS) refers

# End