

INTERNATIONAL CIVIL AVIATION ORGANIZATION



REPORT OF THE EIGHTH MEETING OF THE ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM (APRAST/8)

BANGKOK, THAILAND, 28 MARCH – 1 APRIL 2016

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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1. Meeting and Registration

1.1. The Eighth Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/8) was held at the ICAO Asia and Pacific Office in Bangkok, Thailand from 28 March to 1 April 2016.

1.2. The APRAST/8 Meeting was attended by 111 participants from 22 States/Administrations and 8 International Organizations and Industry Partners viz. Australia, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, China, Hong Kong, China, Macao, China, Democratic People's Republic of Korea, Lao People's Democratic Republic, Malaysia, Maldives, Mongolia, Nepal, Papua New Guinea, the Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, United States of America, Viet Nam, Airports Council International (ACI), Airbus, 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). The list of participants is at **Appendix A**.

1.3. Mr. Kong, Cheong Tuck, Flight Safety Expert acted as Secretary to the Meeting supported by Mr. S. M. Nazmul Anam and Mr. Pu Fang Hui, Flight Safety Officers of ICAO Asia and Pacific Office.

2. Opening Session

2.1. Mr. Tay Tiang Guan, APRAST Co-chair (States) and Deputy Director General, Civil Aviation Authority of Singapore (CAAS) thanked participants for their contribution to the RASG-APAC Work Programme and APRAST activities. He urged members and industry partners to continue on-going efforts to address operational risks and therefore implement priority safety enhancement initiatives. He thanked Australia, Papua New Guinea, Singapore, Sri Lanka and, Singapore Airlines for organizing the workshop on SSP and SMS Integration and Measurement, which was held in conjunction with APRAST/8.

2.2. Mr. Anthony Houston, APRAST Co-Chair (Industry) and Head of Safety, Security & Quality, Nok Scoot Airlines highlighted the works of APRAST since the first convening in 2012. He urged APRAST to create tangible safety benefits to the region; benefits that trickle down to realise at the operational level. Therefore, each safety initiative and activity at APRAST needs to maintain the vision of how these initiatives impact the APAC Regional Aviation Safety Priorities and Targets and the implementation paths that enable true operational benefit.

REPORT ON AGENDA ITEMS

1. AGENDA ITEM 1: 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 2: SSP AND SMS INTEGRATION AND MEASUREMENT WORKSHOP

2.1 The workshop on SMS/SSP Integration and Measurement, including the breakout sessions, was successfully held on 28 March 2016. Australia facilitated the workshop and provided the background on SSP and SMS objectives, terminology and relationships, while Singapore and Papua New Guinea shared insights on SSP and SMS issues respectively. At the SSP breakout session, Sri Lanka facilitated the discussion on SSP assessment and integration as well as the adoption of safety performance indicators. Singapore Airlines led the other breakout discussion on SMS, relating to the potential for more guidance on the sharing of SPI of various organizations at the State level and the process for agreement on SPIs with regulators.

2.2 The outcomes of the breakout session discussions are at **Appendix B**. The Meeting agreed to the following Decisions:

Decision APRAST 8/1:

That, Australia and ACI develop a survey, to be disseminated by Secretariat, to ascertain the perceived value of a training/education programme, specifically targeting development of SSP and integration with SMS, for CAAs and service providers; and to identify potential Subject Matter Experts to develop this programme.

Decision APRAST 8/2:

That, a detailed training/education programme be developed by identified Subject Matter Experts, with an update on the progress at APRAST/10.

3. AGENDA ITEM 3: UPDATE OF RASG-APAC/5 DECISIONS AND WORK PROGRAMME

3.1. Update of RASG-APAC/5 Decisions – WP/2

3.1.1. The Meeting noted the presentation by the Secretariat on WP/2 on the status of the Decisions adopted at RASG-APAC/5 in October 2015. A summary of the update of RASG-APAC/5 Decisions is at **Appendix C**.

3.2. Progress of the RASG-APAC 2015/2016 Work Programme – WP/3

3.2.1. The Secretariat presented the progress of RASG-APAC 2015/2016 Work Programme since APRAST/7 which was held in September 2015. The Meeting noted the updates, as shown in **Appendix D**.

3.2.2. With regard to Decision RASG-APAC 5/3 (Item 14), Brunei, Malaysia, Papua New Guinea, Singapore and the United States agreed to participate in the task force to develop an action plan for capacity building in the region, with support from the ICAO Regional Office. The Meeting agreed with the task force's nomination of Singapore as the Champion.

3.3. **Development of RASG-APAC Procedural Handbook – WP/4**

3.3.1. Mr. S. M. Nazmul Anam, Flight Safety Officer, ICAO APAC Office, presented WP/4 on the development of RASG- APAC Procedural Handbook.

3.3.2. The Meeting noted that the Handbook was meant to be a living document that would be updated as and when required. The Meeting thanked Bangladesh for volunteering to develop the Glossary, and noted that several participants had further comments to the Handbook. In this regard, the Meeting agreed to the following Conclusion:

Conclusion APRAST 8/1:

That, States/Administrations provide comments on the draft RASG-APAC Procedural Handbook by 30 April 2016, and thereafter the Secretariat submit the first edition of the Handbook to RASG-APAC/6 for approval.

4. AGENDA ITEM 4: UPDATE, DISCUSSION AND REVIEW OF APRAST ACTIVITIES

4.1. **Update of APRAST/6 and APRAST/7 Decisions and Conclusions – WP/5**

4.1.1. The Meeting reviewed the progress of Decisions and Conclusions adopted at APRAST/6 and APRAST/7, as reflected in WP/5. APRAST Co-chair (Industry) noted that some open Decisions and Conclusions overlapped with the items in the RASG-APAC Work Programme and informed that Meeting that a review could be carried out to remove the duplication.

4.1.2. The Meeting reviewed the APRAST/6 and APRAST/7 Decisions and Conclusions and updated their status based on progress made thus far, as reflected in Appendices E and F respectively. The Meeting agreed to the following Decisions:

Decision APRAST 8/3:

That, APRAST adopt the recommendations in **Appendix E** (Status of Open APRAST/6 Decisions and Conclusions) and **Appendix F** (Status of Open APRAST/7 Decisions and Conclusions).

Decision APRAST 8/4:

That, with reference to APRAST Decision 6/2, IATA work with AAPA to follow up to define the extent of the issues related to English Language Proficiency and determine the next course of action, and provide an update at APRAST/9.

4.2. **Presentation on the Safety Tools Implementation Monitoring Mechanism and online submission/update of the Safety Tool Implementation status**

4.2.1. Bangladesh presented on the online tool to monitor the implementation of RASG-APAC endorsed Safety tools. The Meeting thanked Bangladesh for the development of the online tool which would allow for easier submission of updates by States/Administrations. The Meeting noted

that the monitoring mechanism should be for the implementation of safety enhancement initiatives and not limited to safety tools. The Meeting agreed to the following Decision:

Decision APRAST 8/5:

That, Bangladesh continue to assist the Secretariat, with input from SEI WG, in enhancing the mechanism for monitoring of the implementation of all completed RASG-APAC safety enhancement initiatives, particularly, to include the capability for States/Administrations to provide free text remarks in relation to each of the initiatives.

4.2.2. In addition, Mr. Len Wicks suggested that there could be possible areas of convergence between this online monitoring mechanism and a similar mechanism used by APANPIRG, to strengthen coordination. The Meeting agreed to the following Conclusion:

Conclusion APRAST 8/2:

That, ICAO APAC Office explore the possible areas of convergence between the Safety Tools Implementation Monitoring Mechanism and a similar mechanism used by APANPIRG, which could support coordination between RASG-APAC and APANPIRG.

4.2.3. Following discussions at the SEI WG Breakout Session, the Meeting agreed to the following Decision:

Decision APRAST 8/6:

That,

- a) Bangladesh provide the weblink of the online monitoring mechanism to the Secretariat, by 15 April 2016 for it to be posted on the RASG-APAC/ APRAST public website;
- b) Secretariat provide the weblink registration information to States/Administrations for them to update their status of implementation, as soon as possible; and
- c) Secretariat include the process on the use of the online monitoring mechanism in the RASG-APAC Procedural Handbook.

4.3. Update of the Regional Aviation Safety Priorities and Targets – WP/6

4.3.1. APRAST Co-chair (States) presented WP/6 on the Update of the Regional Aviation Safety Priorities and Targets. He urged States/Administrations and Industry to make efforts to attain the APAC Regional Aviation Safety Targets and provide further inputs on the progress after the APRAST/8 meeting, in anticipation of the report to be provided to RASG-APAC/6.

4.3.2. With regard to the target for 50% of APAC air operators, with aircraft of mass 27,000 kg and above to participate in flight data sharing initiatives by 2016, IATA updated that up to 12 operators were now participating.

4.3.3. The Meeting noted that AP-SRP WG would determine the overall framework facilitating the collection and sharing of ATM data with RASMAG and propose a revised deadline for completion of the relevant target. Boeing clarified that the target for implementing structures between RASG-APAC and APANPIRG was to facilitate collection and sharing of safety data related to ATM, and that this mainly concerned large height deviations.

4.3.4. Therefore the Meeting agreed to the following Conclusions:

Decision APRAST 8/7:

That, ICAO, States/Administrations and Industry provide information on the progress of the APAC Regional Aviation Safety Priorities and Targets, as detailed in APRAST 7/14, to the Secretariat by 31 May 2016, to facilitate the preparation of an update at RASG-APAC/6.

Conclusion APRAST 8/3:

That, APRAST recommend to RASG-APAC/6 to revise the deadline for the Regional Target to implement structures between RASG-APAC and APANPIRG to facilitate collection and sharing of ATM data, from end 2015 to mid-2017, in time for RASG-APAC/7.

4.4. Update of APAC-AIG Activities – WP/7

4.4.1. Mr. Chan Wing Keong, Chairman APAC-AIG, presented the follow-up to the decisions made by the APRAST/7 and RASG-APAC/5 relating to accident investigation and updated on the other activities pursued by the APAC-AIG. In particular, 18 States/Administrations had pledged support to the Asia-Pacific Code of Conduct on Cooperation Relating to Civil Aviation Accident/Incident Investigation and 19 States/Administrations had provided input to the database of investigation agencies in the APAC region.

4.4.2. Following up on Decisions APRAST 7/4 and 7/5, the ICAO APAC Office sent out a State Letter on 21 September 2015 [Ref.: T 10/8.4-AP136/15 (FS)] to disseminate the clarification provided by ICAO HQ on the independence of an accident investigation authority and the classification of occurrences.

4.4.3. Chairman APAC-AIG highlighted ICAO HQ's clarification that an accident investigation unit that is within the State civil aviation authority would not be regarded as an independent accident investigation authority. On the classification of occurrences, Chairman APAC-AIG shared that thus far, the responses from States to the State Letter mentioned earlier did not indicate any difficulties in classifying occurrences. The Meeting agreed to close Decisions APRAST 7/4 and 7/5, and also to the following Conclusion:

Conclusion APRAST 8/4:

That, ICAO APAC Office remind States/Administrations to provide their response to the following ICAO APAC State Letters if they have not done so:

- a) State Letter dated 21 September 2015 [Ref.: T 10/8.4-AP136/15 (FS)];
- b) State Letter dated 29 January 2015 [Ref.: T 10/5.3-AP021/15 (FS)]; and
- c) State Letter dated 2 August 2013 [Ref.: T 6/13.9-AP053/13 (FS)].

4.4.4. The Meeting noted that the Fourth Accident Investigation Workshop of the Asian Society of Air Safety Investigators (AsiaSASI) would be held on 30 - 31 August 2016, in conjunction with the APAC-AIG/4 meeting hosted by the Japan Transport Safety Board (JTSB) on 1-2 September 2016. States/Administrations were encouraged to attend these meetings.

4.4.5. In relation to the low USOAP AIG EI rates in the region, the Meeting agreed to the following Decision:

Decision APRAST 8/8:

That, APAC-AIG identify potential initiatives to help improve accident investigation capabilities and USOAP AIG EI rates of States/ Administrations.

4.5. Amendment 15 to Annex 13 – WP/8

4.5.1. Chairman APAC-AIG highlighted the main changes introduced by Amendment 15 to Annex 13, which would become applicable on 10 November 2016. In summary, Amendment 15 introduced the definition for “accident investigation authority” and provisions for the independence of investigations, and for the protection of accident and incident investigation records. The meeting agreed to the following Conclusion:

Conclusion APRAST 8/5:

That,

- a) States/Administrations take early actions to implement the new ICAO requirements, particularly to establish an independent accident investigation authority as soon as possible;
- b) Secretariat to include the establishment of independent accident investigation authority in the monitoring mechanism on the compliance to ICAO SARPs.

4.6. Third International Accident Investigation (IAI) Forum – WP/9

4.6.1. The Meeting was informed that the Air Accident Investigation Bureau of Singapore would be hosting the 3rd International Accident Investigation (IAI) Forum at the Singapore Aviation Academy on 19 - 21 April 2016. States/Administrations were encouraged to attend this forum.

5. AGENDA ITEM 5: PRESENTATION – STATE / INDUSTRY / ICAO

5.1. Starter Kit to APRAST – WP/10

5.1.1. Singapore presented WP/10 on the Starter Kit to APRAST, which is aimed to provide a quick overview of APRAST and its processes to facilitate meeting preparations and encourage participation. The Meeting noted that the Starter Kit to APRAST would be posted on the RASG-APAC/APRAST public website.

5.2. Papua New Guinea’s Approach to Implementation of SMS – WP/11

5.2.1. Papua New Guinea (PNG) presented WP/11 on its approach to implementation of SMS, to which the Meeting noted PNG’s commendable efforts in implementing SMS over the last six years and, carrying out monitoring and oversight to ensure compliance with Annex 19.

5.3. Regional Data Collection, Analysis and Information Sharing Status Report – WP/12

5.3.1. MITRE presented WP/12 on the status of Regional Data Collection, Analysis and Information Sharing. China expressed its support for the initiative and its intention to participate in the Demonstration Project.

5.3.2. In response to IFALPA’s comments, IATA said that measures were incorporated in FDX to ensure data confidentiality and the de-identification of individuals and air operators, and to protect against the in appropriate use of flight data. These protections and the additional protections applied to all Demonstration Project results were outlined in Appendix A of the Governance Plan Version 5.0.

5.3.3. The Meeting noted the Version 5.0 of the Governance Plan and urged States/ Administrations and Industry to participate in the Regional Data Collection, Analysis and Information Sharing for Aviation Safety Demonstration Project in Asia Pacific (refer to Decision APRAST 7/18).

5.4. Workshop Forecast – WP/13

5.4.1. APRAST Co-chair (States) presented WP/13 on a forecast of workshops to be held in conjunction with APRAST meetings, as a follow up to APRAST Decision 7/17. The Meeting noted the workshop forecast and, in particular, the topic of the workshop at APRAST/9 would be the implementation of SEIs with a focus on Runway Safety (with reference to APRAST 7/33).

5.4.2. The Meeting thanked CANSO and ACI for volunteering to be the Champion for the workshop at APRAST/9 and encouraged States/ Administrations and Industry to volunteer as Champions and contributors for future workshops. The Meeting agreed to the following forecast of workshops, which would be reviewed and updated at future APRAST meetings:

Meeting	Time	Topic	Champion(s)
APRAST/9	Late 2016	Implementation of SEIs with focus on Runway Safety	CANSO, ACI
APRAST/10	Early 2017	SMS Implementation - Acceptance and review of SMS SEI Implementation	State (To be confirmed)
APRAST/11	Late 2017	SSP Implementation - Experiences in developing SSP - Coordinating SSP with SMS SEI Implementation	State (To be confirmed)
APRAST/12	Early 2018	SEI Implementation	To be confirmed

5.5. Presentation – US Commercial Aviation Safety Team (CAST) Update

5.5.1. The US CAST provided an update on the CAST, an overview of its history, mission, work and international outreach. CAST highlighted that there were 96 safety enhancements with topics ranging from airplane state awareness, takeoff misconfiguration to runway excursions. The Meeting noted that CAST Safety Enhancement Plan and details of all Safety Enhancements can be found on Skybrary.

5.6. Presentation – Global Safety Information Project (GSIP) Update

5.6.1. The Meeting noted Flight Safety Foundation's update on the GSIP. The Meeting noted that there was broad consensus on the value of data analysis for flight safety and there should be more information sharing initiatives, along with some structure and definition for data analysis. The Meeting noted that more workshops would be held in Asia Pacific and Pan-America in 2016.

5.7. Presentation – New Requirements on transportation of lithium batteries by air

5.7.1. IATA updated the Meeting on the latest requirements on the transportation of lithium batteries by air. Boeing shared that US CAST was developing an SEI (SEI 126) on the transportation of lithium batteries by cargo aircraft. Noting that this was an emerging issue with regulatory and operational implications to the industry, APRAST Co-Chair (States) requested the SEI WG to review whether there was a need to develop further action to address this emerging safety issue.

5.7.2. After the SEI WG Breakout Sessions, the Meeting agreed to the following Conclusion and Decision:

Conclusion APRAST 8/6:

That, States/Administrations note the new ICAO requirements on transportation of lithium batteries by air which is applicable from 1 April 2016.

Decision APRAST 8/9

That, US CAST provide an update to SEI WG on the progress of the new US CAST SE 126 for cargo aircraft at APRAST/9, for possible adoption in the Asia Pacific Region.

5.8. Review of PANS-ATM in consonance with Annex 19 – WP/14

5.8.1. Nepal presented WP/14 on the review of PANS-ATM in consonance with Annex 19. Mr. Len Wicks, ICAO noted that ICAO HQ was aware of the inconsistencies within the safety management related provisions in PANS-ATM Doc 4444, following the adoption of Annex 19. Singapore and Sri Lanka supported Nepal's proposal to recommend to ICAO to harmonize the provisions regarding SMS in Doc 4444 and other related documents in line with Annex 19. Therefore the Meeting agreed to the following Conclusion:

Conclusion APRAST 8/7:

That, ICAO APAC Office recommend to ICAO to harmonize the provisions regarding safety management in ICAO Doc 4444 – Procedures for Air Navigation Services- Air Traffic Management (PANS-ATM) and other related documents in line with ICAO Annex 19.

6. AGENDA ITEM 6: BREAKOUT SESSIONS

6.1. The Capacity building Task Force, SEI WG and SRP WG held breakout sessions which included review of the work items in the RASG-APAC 2015/2016 Work Programme, and emerging regional issues.

6.2. Capacity Building Task Force Breakout Session

6.2.1 With regard to Decision RASG-APAC 5/3 (Item 14 of RASG-APAC work Programme), Singapore as Champion, updated the Meeting on the progress of the Capacity Building Task Force to develop an action plan to address Asia Pacific States' capacity building needs, particularly in the areas of flight operations, airworthiness, air navigation services and accident investigation.

6.2.2 Mr. S. M. Nazmul Anam, Flight Safety Officer, ICAO APAC Office, highlighted that training CE-4 is highly needed in this region and suggested that CE-4 gap analysis be conducted through workshops. He further encouraged the identification of sub-regional training facilities to maximize participation while reducing training costs. Malaysia suggested having on-site training where possible to further reduce costs.

6.2.3 The Meeting agreed to the following Conclusion:

Conclusion APRAST 8/8:

That,

- a) Secretariat circulate the draft action plan of the Capacity Building Task Force to States/Administrations for comments to reach Secretariat by 1 May 2016; and
- b) APRAST submit the final draft of the action plan to RASG-APAC/6 for approval.

6.3. SEI WG Breakout Session

6.3.1. The Meeting noted the status of completed SEIs to date: 9 out of 11 Priority 1 SEIs; 2 out of 5 Priority 2 SEIs; and, 3 out of 5 Priority 3 SEIs. Within the RASG-APAC 2015/2016 Work Programme, the Meeting noted the completion of SEIs LOC/1, CFIT4 and CFIT/7, as well as progress in other SEIs. The Meeting agreed to the following Decisions and Conclusions:

Decision APRAST 8/10:

That, AAPA continue the development of the LOC/2 output and report the progress at APRAST/9.

Decision APRAST 8/11:

That, Malaysia present the LOC/4 output at APRAST/9, with the view to submit to RASG-APAC/7 for approval.

Decision APRAST 8/12:

That, based on the Airplane Upset Recovery Training Aid (AURTA) to be published by OEMs (Airbus, ATR, Boeing, Bombardier, Embraer) and ICAO by mid-2016, COSCAP-NA CTA review the following and report the progress at APRAST/9:

- a) SEI LOC/6 output - draft model advisory;
- b) SEI LOC on Airplane State Awareness – effective upset prevention and recovery training (Ref. CAST SE 196); and
- c) SEI LOC on Policy and Training for Non-Normal Situations (Ref. CAST SE 197).

Conclusion APRAST 8/9:

That, APRAST recommend to RASG-APAC/6 for SEIs CFIT/4, CFIT/7 and LOC/1 to be removed from the RASG-APAC 2015/2016 Yearly Work Programme.

Conclusion APRAST 8/10:

That, APRAST submit the SEI RI/2 (Runway Incursion Prevention and Pilot Training) output to RASG-APAC/6 for approval.

6.3.2. The Meeting noted the progress of other SEIs including those in the register of emerging issues. The Meeting noted that FSF was assigned as the new Champion for RE/1 (Causal factors with pilot decision to not go-around). FSF updated that a study on non-compliance in go-around was conducted and the study report which contained recommendations on the go-around decision making would be published. IFALPA would review the report when it was made available. The Meeting agreed to the following Decisions:

Decision APRAST 8/13:

That, FSF/IFALPA update APRAST/9 on the FSF study related to non-compliance in go-arounds, with a view to developing a DIP for SEI RE/1 at a later stage.

Decision APRAST 8/14:

That, CANSO, as a first step, review the output(s) provided by US CAST (SE 179 and SE180) and discuss possible next steps for RI/5 and RI/6 with SEI WG at APRAST/9.

Decision APRAST 8/15:

That, IFALPA and ACI with the assistance of Secretariat, circulate the draft DIP of SEI RE/5 to States/Administrations and Industry for comments to reach Secretariat by 30 June 2016, and submit the DIP to APRAST/9 for endorsement.

6.3.3. AP-SRP WG Vice-Chair (Industry) highlighted the need to monitor the implementation of RASG-APAC endorsed safety tools by Industry. The Meeting agreed to the following Decision:

Decision APRAST 8/16:

That,

- a) IATA monitor the implementation of RASG-APAC endorsed safety tools by Industry and provide an update at APRAST/9; and
- b) COSCAP CTAs assist in monitoring the implementation status of the SEIs of the member States/Administrations in their respective sub-regions.

6.3.4. The Meeting reviewed the status of open APRAST/6 and APRAST/7 Decisions and Conclusions related to SEI WG. In particular, with regard to Decision APRAST 7/28, SEI WG Co-Chair (States) presented a process to ensure currency of SEI outputs. The Meeting agreed to this process and the following Decision:

Decision APRAST 8/17:

That, SEI WG provide the process to ensure the currency of SEI outputs to Secretariat for incorporation into the RASG-APAC Procedural Handbook.

6.3.5. APRAST Co-Chair (Industry) suggested that RASG-APAC SEIs should eventually address operational risks beyond the current top three fatal accident categories (CFIT, RS and LOC-I). Furthermore, the definition of a SEI should go beyond the reduction of operational risks, to also

include the reduction of organizational risks. Australia, Bangladesh and IATA support this broader scope, as it would further enhance aviation safety. The Meeting agreed to the following Decision:

Decision APRAST 8/18:

That, SEI WG review its work processes for the creation of SEIs, to take into account the need to address both operational and organizational risks in the region, and provide an update at APRAST/9.

6.3.6. With regard to Conclusion APRAST 7/6 on the establishment of Runway Safety Go-Teams, the Meeting noted that the RASG-APAC/5 approved the recommendations for the establishment of Runway Safety Go Teams and that the Philippines, Thailand and Vietnam are likely targets to trial the runway safety Go-Team.

6.3.7. With regard to Decision APRAST 7/24 on the development of details arising from the concept of the Go-Team to support the implementation of SMS for service providers and SSP for States/Administrations, the Meeting noted that the objectives of assisting service providers and States/Administrations on SMS and SSP implementation would be very broad. Australia, IATA and Singapore requested for narrower definition of the objectives of the SMS Go-Team. The Meeting therefore agreed to the following Decision:

Decision APRAST 8/19:

That,

- a) SEI WG revise the scope of the Go-Team to focus only on assisting service providers' implementation of SMS.
- b) ACI and IATA provide to SEI WG, the relevant references, SMS programmes and information on provision of expertise for incorporation in the Go-Team concept.
- c) SEI WG, with the assistance of Secretariat, circulate the proposed Go-Team concept which should also incorporate the mission objectives, duration of deployment and feedback mechanisms, to States/Administrations and Industry for comments to reach the Secretariat by 30 June 2016, with the view of submitting the SMS Go-Team concept to RASG-APAC/6 for approval.

6.3.8. With regard to updating the SEI implementation monitoring mechanism, the Meeting agreed to the following Decision:

Decision APRAST 8/20:

That, SEI WG provide the full list of completed SEI outputs to Secretariat and Bangladesh, in order to update the SEI implementation monitoring mechanism.

6.4. AP-SRP WG Breakout Session

6.4.1. The AP-SRP WG discussed the need to make public the APAC Annual Safety Report and recommended producing two versions of the report: one public, which will not include the predictive section, and another version including the predictive section for RASG-APAC members only. The Meeting agreed to the following Conclusion:

Conclusion APRAST 8/11:

That, APRAST submit the proposal to develop the public and members versions of the APAC Annual Safety Report to RASG-APAC/6 for approval.

6.4.2. The Meeting noted that in view of RASG-APAC/6 taking place in August, AP-SRP WG would not have sufficient time to submit the draft 2016 APAC Annual Safety Report to RASG-APAC/6 for approval. Nonetheless, a draft presentation containing the key highlights of the 2016 APAC Annual Safety Report, would be provided to update RASG-APAC/6. The Meeting agreed to the following timeline:

Time	Item	Action by
April	Draft predictive analysis to be provided for AP-SRP WG's review	Boeing
June	Data to be provided to Australia and Singapore for reactive analysis	IATA, Boeing, ICAO
July	Draft analysis to be completed Draft Presentation for RASG APAC/6 completed and submitted to APRAST Co-Chairs	Boeing, Singapore, Australia
Aug	Presentation at RASG-APAC/6	AP-SRP WG Vice-Chairs
Sept	Draft report produced	Boeing, Singapore, Australia
Sept	Circulate to AP-SRP WG for comments	Secretariat
Sept	Final comments from AP-SRP WG	AP-SRP WG
Sept	Circulate to APRAST Co-Chairs for comments	Secretariat
October	Final comments from APRAST Co-Chairs	APRAST Co-Chairs
October	Final report completed by APRAST/9	Australia (TBC)

6.4.3. The Meeting agreed to the following Decision and Conclusion:

Decision APRAST 8/21:

That, AP-SRP WG complete the APAC Annual Safety Report by APRAST/9.

Conclusion APRAST 8/12:

That, APRAST recommend to RASG-APAC/6 for the final report to be submitted to RASG-APAC Chair for approval and dissemination.

6.4.4. With regard to Decision APRAST 5/1 and the related Work Programme item on identification of sources and requirements to collect information on TAWS, TCAS RA, unstable Approaches, and stall warnings for analysis, AP-SRP WG Vice-Chair (States) updated that the current sources were the ASIAs and IATA FDX systems, while the requirements would be based on the agreement with US CAST and the needs of the Demonstration Project for Regional Data Collection, Analysis, and Information Sharing System. He also updated that information and analysis on TAWS, TCAS RA, unstable Approaches, and stall warnings would be provided in the Predictive section of the APAC Annual Aviation Safety Report. Therefore the Meeting agreed to the following Conclusion:

Conclusion APRAST 8/13:

That, APRAST recommend to RASG-APAC/6 that the 2015-2016 RASG-APAC Work Programme Item on Flight Information Analysis (Item 10; related to Decision APRAST 5/1) be closed.

6.4.5. The Meeting noted that AP-SRP WG had provided inputs on the process for publication and distribution of the APAC Annual Safety Report to the Secretariat for the RASG-APAC Procedural Handbook in relation to Decision APRAST 6/25.

6.4.6. With regard to Decisions APRAST 6/21 and 7/36, AP-SRP WG Vice-Chair (States) shared that the US CAST had provided information to the SEI WG. The Meeting noted that it was necessary to review and prioritise the potential SEIs that are applicable to the APAC region. Therefore, the Meeting agreed to the following Decision:

Decision APRAST 8/22:

That, the SEI WG and AP-SRP WG develop coordination processes to ensure relevant safety data and information be utilised to identify SEIs and prioritise their development based on regional risks, starting with a coordination session between the two groups in plenary at APRAST/9 to organize an information-exchange-session.

6.4.7. With regard to Decision APRAST 7/23 and the related Work Programme Item (Item 15), AP-SRP WG Vice-Chair (States) updated that the item remained open but AP-SRP WG had reviewed the information provided by the representatives from China Regional Monitoring Agency and by ICAO during the breakout session and would further review the information found in ASIAs. As such the Meeting agreed to the following Decision:

Decision APRAST 8/23:

That, AP-SRP WG provide an update at APRAST/9 on the information to be shared with RASMAG of APANPIRG for further analysis (refer to ASBU Block 0 Modules and APAC Seamless ATM items as safety barriers to CFIT, RS and LOC-I occurrences).

6.4.8. The Meeting noted the presentation by AP-SRP WG (Industry) on worldwide and APAC regional accident trends, which indicated that the majority of the hull loss and fatal accidents involved air carriers of a few States in the region.

7. AGENDA ITEM 7: ANY OTHER BUSINESS

7.1. DGCA/52 Action Item 52/13 on regional RPAS collaboration

7.1.1. APRAST Co-chair (States) updated that the 52nd APAC DGCA Conference held in 26-30 October 2015 in Manila, requested RASG-APAC/APRAST to consider establishing a Remotely Piloted Aircraft Systems (RPAS) Task Force and to coordinate with appropriate bodies responsible for safety and security, in respect of on-going regional RPAS collaboration and information sharing.

7.1.2. Australia shared that the risks associated with non-commercial RPAS uses were of greater concern. The Meeting also noted that the Action Item was applicable also to security areas, which was not within the ambit of APRAST and RASG-APAC. There were also existing bodies that had been created to address RPAS issues, and furthermore RPAS-related events would also be held in 2016. States/ Administrations were encouraged to participate in the upcoming information sharing for RPAS operations: ICAO RPAS and Remote ATS Symposium to be held in Sweden, 9 -10 May 2016 and the Asia Pacific Remotely Piloted Aircraft Systems (RPAS) Symposium to be held in Singapore, 31 May – 1 June 2016. The Meeting agreed to the following Conclusion:

Conclusion APRAST 8/14:

That, APRAST recommend to RASG-APAC/6 that instead of establishing a Task Force on RPAS under RASG-APAC, it would be practical at this point, for States to engage in existing bodies and forums related to RPAS safety and security, for sharing of best practices and potential collaboration.

7.2. Dedicated Web Portal for RASG-APAC/ APRAST (Protected Workspace)

7.2.1. As a follow up to Decision APRAST 7/3, APRAST Co-Chair (Industry) presented a proposed RASG-APAC/ APRAST Information Management and Collaboration website. The purpose of the website is to provide a protected workspace available to RASG-APAC/ APRAST members, for better visibility, organization of working materials and enhanced collaboration. The Meeting supported this proposal and agreed to the following Decision:

Decision APRAST 8/24:

That, NokScoot be the initial host and lead the early development of the Information Management and Collaboration website, and provide a progress report at APRAST/9.

8. AGENDA ITEM 8: REVIEW AND ADOPTION OF APRAST/8 CONCLUSIONS AND DECISIONS INCLUDING ITEMS FOR CONSIDERATION AND APPROVAL AT RASG-APAC/6

8.1 The Meeting requested that the relevant Conclusions adopted at APRAST/8 be submitted to RASG-APAC/6 for approval.

9. AGENDA ITEM 9: PRESENTATION OF DRAFT APRAST/8 REPORT

9.1. The Meeting adopted the APRAST/8 Report. A list of APRAST/8 Decisions and Conclusions can be found at **Appendix G** to this Report.

10. AGENDA ITEM 10: DATE AND VENUE OF NEXT MEETING

10.1. The Meeting agreed that APRAST/9 Meeting be held on 31 Oct – 4 Nov at ICAO Asia and Pacific Office, Bangkok.

10.2. The Meeting also noted that the following dates and venues of related meetings:

• APANPIRG/RASG-APAC Coordination Meeting	Bangkok, Thailand, 28-29 April 2016
• RASMAG Meeting	Bangkok, Thailand, 14-17 June 2016
• RASG-APAC/6	Colombo, Sri Lanka, 1-2 August 2016
• APAC-AIG/4	Japan, 1-2 September 2016

10.3 The Meeting also noted the following upcoming regional and ICAO events:

5 -6 April 2016	ICAO Symposium on Fatigue Management Approaches
18-22 April 2016	ICAO Regional Workshop on Annex 14 Vol II (Bangkok, Thailand)
19-21 April 2016	International Accident Investigation (IAI) Forum (Singapore)
9-10 May 2016	ICAO RPAS and Remote ATS Symposium (Stockholm, Sweden)
16-17 May 2016	ICAO Upset Prevention and Recovery Training (UPRT) Workshop (Republic of Korea)
19-20 May 2016	ICAO Upset Prevention and Recovery Training (UPRT) Workshop (Singapore)
31 May-1 June 2016	Asia Pacific Remotely Piloted Aircraft Systems (RPAS) Symposium (Singapore)
30-31 August 2016	Accident Investigation Workshop of the Asia Society of Air Safety Investigators (AsiaSASI) (Japan)

10.4 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. The Meeting expressed its appreciation to Mr Anthony Houston who would be completing his two terms as APRAST Co-Chair (Industry) in April 2016, for his outstanding leadership and valuable contribution in APRAST.

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89.	Mr. Tuan Duc DINH	Deputy Director Vietnam Airlines Corporation Hanoi	Tel.: + Fax: +	Dinhductuancapt@gmail.com;
INTERNATIONAL ORGANIZATION				
1.	ACI			
90.	Mr. SL WONG	Head – Technical & Industry Affairs Unit 13, 2/F, Airport World Trade Centre 1 Sky Plaza Road Hong Kong International Airport Hong Kong, China	Tel.: +852-2989 8001 Fax: +852-2180 9462	sl@aci-asiapac.aero;
2.	AIRBUS			
91.	Mr. Hugues LALOE	Director International Safety Programmes Airbus SAS France	Tel.: +33-567-191 071	Hugues.laloe@airbus.com;
92.	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;
93.	Mr. Zhigang YANG	Regional Safety Director Airbus China		Zhigang.yang@airbus.com;

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STATE/NAME		TITLE/ORGANIZATION	TEL/FAX	E-MAIL
3.	BOEING			
	94.	Mr. Gerardo M. HUETO	Chief Engineer Aviation System Safety Boeing Commercial Airplanes U.S.A.	Tel.: +1-425-306 4513 gerardo.m.hueto@boeing.com ;
4.	CANSO			
	95.	Mr. Iain S. WHITE	Senior Safety Programs Specialist – Airservices Australia Air Traffic Services Centre Airservices Australia Queensland 4009, Australia	Tel.: +61-7-3860 8007 iain.white@airservicesaustralia.com ;
5.	FLIGHT SAFETY FOUNDATION			
	96.	Mr. Greg MARSHALL	Vice President Global Programs Flight Safety Foundation Inc. 701 N Fairfax Street Alexandria, VA 22314-1774 United States	Tel.: +1-571-215 9636 Tel.: +1-703-739 6708 marshall@flightsafety.org ;
6.	IATA		Tel.: +1	
	97.	Mr. Rodolfo QUEVEDO <i>(Principal Delegate)</i>	Director, Safety IATA Head Office Montreal, Canada	Tel.: +1-514-874 0202 quevedor@iata.org ;
	98.	Mr. Blair COWLES	Regional Director, Safety and Flight Operations IATA 111 Somerset Road Singapore – 238164	Tel.: +65-6499 2395 cowlesb@iata.org ;
	99.	Capt. Keminda YAHAMPATH	Manager Flight/Ground Safety and Emergency Response Unit IATA / Sri Lankan Airlines Ltd. Corporate Safety, Airline Centre Bandaranaike International Airport Katunayake, Sri Lanka	Tel.: +94-197 332333 Fax: +94-19733 0197335211 keminda.yahampath@srilankan.com ;

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STATE/NAME		TITLE/ORGANIZATION	TEL/FAX	E-MAIL
7.	IFALPA			
	100.	Capt. Ishtiaque HOSSAIN	Regional Vice President (Asia / West) IFALPA - The Global Voice of Pilots	Cell: +880-1711-534710 ishtiaquehossain1@gmail.com ;
	101.	Capt. Bhudhibhuntu TEINWAN	Technical Officer IFALPA Thai Pilot Association Bangkok, Thailand	Tel.: +66-2-5454046 bhudhibhuntu@gmail.com ;
8.	ICAO			
	102.	Mr. KONG, Cheong Tuck	Flight Safety Officer ICAO Asia and Pacific Office Bangkok 10900, Thailand	Tel.: +66-2-537 8189 Fax: +66-2-537 8199 APAC@icao.int ; CKong@icao.int ;
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STATE/NAME		TITLE/ORGANIZATION	TEL/FAX	E-MAIL
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111.	Mr. Thomas SYLVESTER	Chief Technical Advisor COSCAP – South East Asia c/o ICAO Asia and Pacific Office Bangkok 10900, Thailand	Tel.: +66-2-287 0803 Fax: +66-2-287 0805	tsylvester@icao.int ; tesylvester@gmail.com ;

APRAST/8 – Summary of Participants

Total Participants = 111

22 States/Administrations

8 International Organizations and Industry Partners (including ICAO)

Australia – 1

Bangladesh – 9

Bhutan – 2

Brunei Darussalam – 2

Cambodia – 2

China – 4

Hong Kong, China – 4

Macao, China – 6

DPR Korea – 3

Lao PDR – 2

Malaysia – 3

Maldives – 5

Mongolia – 1

Nepal – 2

Papua New Guinea – 1

Philippines – 3

Republic of Korea – 2

Singapore – 11

Sri Lanka – 3

Thailand – 17

USA – 2

Viet Nam – 4

ACI – 1

Airbus – 3

Boeing – 1

CANSO – 1

FSF – 1

IATA – 3

IFALPA – 2

ICAO APAC – 7

COSCAP-NA – 2

COSCAP-SA – 1

COSCAP-SEA – 1

SSP and SMS Workshop

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Content

- Workshop had:
 - Plenary discussion on terminology, relationship between SSP and SMS and issues with SSP and SMS
 - Breakout sessions on assessment/evaluation and integration of SSP and SMS

Objectives

- Workshop objectives were to:
 - Increase participants understanding of relationships and interactions between SSP and SMS
 - Capture current issues and concerns of participants regarding SSP and SMS
 - Consider ways to integrate SSP or SMS into organizations with emphasis on identifying cultural or regional issues
 - Consider SPIs that might be valid in Regional and/or State and Service Provider contexts

Suggested Outputs

- Should develop following products
 - Go Team product focused on assisting Service Providers (SP) with SMS development
 - An immersion program for NAA and SP (say 3 days)

Recommendations

1. The conduct of immersion programs in the region would be funded on a cost recovery principle.
2. Australia and ACI would develop a survey, to be disseminated by Secretariat, to ascertain the perceived value of an immersion program for CAAs and service providers.
3. A detailed immersion programme would be developed by identified Subject Matter Experts, with an update on the progress at APRAST/10.

STATUS of RASG-APAC/5 DECISIONS

Decision Ref	Description	Status
Decision RASG-APAC 5/1 WP/2 – Review of Progress of RASG-APAC/4 Decision	That, APRAST’s recommendation to close all items in Attachment A to WP/2 be approved.	Noted. Propose to Close.
Decision RASG-APAC 5/2 WP/3 – Update of RASG-APAC 2014/2015 Work Programme	That, the recommendations and conclusions as described for each of the items in Attachment A to the WP/3 are approved.	Noted. Propose to Close.
Decision RASG-APAC 5/3 WP/9 – Update on Asia and Pacific Regional Priorities and Targets	<p>Decision RASG-APAC 5/3</p> <p>That, the following changes (in underline and strikethrough) to the Asia and Pacific Regional Priorities and Targets be approved:</p> <ul style="list-style-type: none"> a) Amendment to the target “50% of APAC air operators with aircraft of mass 27,000kg and above, participating in flight data sharing initiative by 2016”. b) Addition of a new Action under Regional Aviation Safety Priority: Predictive risk management and advanced regulatory oversight, as follows: <ul style="list-style-type: none"> <i>Enhance the protection of aviation data information</i> <u>RASG-APAC should encourage States/Administrations to adopt safety information protection protocols.</u> c) Amendment to the target “Task force (to be formed by APRAST) to develop an action plan on capacity building by June 2016.” 	<p>Propose to close.</p> <p>The changes to the Asia and Pacific Regional Priorities and Targets were updated and kept in the Secretariat common server.</p> <p>SL T 6/8.1 – AP007/16(FS) dated 15 Jan 2016 was issued on behalf of RASG-APAC to encourage States/Administrations to adopt safety information protection protocols</p>

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Decision Ref	Description	Status
Decision RASG-APAC 5/4 WP/9 – Update on Asia and Pacific Regional Priorities and Targets	That, all APAC States/ Administrations are encouraged to make efforts to attain various Regional Aviation Safety Targets including the improvement in USOAP CMA EI scores, and to provide required information to the Secretariat to aid the monitoring of the progress of the Regional Aviation Safety Priorities and Targets.	Propose to close. SL T 6/8.1 – AP011/16(FS) dated 18 Jan 2016 was issued on behalf of RASG-APAC to encourage to make efforts to attain various Regional Aviation Safety Targets including the improvement in USOAP CMA EI scores, and to provide required information to the Secretariat to aid the monitoring of the progress of the Regional Aviation Safety Priorities and Targets.
Decision RASG-APAC 5/5 WP/5 – Implementation of ICAO Runway Safety Go-Teams in the ICAO Asia Pacific Region	That, recommendations for the establishment of Runway Safety Go Teams are approved.	Propose to Close. In consultation with ICAO RS Go-Team partner, ACI, ICAO APAC RO sent out letters in Feb2016 to invite States (and their airports) to host the RS Go-Team. The invited States were Vietnam, Bangladesh, Philippines and Thailand.
Decision RASG-APAC 5/6 WP/5 – Implementation of ICAO Runway Safety Go-Teams in the ICAO Asia Pacific Region	That, ICAO APAC RO, with assistance from the COSCAP Chief Technical Advisors, coordinate the implementation of ICAO Runway Safety Go-Teams in the APAC region, and share relevant information on implementation with States/ Administrations and industry.	Consulted ICAO RS Go-Team partner, ACI and initiated letters (Feb 2016) inviting State (and airport operator) to host RS Go-Team were sent to 4 States.
Decision RASG-APAC 5/7 WP/6 – Proposed Detailed Implementation Plan for SEI RI/2	That, the DIP for SEI RI/2 on Runway Incursion Prevention and Pilot training is approved.	Propose to close. DIP approved and SEI RI/2 included in 2015/2016 work programme.
Decision RASG-APAC 5/8 WP/6 – Proposed Detailed Implementation Plan for SEI RI/2	That, inclusion of SEI RI/2 in the RASG-APAC 2015/2016 Yearly Work Programme is approved.	Propose to close. DIP approved and SEI RI/2 included in 2015/2016 work programme.

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Decision Ref	Description	Status
<p>Decision RASG-APAC 5/9 WP/7 – Safety Enhancement Initiative (SEI) Outputs for RASG Consideration and Approval</p>	<p>That, the outputs in the following SEIs:</p> <ol style="list-style-type: none"> 1. SEI CFIT/4 – Guidance on the Establishment of a Flight Data Analysis Program (FDAP) Model Advisory Circular (Champion – Singapore Airlines); 2. SEI CFIT/7 – Guidance for Air Operators in Establishing a Flight Safety Documents System Model Advisory Circular (Champion – CAD Hong Kong); 3. SEI LOC/1 and CFIT/2 – Standard Operating Procedures for Flight Deck Crewmembers. (Champion – CAAS, HK CAD and CASA) <p>be approved and disseminated to States/Administrations and Industry.</p>	<p>Propose to close. RASG-APAC endorsed safety tools uploaded onto APAC public website and notification SL informing of availability of RASG-APAC endorsed safety tools issued. Ref.: T 6/8.5 – AP000/16 (FS) dated 13 Jan 2016.</p>
<p>Decision RASG-APAC 5/10 WP/8 – AP-SRP Working Group Report</p>	<p>That, the 2015 APAC Annual Safety Report be published on the RASG-APAC website on the ICAO Portal.</p>	<p>Propose to close. 2015 Annual Safety Report uploaded on the RASG-APAC website on the ICAO Portal.</p>
<p>Decision RASG-APAC 5/11 WP/8 – AP-SRP Working Group Report</p>	<p>That, RASG-APAC approve the distribution of the APAC Annual Safety Report publications to other RASGs.</p>	<p>Propose to close. IOM T 6/8.4 – AP-FS0028/16 dated 1 Feb 2016 issued informing other RASGs of availability 2015 APAC Annual Safety Report.</p>
<p>Decision RASG-APAC 5/12 WP/4 – Update on Work Done by APAC-AIG</p>	<p>That, all States/Administrations provide their response to ICAO APAC State Letter dated 21 September 2015 [Ref.: T 10/8.4-AP136/15 (FS)] requesting for feedback in respect of independence of accident investigation authority and classification of an occurrence.</p>	<p>Propose to close. 5 States/Administrations responded.</p>

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Decision Ref	Description	Status
Decision RASG-APAC 5/13 WP/4 – Update on Work Done by APAC-AIG	That, ICAO HQ provide more guidance on post-accident activities such as dealing with the families of the victims.	Propose to Close. IOM, ref T 6/8.6 – AP-FS0006/16 dated 7 Jan 2016 was sent to ICAO HQ to seek advice and support for this item. The advice given was to refer to guidance docs 1) The Manual of Accident and Incident Investigation (Doc 9756); 2) Manual on Assistance to Aircraft Accident Victims and their Families (Doc 9973); and 3) ICAO Policy on Assistance to Aircraft Accident Victims and their Families (Doc 9998). APAC-AIG Chair was informed of the advice provided by ICAO HQ SME.
Decision RASG-APAC 5/14 WP/10 – Development of RASG-APAC Procedures Manual	That, the industry groups and APRAST Working Groups provide the Secretariat with their respective inputs for the completion of the manual.	Propose to Close. Comments from Boeing, CAST, AAPA, SEI WG and SRP WG were received. RASG-APAC Procedures Manual is an item in the 2015/2016 Work Programme. An update of Procedures Manual was presented at APRAST/8.
Decision RASG-APAC 5/15 WP/10 – Development of RASG-APAC Procedures Manual	That, the Secretariat continue developing the RASG-APAC Procedures Manual, taking into account comments from States/ Administrations, industry and APRAST working groups and work done by other RASGs, and submit the completed draft RASG-APAC Procedures Manual to APRAST/8 for discussion and thereafter to RASG-APAC/6 for approval.	An update of the developed RASG-APAC Procedural Handbook was presented at APRAST/8, and the updated RASG-APAC Procedural Handbook would be endorsed at RASG-APAC/6.
Decision RASG-APAC 5/16 WP/11 – Update of the Monitoring Mechanism on State Implementation of Safety Tools	That, States and Administrations to provide feedback on the updates to the format of the monitoring mechanism on the implementation of the RASG-APAC safety tools.	Propose to close. SL survey T 6/8.1-AP 25/16 (FS) dated 25 Jan 2016 issued to seek feedback from States and Administrations. 5 responses to the survey from States/Administrations received. 3 did not provide relevant info to the survey on the format. Macao, China has no comment and Solomon Island s agreed with the survey format.

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Decision Ref	Description	Status
Decision RASG-APAC 5/17 WP/11 – Update of the Monitoring Mechanism on State Implementation of Safety Tools	That, States/Administrations provide Secretariat with updates on their level of implementation of RASG-APAC endorsed safety tools and compliance with ICAO SARPs.	Propose to close. SL survey T 6/13.11-AP 124/15 (FS) dated 9 Sep 2015 with revised format of survey form issued. 6 States/Administration responded.
Decision RASG-APAC 5/18 WP/27 – Proposal for an ASEAN Aviation Safety Programme – A Regional Approach to Establishing Safety Programme by States	That, States/Administrations be encouraged to collaborate at the regional and sub-regional level to develop initiatives to improve aviation safety at appropriate forums.	Propose to close SL Ref T 6/8.1 – AP019/16(FS) dated 21 Jan 2016 issued to encourage States/Administrations to collaborate at the regional and sub-regional level to develop initiatives to improve aviation safety at appropriate forums.
Decision RASG-APAC 5/19 WP/12 – Regional Data Collection, Analysis and Information Sharing for Aviation Safety	That, States/Administrations and industry be encouraged to provide comments on the Governance Plan for regional data collection, analysis and information sharing system for aviation safety in the Asia Pacific (APAC) region.	Propose to close SL Ref T 6/13.11.1 – AP163/15(FS) dated 3 Nov 2015 issued to seek comments from States/Administrations and industry. 4 States/Administrations responded.
Decision RASG-APAC 5/20 WP/12 – Regional Data Collection, Analysis and Information Sharing for Aviation Safety	That, the Secretariat, with assistance from Flight Safety Foundation (FSF) / MITRE, circulate the updated version of the Governance Plan to States/Administrations and industry for comments to be received by the Secretariat by 20 December 2015.	Propose to close FSF/MITRE provided updated version of the Governance Plan (Version 4) which the Secretariat circulated to States/Administrations and industry for comments. SL Ref T 6/13.11.1 – AP163/15(FS) dated 3 Nov 2015. 4 States/Administrations responded.
Decision RASG-APAC 5/21 WP/18 – ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach	That, ICAO take note of the concerns raised by RASG-APAC about the resources needed for USOAP CMA implementation by ICAO and States and the intention of Australia and other concerned States to prepare a paper on the issue for the 2016 ICAO Assembly.	Propose to close. IOM, ref T 6/8.6 – AP-FS0006/16 dated 7 Jan 2016 was sent to inform ICAO HQ of the discussion at RASG-APAC.

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Decision Ref	Description	Status
Decision RASG-APAC 5/22 WP/21 – Process Development for Resolution of Safety Issues Amongst Aviation Authorities: Pilot Deviations	That, RASG-APAC strongly encourage ICAO to establish a taskforce to find standardized processes and tools for exchanging information on resolving safety issues.	Propose to close. ICAO HQ was informed through IOM, ref T 6/8.6 – AP-FS0006/16 dated 7 Jan 2016. ICAO HQ responded that the HLSC already considered this matter and the Council had approved the actions to be taken by the Secretariat with the available resources, which did not include the establishment of a task force.
Decision RASG-APAC 5/23 WP/17 – Pilot Psychiatric and Psychological Assessments	That, ICAO takes note of the concerns raised by Australia and other states of RASG about the psychiatric and psychological assessment of pilots and air traffic controllers and amend the manual and supporting guidance material accordingly.	Propose to close. ICAO HQ was informed through IOM, ref T 6/8.6 – AP-FS0006/16 dated 7 Jan 2016 and replied that the Medical Manual and supporting guidance material will be reviewed and amended as necessary.
Decision RASG-APAC 5/24 WP/26 – Lack of International Harmony in the Application of Aviation Colour Vision Standards by Australia and New Zealand	That, ICAO clarifies and specifies its Colour Vision Deficiency Standards, including specifically: <ul style="list-style-type: none"> a) The role colour vision plays in the aviation environment; and b) The application of testing against these standards. 	Propose to close. IOM, ref T 6/8.6 – AP-FS0006/16 dated 7 Jan 2016 was sent to ICAO HQ to seek clarification and guidance on its Colour Vision Deficiency Standards. ICAO HQ noted that it was planning a review of Colour vision standards in consultations with experts
Decision RASG-APAC 5/25 WP/20 – Risk Based Type Validation Principles Working Group	That, States/Administrations be encouraged to support the risk-based type certification validation principles that is currently being developed by the working group and adopt the risk-based principles and best practices when evaluating a foreign application for validation of a new aircraft type.	Propose to close SL Ref T 6/8.1 – AP020/16(FS) dated 21 Jan 2016 was issued to encourage States/Administrations to support and adopt the risk-based type certification validation principles when evaluating a foreign application for validation of a new aircraft type.
Decision RASG-APAC 5/26 WP/32 – Proposed RASG-APAC 2015/2016 Work Programme	That, the proposed RASG-APAC 2015/ 2016 Yearly and Standing Work Programme consisting of the items presented at Attachment A of WP/32 and the development of 2016 APAC Annual Safety Report, be approved.	Propose to close. Noted.

RASG APAC 2015/2016 YEARLY AND STANDING WORK PROGRAMME

RASG APAC YEARLY WORK PROGRAMME (2015-2016)						
S/N	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description	Status
1	2/2	Conclusions APRAST 2/24 and 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.	Propose to close and remove from work programme Model advisory circular for SEI CFIT/4 (Flight Data Analysis Program) providing guidance approved and uploaded on APAC website. RASG-APAC Decision 5/9 refers. SL T 6/8.5 – AP005/16 (FS) dated 13 Jan 2016 refers.
2	4/10	Conclusion APRAST 4/10 Decision APRAST 7/34	CFIT 7	HK CAD	(Approach and Landing Accident Reduction (ALAR) – Policies for ALAR)	Propose to close and remove from work programme Model advisory circular for SEI CFIT/7 (ALAR - Policies for ALAR) providing guidance to air operator on establishment a flight safety documents system approved and uploaded on APAC website. RASG-APAC Decision 5/9 refers. SL T 6/8.5 – AP005/16 (FS) dated 13 Jan 2016 refers.
3	2/2	Conclusions APRAST 2/50, 5/12 and 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.)	Propose to close and remove from work programme SEI LOC/1 (CFIT/2), (Air Operators – Standard Operating Procedures Flight Deck Crew Members) approved and uploaded on APAC website. RASG-APAC Decision 5/9 refers. SL T 6/8.5 – AP005/16 (FS) dated 13 Jan 2016 refers.
4	4/10	Conclusion APRAST 5/13 Decision APRAST 7/35	LOC 6	COSCAP-NA	Upset Prevention Recovery Training (UPRT)	The draft model advisory circular for SEI LOC/6 (Upset Prevention and Recovery Training) was circulated to APRAST members for comments by 20 September 2015. The draft model advisory circular will be reviewed and presented at APRAST/8. COSCAP-NA CTA would further review the draft model advisory circular and provide an update at APRAST/9
5	2/2	Conclusion APRAST 2/51	LOC 2	AAPA	Hazard Identification and Risk Management. The implementation of safety management practices (hazard identification and risk management) into operational processes & decision making. (Paragraph 3.2 of LOC working group report refers.)	Output 1: Draft survey was developed and completed Output 2: AAPA updated that the development of the draft guidance material is on-going. SEI WG would request AAPA to provide an update at APRAST/9
6	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.)	Output 1: Analysis of the survey on the use of Standard Operating Procedures to reduce the risk of Loss of Control in-flight (T 6/13.11.4 -AP164/13 (FS) dated 3 Dec 2013 refers) was completed. Model regulations, guidance and checklists focusing on mitigating LOC events will be drafted, utilising aggregate and safety trend information. Malaysia provided an update at APRAST/8 and would present the output at APRAST/9 with the view of submitting to RASG-APAC/7 for approval.
7		Decision APRAST 7/29	RI 2	Bangladesh	Runway Incursion Standard Operating Procedures (SOP) and Pilot Training Reduce the risk of Runway Incursions (RI) by incorporating RI training into pilot qualification and training programmes and by developing SOP on RI.	The detailed implementation plan (DIP) was approved at RASG-APAC/5. RASG-APAC Decision 5/7 refers. The model Advisory Circular, was circulated to APRAST participants for comments prior to APRAST/8 and would be submitted to RASG-APAC/6 for approval.

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S/N	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description	Status
8		Decision APRAST 7/4	-	APAC-AIG	Guidance on establishment of functionally independent accident investigation bodies 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.	Propose to close and remove from work programme This item was updated at RASG/5 in Oct 2015 (WP/4). ICAO HQ's clarification on independence of an accident investigation authority was disseminated in SL Ref.: T 10/8.4-AP136/15 (FS) dated 21 Sep 2015. Feedback was sought on 1) whether States/Administrations have plans to establish or are in the process of establishing an independent accident investigation authority; 2) whether there is any further specific issue on independence of an accident investigation authority after the clarification by ICAO HQ. 5 States/Administration responded, reviewed and determined by APAC-AIG that no further action required at this time. APAC-AIG will work on further course of action if replies/inputs to the SL require further action.
9		Decision APRAST 7/5	-	APAC-AIG	Classification of Occurrences Provide further details on the gaps and guidance/action taken to address gaps in classification of occurrences, particularly with regard to reducing the ambiguity between the definitions of "accident" and "serious incident".	Propose to close and remove from work programme This item was updated at RASG/5 in Oct 2015 (WP/4). ICAO HQ's clarification on independence of an accident investigation authority was disseminated in SL Ref.: T 10/8.4-AP136/15 (FS) dated 21 Sep 2015. Feedback was sought on 1) Examples of specific occurrence for which they have difficulty deciding whether the occurrences should be classified as "accident" or "serious incident"; and 2) Specific suggestion as to how the definition of "accident" and "serious incident" may be improved on. . 5 States/Administration responded, reviewed and determined by APAC-AIG that no further action required at this time. APAC-AIG will work on further course of action if replies/inputs to the SL require further action.
10	4/23	Decision APRAST 5/1	-	SRP WG	Flight Information Analysis Identify sources and requirements to collect information on TAWS, TCAS RA, unstable approaches, and stall warnings for analysis	Propose to close and remove from work programme SRP WG updated at APRAST/8 that the current sources were the ASIAs and IATA FDX systems, while the requirements would be based on the agreement with US CAST and the needs of the Demonstration Project for Regional Data Collection, Analysis, and Information Sharing System.
11	4/23	Conclusions APRAST 5/17 and 7/6 Decisions APRAST 6/23 and 7/24	-	Australia, Macao China, Papua New Guinea, AAPA, Biman Bangladesh	Implementation of Go-Teams Implementation of Go-Teams particularly in the area of establishment of runway safety teams and implementation of SMS in air operators. APRAST will work out the modalities of the Go-Team implementation.	Rwy Safety Go-Team: Working with ICAO RSP partner, ACI, identified BGD, the Philippines, Thailand and Vietnam as likely targets to trial the Runway Safety Go-Team. Invitation letters have been sent. SMS Go-Team: SEI WG would revise the scope of the Go-Team, with inputs from IATA and ACI, to focus only on assisting service providers' implementation of SMS, and circulate the Go-Team concept to States/Administration and Industry for comments, with the view of submitting the SMS Go-Team concept to RASG-APAC/6 for approval.
12		Decision APRAST 7/15	-	Singapore	Development of APRAST 'Starter Kit' The 'Starter Kit' aims to increase familiarity with APRAST meetings, benefiting newly welcomed members from easy acquaintance with APRAST and acclimatising regular members with the workings of the meetings. The intended outcome is more participation and enhanced effectiveness of preparations for APRAST/RASG-APAC Meetings.	The revised Starter Kit was presented at APRAST/8 and would be uploaded onto the RASG-APAC/APRAST website

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S/N	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description	Status
13		Decision APRAST 7/17	-	APRAST Co-Chairs	Conduct of Workshops held in conjunction with APRAST meetings Develop a forecast of workshops for the next two to three years to enhance the effectiveness and sustainability of workshops held in conjunction with APRAST meetings.	Propose to close and remove from Work Programme The workshop forecast was presented and agreed to at APRAST/8 .
14		Decision APRAST 7/12 Conclusion APRAST 7/4	-	APRAST Co-Chairs	Action plan for Capacity Building Develop an action plan for capacity building to strengthen responses to the ICAO USOAP Critical Element 4 "Technical personnel qualification and training", in relation to the APAC Regional Priority on "Improvements to safety oversight and compliance"	The action plan was presented at APRAST/8 and would be circulated for comments by States/ Administrations by 1 May 2016, with the view to submit the draft of the action plan to RASG-APAC/6 for approval.
15	4/4, 4/23	Decisions APRAST 5/9, 6/28 and 7/23 Conclusion APRAST 5/4	-	APRAST Co-Chairs	Coordination with APANPIRG and its sub-groups Pursue the development of the coordination mechanism between APANPIRG and RASG-APAC at the next APANPIRG – RASG-APAC coordination meeting in 2015. The coordination mechanism should address issues such as: a. the attendance of RASG-APAC /APRAST representatives at relevant APANPIRG bodies and vice versa; b. the development of an analysis body (similar to the RMA/EMA models that report to RASMAG for vertical and horizontal safety analysis) that manages ATS safety concerns/occurrences for onward reporting to APRAST/RASG-APAC; and c. the review and endorsement of subsequent versions of the APAC Seamless ATM Plan by APANPIRG and RASG-APAC.	a. Representatives from China Regional Monitoring Agency presented relevant information from RASMAG at APRAST/8. US CAST would provide an update at the APRAST/9 meeting on the information to be shared with APANPIRG for analysis. b. The 2nd APANPIRG/ RASG-APAC Coordination Meeting agreed that the meeting agreed that such new analysis group would not be needed and relevant groups in APANPIRG/ RASG-APAC should collaborate as opportune. c. Pending more coordination between RASG-APAC and APANPIRG to review and endorse subsequent versions of the APAC Seamless ATM Plan
16	2/3, 4/23	Conclusions APRAST 2/2 and 5/2	-	Secretariat	Nomination of a point of contact for RASG-APAC/APRAST activities	10 reminder letters were sent to respective DGCA requesting nomination of a point-of-contact as focal point for RASG-APAC/APRAST matters. A SL was also sent out to seek updates on changes on details of nominated point-of-contact. SL Ref T 6/8.7 - AP0009/16(FS) dated 18 Jan 2016.
17		Decision APRAST 7/9	-	Secretariat	Online survey tool for responses to the monitoring of State implementation of safety tools Explore an online survey tool to allow States/Administrations to complete and submit information on the level of implementation of safety tools developed by APRAST/RASG more efficiently. The monitored information enables RASG-APAC to know the usefulness of its endorsed safety tools and the compliance of States/ Administrations to ICAO SARPs.	Bangladesh presented the enhanced monitoring mechanism and the accompanying online tool for submission of response by States/ Administrations at APRAST/8. Bangladesh would continue to assist the Secretariat to enhance the mechanism for monitoring of the implementation of all completed RASG-APAC SEIs, particularly to include the capability for States/Administrations to provide free text remarks in relation to each of the initiatives.

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S/N	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description	Status
18		Decision APRAST 7/3	-	Secretariat	<p>Dedicated web portal for RASG-APAC/APRAST</p> <p>Develop a two-tier online access to RASG-APAC website to allow for:</p> <p>a. A documents management system for public view; and</p> <p>b. A protected workspace to allow APRAST members to collaborate and exchange working information.</p> <p>This item aims to enhance access and visibility of RASG-APAC/APRAST work and for more efficient collaboration among its members.</p>	APRAST Co-Chari (Industry) presented the proposed information management and collaboration website, which provided a protected workspace. NokScoot would be the initial host and would lead the early development of the Information Management and Collaboration website, and provide a progress report at APRAST/9.
19	-	Decision APRAST 5/10	-	Secretariat	<p>RASG-APAC Procedural Handbook</p> <p>Develop a Procedural Handbook for RASG-APAC, which will among other things, document the APANPIRG – RASG-APAC coordination mechanisms and framework.</p>	An update of the developed RASG-APAC Procedural Handbook was presented at APRAST/8, and the updated RASG-APAC Procedural Handbook would be endorsed at RASG-APAC/6.

RASG APAC STANDING WORK PROGRAMME

APRAST/8
Appendix E to the Report

Outstanding APRAST/6 Decisions and Conclusions

APRAST/6 Reference	APRAST/6 Decision	Status
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.	OPEN. Pending AAPA informed APRAST/7 that a report will be presented at APRAST/8 meeting (Decision APRAST/7 7.2.1 refers). At APRAST/8, IATA and AAPA were requested to define the extent of the issues related to English Language Proficiency and determine the next course of action at APRAST/9.
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.	Closed The monitoring mechanism was reviewed by Bangladesh and it was used to collect data from State/ Administrations at RASG-APAC/5. States are encouraged to provide feedback on the updated monitoring mechanism (Decision RASG-APAC 5/16 refers).
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.	Closed Macao China presented the concept to support the implementation of SMS for service providers and SSP for States/Administrations at APRAST/7 (APRAST Decision 7/24 refers).
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.	Closed The DIP for SEI RI/2 on Runway Incursion Prevention and Pilot training was approved at RASG-APAC/5 (Decision RASG-APAC 5/7 refers). SEI RI/2 is included into RASG-APAC 2015/2016 Work Programme (Decision RASG-APAC 5/8).
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.	Closed SEI LOC/6 was included into RASG-APAC 2015/2016 Work Programme (Decision RASG-APAC 5/26 refers).

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APRAST/6 Reference	APRAST/6 Decision	Status																					
<p>Decision APRAST 6/21 <i>Report para 6.2.15 – SEI WG Breakout session</i></p>	<p>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).</p>	<p>Closed. US CAST had provided information to the Runway Safety subgroup of the SEI WG during the breakout session at APRAST/8 on 30 March 2016.</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="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Date</th> <th style="text-align: center;">Task</th> <th style="text-align: center;">Action by</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">23 April</td> <td>Draft predictive analysis to be provided for SRP group review</td> <td style="text-align: center;">Boeing</td> </tr> <tr> <td style="text-align: center;">18 June</td> <td>Data to be provided to Singapore for reactive analysis</td> <td style="text-align: center;">IATA, Boeing, ICAO</td> </tr> <tr> <td style="text-align: center;">31 July</td> <td>Draft analysis to be completed</td> <td style="text-align: center;">Boeing, Singapore, Australia</td> </tr> <tr> <td style="text-align: center;">15 August</td> <td>Draft report produced.</td> <td style="text-align: center;">Australia</td> </tr> <tr> <td style="text-align: center;">15 August – 15 September</td> <td>APRAST Review</td> <td style="text-align: center;">RASG- APAC</td> </tr> <tr> <td style="text-align: center;">31 October</td> <td>Final report completed (prior RASG 5)</td> <td style="text-align: center;">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>Closed. The 2015 APAC Annual Safety Report was presented at RASG-APAC/5 (WP/8 refers), where its publication on the RASG-APAC website on the ICAO portal and its distribution to other RASGs were approved (Decisions RASG-APAC 5/10 and 5/11 refers). 2015 Annual Safety Report was published on internal RASG-APAC website.</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																					
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15 August	Draft report produced.	Australia																					
15 August – 15 September	APRAST Review	RASG- APAC																					
31 October	Final report completed (prior RASG 5)	Australia																					

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APRAST/6 Reference	APRAST/6 Decision	Status
Decision APRAST 6/25 <i>Report para 6.3.1 – SRP WG Breakout session</i>	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.	Closed SRP WG provided inputs to the Secretariat for incorporation in the proposed RASG-APAC Procedural Handbook.
Decision APRAST 6/28 <i>Report para 6.3.3 – SRP WG Breakout session</i>	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).	Closed This item of coordination between SRP WG and RASMAG in TCAS-RA was included in RASG-APAC 2015/2016 Work Programme (Decision RASG-APAC 5/26 refers). Secretariat invited RASMAG representatives to future SRP WG meetings, to aid coordination on collection and analysis of ATM and safety data (Decision APRAST 7/38).

APRAST/6 Reference	APRAST/6 Conclusion	Status
Conclusion APRAST 6/1 <i>WP/4 - Update of RASG-APAC/4 Decisions</i>	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.	Closed. In response to Decision RASG-APAC 4/15 to develop and distribute implementation guidance to harmonise implementation of TCAS II Version 7.1, Philippines followed up to review the subject at APRAST/7 (APRAST Decision 7/10 refers). In response to Decision RASG-APAC 4/16 for the convening of a meeting in the APAC region regarding lithium battery manufacture and transport, a meeting was held by ICAO on 14 July 2015. Additionally, APRAST decided to place the issue of safe transportation and standards for manufacture of lithium batteries in the Registry of Emerging Issues, pending further guidance from ICAO. RASG-APAC/5 closed all RASG-APAC/4 Decisions (Decision RASG-APAC 5/1 refers).

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APRAST/6 Reference	APRAST/6 Conclusion	Status
<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>Closed. The output for SEI RS/1, Runway Safety Maturity Checklist, was approved at RASG-APAC/4. States/ Administrations were informed through a State Letter of the availability of the AC. SL Ref T 6/13.11 - AP170/14 (FS) dated 17 Dec 2014 refers. The AC has been made available on the APAC e-doc website. RASG-APAC/5 agreed to the removal of this item from work programme (Decision RASG-APAC 5/2 refers).</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>Closed. RASG-APAC/5 approved the distribution of the APAC Annual Safety Report to other RASGs (Decision RASG-APAC 5/11 refers).</p>
<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 States/ 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>Closed. RASG-APAC/5 was updated on the developments for establishing the demonstration project. As RASG-APAC/5 agreed that effort should be placed into refining the draft Governance Plan as the first step, APRAST will ensure that the necessary building blocks are put in place before embarking on the Demonstration Project.</p>

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Summary of APRAST/7 Decisions and Conclusions

APRAST/7 Reference	APRAST/7 Decision	Status
Decision APRAST 7/1 WP/5 – Update of RASG-APAC/4 Decisions	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.	Closed. The issue of safe transportation and standards for manufacture of lithium batteries was entered in the Registry of Emerging Issues.
Decision APRAST 7/2 WP/7 – Update of APRAST/5 and APRAST/6 Decisions and Conclusions	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).	Closed. Secretariat presented a WP at APRAST/8 to update the status of Open APRAST/5 and APRAST/6 Decisions and Conclusions.
Decision APRAST 7/3 WP/7 – Update of APRAST/5 and 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: <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. 	Closed This item was included in RASG-APAC 2015/2016 Work Programme (Decision RASG-APAC 5/26 refers).
Decision APRAST 7/4 WP/8 – Update of APAC-AIG activities	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.	Closed This item was updated at RASG/5 in Oct 2015 (WP/4). ICAO HQ’s clarification on independence of an accident investigation authority was disseminated in SL Ref.: T 10/8.4-AP136/15 (FS) dated 21 Sep 2015.

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APRAST/7 Reference	APRAST/7 Decision	Status
		<p>Feedback was sought on 1) whether States/Administrations have plans to establish or are in the process of establishing an independent accident investigation authority;</p> <p>2) whether there is any further specific issue on independence of an accident investigation authority after the clarification by ICAO HQ.</p> <p>5 States/Administration responded, reviewed and determined by APAC-AIG that no further action required at this time.</p> <p>APAC-AIG will work on further course of action if replies/inputs to the SL require further action.</p>
<p>Decision APRAST 7/5 WP/8 – Update of APAC-AIG activities</p>	<p>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”.</p>	<p>Closed</p> <p>This item was updated at RASG-APAC/5 in Oct 2015 (WP/4), SL Ref.: T 10/8.4-AP136/15 (FS) dated 21 Sep 2015.</p> <p>Feedback was sought on 1) Examples of specific occurrence for which they have difficulty deciding whether the occurrences should be classified as “accident” or “serious incident”; and 2) Specific suggestion as to how the definition of “accident” and “serious incident” may be improved on.</p>

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APRAST/7 Reference	APRAST/7 Decision	Status
		<p>5 States/Administration responded, reviewed and determined by APAC-AIG that no further action required at this time.</p> <p>APAC-AIG will work on further course of action if replies/inputs to the SL require further action.</p>
<p>Decision APRAST 7/6 WP/8 – Update of APAC-AIG activities</p>	<p>That, the AIG schedule of activities for 2015 to 2016, and the above mentioned 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.</p>	<p>Closed.</p> <p>APAC-AIG presented the schedule of activities for 2015 to 2016 at RASG-APAC/5 (WP/4 refers).</p> <p>The tasks of developing guidance on the establishment of functionally independent accident investigation bodies and classification of occurrences were included in RASG-APAC 2015-2016 work programme (Decision RASG-APAC 5/26 refers).</p>
<p>Decision APRAST 7/7 WP/9 – Update of Monitoring Mechanism on State Implementation Safety Tool</p>	<p>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.</p>	<p>Closed.</p> <p>The monitoring mechanism was updated. The survey in SL T 6/13.11 – AP124/15(FS) issued on 9 Sep 2015, used the reviewed mechanism. The collected results were presented at RASG-APAC/5 (WP/11 refers).</p>
<p>Decision APRAST 7/8 WP/9 – Update of Monitoring Mechanism on State Implementation Safety Tool</p>	<p>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>Closed.</p> <p>The survey form was updated and the collected results were presented at RASG-APAC/5 (WP/11 refers). The survey in SL T 6/13.11–AP124/15 (FS)</p>

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APRAST/7 Reference	APRAST/7 Decision	Status
		issued on 9 Sep 2015, resulted in a very low level of responses where only six States/Administrations responded (Bhutan; Hong Kong, China; Macao, China; Japan; Maldives and Singapore).
Decision APRAST 7/9 WP/9 – Update of Monitoring Mechanism on State Implementation Safety Tool	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.	Closed This item has been included in the RASG-APAC 2015-2016 Work Programme.
Decision APRAST 7/10 Presentation – Update of Review of EUROCONTROL and ICAO Guidance Document on TCAS II v7.	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 .	Closed. SL T 6/8.1 – AP003/16(FS) dated 8 Jan, was issued to encourage States/Administration to mandate the implementation of TCAS II Version 7.1 among their operators.
Decision APRAST 7/11 WP/11 – Asia and Pacific Regional Priorities and Targets	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. 	Closed. The APRAST/8 Meeting agreed to the Terms of Reference, which was presented by the Task Force.

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APRAST/7 Reference	APRAST/7 Decision	Status									
Decision APRAST 7/12 WP/11 – Asia and Pacific Regional Priorities and Targets	That, APRAST Co-Chairs identify a suitable Champion to lead this task force, by end 2015.	Closed. Brunei, Malaysia, Papua New Guinea, Singapore and the United States agreed to participate in the task force at APRAST/8, with Singapore nominated as the Champion.									
Decision APRAST 7/13 WP/11 – Asia and Pacific Regional Priorities and Targets	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.	Closed. SL T 6/13.11.1 – AP 121/15 (FS) dated 4 Sep 2015 was issued to collect information on the level of SMS implementation within States/ Administrations. 10 States/ Administrations responded and the results were presented at RASG-APAC/5 (WP/9 refers).									
Decision APRAST 7/14 WP/11 – Asia and Pacific Regional Priorities and Targets	That, ICAO, SRP WG, IATA, AAPA and States/Administrations provide information on their respective areas to the Secretariat as follows, by 20 September 2015: <table border="1" style="width: 100%; margin-top: 10px;"> <thead> <tr> <th style="text-align: center;">Priority Area</th> <th style="text-align: center;">Targets</th> <th style="text-align: center;">Information/ Status on Targets to be provided by</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Reduction of operational risks</td> <td>[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>SRP WG Vice-Chairs (to provide 2014 figure)</td> </tr> <tr> <td style="text-align: center;">Improvements to safety oversight and compliance</td> <td>[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>ICAO Secretariat</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	Closed. An update on the Asia and Pacific Regional Priorities and Targets was presented at RASG-APAC/5 in November 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									

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APRAST/7 Reference	APRAST/7 Decision			Status
		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.		
	Consistent and effective Safety Management Systems (SMS) and State Safety Programmes (SSP)	[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	
	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	

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APRAST/7 Reference	APRAST/7 Decision	Status
Decision APRAST 7/15 WP/13 – Strengthening Effectiveness of RASG-APAC/APRAST Initiatives	That, Singapore develop an APRAST ‘Starter Kit’ for meeting participants to encourage participation and enhance the effectiveness of preparations for APRAST/RASG-APAC Meetings.	Closed. The revised Starter Kit was presented at APRAST/8 and would be uploaded onto the RASG-APAC/APRAST website.
Decision APRAST 7/16 WP/13 – Strengthening Effectiveness of RASG-APAC/APRAST Initiatives	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.	Closed. SL T 6/13.11-AP-FS0058/15 dated 8 Sep 2015, was issued to invite States/ Administrations to attend APRAST/8, and to remind the need to submit working papers early.
Decision APRAST 7/17 WP/13 – Strengthening Effectiveness of RASG-APAC/APRAST Initiatives	That, APRAST Co-Chairs, in consultation with SEI WG Co-Chairs, develop a forecast of workshops for the next two to three years.	Closed. The workshop forecast was presented and agreed to at APRAST/8.
Decision APRAST 7/18 WP/14 – Governance Plan for Regional Data Collection, Analysis and Information Sharing – State Coordination Status Update	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.	Closed. SL T 6/13.11.1 – AP148/15 (FS) dated 24 Sep 2015, was issued to collect responses from States/ Administrations, their consideration to participate in the APAC Regional Data Collection, Analysis and Information Sharing for Aviation Safety Demonstration Project. 7 responses were received.

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APRAST/7 Reference	APRAST/7 Decision	Status
Decision APRAST 7/19 WP/14 – Governance Plan for Regional Data Collection, Analysis and Information Sharing – State Coordination Status Update	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.	Closed. SL T 6/13.11.1 – AP163/15 (FS) dated 14 Dec 2015, was issued to collect comments/ requests for clarifications on the Governance Plan for Regional Data Collection, Analysis and Information Sharing. 4 responses were received. Thailand, who is not participating, seeks clarification and guidance on how its ANSP can participate in this initiative.
Decision APRAST 7/20 WP/16 – ICAO Guidance Material to support implementation of Manual on Remotely Piloted Aircraft Systems (RPAS) in Member States	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.	Closed. SL T 6/8.1 – AP0004/16 (FS) dated 11 Jan 2016, was issued to disseminate ICAO guidance material and information on developing national regulations on RPAS.
Decision APRAST 7/21 WP/17 – Progress of RASG-APAC Handbook	That, States/Administrations and Industry provide comments on the draft RASG-APAC Procedural Handbook to the Secretariat by 20 September 2015.	Closed. SL T 6/13.11-AP123/15 (FS) dated 9 Sep, was issued to collect comments from States/ Administrations on the draft RASG-APAC Procedural Handbook. 6 States/ Administrations and one industry organization responded.

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APRAST/7 Reference	APRAST/7 Decision	Status
Decision APRAST 7/22 WP/17 – Progress of RASG-APAC Handbook	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.	Closed This item has already been included in the RASG-APAC 2015-2016 Work Programme.
Decision APRAST 7/23 WP/18 – Report of the Second Coordination Meeting between the Chairperson of APANPIRG and RASG-APAC	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).	OPEN. SRP WG touched base with ICAO Regional Office ATM/ CNS Section on 7 Jan 2016. Invitation to attend each other WG was sent. China RMA responded that they may attend APRAST/8. Pending updates from SRP WG.
Decision APRAST 7/24 Para 7.2.4 – SEI WG Breakout Session	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).	OPEN. Australia, Macao China, Papua New Guinea, AAPA and Biman Bangladesh provided an update at APRAST/8, and would focus only on assisting service providers to implement SMS, and circulate the Go-Team methodology and timeline to APRAST participants for comments, with the aim of submitting the Go-Team Methodology document to RASG-APAC/6 for approval.
Decision APRAST 7/25 Para 7.2.5 – SEI WG Breakout Session	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.	Closed. Australia with the assistance of Papua New Guinea, Singapore, Sri Lanka and Singapore Airlines held the workshop on SSP/SMS Integration and Measurement, at APRAST/8.

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APRAST/7 Reference	APRAST/7 Decision	Status
Decision APRAST 7/26 Para 7.2.7 – SEI WG Breakout Session	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.	Closed. SEI RE/7 and RS/1 were removed from the RASG-APAC 2014/2015 Work Programme. RASG-APAC/5 agreed to the updated RASG-APAC 2014/2015 Work Programme (Decision RASG-APAC 5/2 refers).
Decision APRAST 7/27 Para 7.2.7 – SEI WG Breakout Session	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.	Closed. SEI RE/6 guidance material was removed from ICAO APAC and ICAO Runway Safety websites.
Decision APRAST 7/28 Para 7.2.7 – SEI WG Breakout Session	That, SEI WG develop a process to ensure the currency of products from APRAST is maintained.	Closed SEI WG presented the process at APRAST/8, which was agreed to by the Meeting. SEI WG would provide the process to Secretariat for incorporation into the RASG-APAC Procedural Handbook.
Decision APRAST 7/29 Para 7.2.7 – SEI WG Breakout Session	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.	Closed. The DIP for SEI RI/2 on Runway Incursion Prevention and Pilot training was approved at RASG-APAC/5 (Decision RASG-APAC 5/7 refers). SEI RI/2 was included into RASG-APAC 2015/2016 Work Programme (Decision RASG-APAC 5/8).

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APRAST/7 Reference	APRAST/7 Decision	Status
Decision APRAST 7/30 Para 7.2.7 – SEI WG Breakout Session	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.	Closed. US CAST presented information on runway safety enhancements in relation to SEI RI/5 and SEI RI/6 at APRAST/8.
Decision APRAST 7/31 Para 7.2.7 – SEI WG Breakout Session	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.	Closed FSF/IFALPA provided an update at APRST/8. FSF would publish a study report containing recommendations on the go-around decision making. IFALPA would review this report when it is available. FSF/IFALPA would update the status of this study report and the comments on this report at APRAST/9.
Decision APRAST 7/32 Para 7.2.7 – SEI WG Breakout Session	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.	OPEN IFALPA and ACI would seek comments from APRAST participants on the DIP of SEI RE/5, before submission to APRAST/9 for endorsement
Decision APRAST 7/33 Para 7.2.7 – SEI WG Breakout Session	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.	OPEN This workshop is planned for APRAST/9 and would be facilitated by CANSO and ACI.

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APRAST/7 Reference	APRAST/7 Decision	Status
Decision APRAST 7/34 Para 7.2.8 – SEI WG Breakout Session	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.	Closed. The output for SEI CFIT/7, a Model Advisory Circular, was approved at RASG-APAC/5 (Decision RASG-APAC 5/9 refers). SL T 6/8.5 – AP005/16 (FS) dated 13 Jan 2016, was issued to inform States/ Administrations that the Model Advisory Circular was uploaded on APAC website.
Decision APRAST 7/35 Para 7.2.9 – SEI WG Breakout Session	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.	Closed. SEI LOC/6 is already included in RASG-APAC 2015-2016 work programme (Decision RASG-APAC 5/26 refers).
Decision APRAST 7/36 Para 7.3.2 – SRP WG Breakout Session	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).	Closed. Secretariat and US CAST provided the relevant information on Runway Incursion, Runway Excursion and Runway Confusion occurrences, at APRAST/8.
Decision APRAST 7/37 Para 7.3.3 – SRP WG Breakout Session	That, the draft 2015 APAC Annual Safety Report be finalized for RASG-APAC/5 approval according to the following schedule: <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 	Closed. The 2015 APAC Annual Safety Report was published on the RASG-APAC website on the ICAO Portal (Decision RASG-APAC 5/10 refers).

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APRAST/7 Reference	APRAST/7 Decision	Status
	<ul style="list-style-type: none"> 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. 	
<p>Decision APRAST 7/38 Para 7.3.7 – SRP WG Breakout Session</p>	<p>That, Secretariat invite RASMAG representatives to future SRP WG meetings, to aid coordination on collection and analysis of ATM and safety data.</p>	<p>Closed. APRAST Secretariat informed APANPIRG Secretariat, that RASMAG representatives are invited to future SRP WG meetings, to aid coordination on collection and analysis of ATM and safety data.</p>

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APRAST/7 Reference	APRAST/7 Conclusion	Status
Conclusion APRAST 7/1 WP/5 – Update of RASG-APAC/4 Decisions	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.	Closed. RASG-APAC/5 approved for Conclusion APRAST 7/1 to be closed (Decision RASG-APAC 5/1 refers).
Conclusion APRAST 7/2 WP/11 – Asia and Pacific Regional Priorities and Targets	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.	Closed. RASG-APAC/5 approved the change to the target (Decision RASG-APAC 5/3 refers). SL T 6/8.1 – AP007/16(FS) dated 15 Jan 2016, was issued to inform the changes to the Asia and Pacific Regional Priorities and Targets.
Conclusion APRAST 7/3 WP/11 – Asia and Pacific Regional Priorities and Targets	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>	Closed. RASG-APAC/5 approved the inclusion of new Action (Decision RASG-APAC 5/3 refers). SL T 6/8.1 – AP007/16(FS) dated 15 Jan 2016, was issued to inform the changes to the Asia and Pacific Regional Priorities and Targets.
Conclusion APRAST 7/4 WP/11 – Asia and Pacific Regional Priorities and Targets	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.	Closed. RASG-APAC/5 approved the revision of deadline (Decision RASG-APAC 5/3 refers). SL T 6/8.1 – AP007/16(FS) dated 15 Jan 2016, was issued to inform the changes to the Asia and Pacific Regional Priorities and Targets.

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APRAST/7 Reference	APRAST/7 Conclusion	Status
<p>Conclusion APRAST 7/5 IP/4 – Global Safety Information Project</p>	<p>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 works hops</p>	<p>Closed. WP/30 was presented at RASG-APAC/5. Meeting agreed to assist and support the Foundation in communicating about the project and its findings and support the Flight Safety Foundation in surveying Member States and organizations. (RASG-APAC/ Report para 4.9.4 refers)</p>
<p>Conclusion APRAST 7/6 Para 7.2.4 – SEI WG Breakout Session</p>	<p>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>Closed. The recommendations for the establishment of Runway Safety Go Teams were approved (Ref Decision RASG-APAC 5/5) Working with ICAO runway safety programme partners, ACI identified Bangladesh, the Philippines, Thailand and Vietnam as likely targets to trial the runway Safety Go-Teams, and had sent out the invitation letters.</p>
<p>Conclusion APRAST 7/7 Para 7.2.8 – SEI WG Breakout Session</p>	<p>That, APRAST submit the completed SEI CFIT/4 (Flight Data Analysis Program) output to RASG-APAC/5 for approval.</p>	<p>Closed. Model Advisory Circular for SEI CFIT/4 was approved at RASG-APAC/5 (Decision RASG-APAC 5/9 refers). SL T 6/8.5 – AP005/16 (FS) dated 13 Jan 2016, was issued to inform that the Model Advisory Circular for CFIT/4 was uploaded on APAC website.</p>

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APRAST/7 Reference	APRAST/7 Conclusion	Status
<p>Conclusion APRAST 7/8 Para 7.2.8 – SEI WG Breakout Session</p>	<p>That APRAST recommend to RASG APAC for CFIT/3 and CFIT/8 to be removed from Yearly Work Programme.</p>	<p>Closed. CFIT/3 and CFIT/8 were removed from the RASG-APAC 2014/2015 Work Programme. The recommendations and conclusions in the RASG-APAC 2014/2015 Work Programme were approved at RASG-APAC/5 (Decision RASG-APAC 5/2 refers).</p>
<p>Conclusion APRAST 7/9 Para 7.2.9 – SEI WG Breakout Session</p>	<p>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>	<p>Closed. Model Advisory Circular for SEI CFIT/2 was approved at RASG-APAC/5 (Decision RASG-APAC 5/9 refers). SL T 6/8.5 – AP005/16 (FS) dated 13 Jan 2016, was issued to inform that the Model Advisory Circular for CFIT/2 was uploaded on APAC website.</p>
<p>Conclusion APRAST 7/10 Para 7.2.9 – SEI WG Breakout Session</p>	<p>That APRAST recommend to RASG APAC for to remove LOC/5 from Yearly Work Programme (2014/2015)</p>	<p>Closed. LOC/5 was removed from the RASG-APAC 2014/2015 Work Programme. The updated RASG-APAC 2014/2015 Work Programme was approved at RASG-APAC/5 (Decision RASG-APAC 5/2 refers).</p>

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Summary of APRAST/8 Decisions and Conclusions

APRAST/8 Reference	APRAST/8 Decisions
Decision APRAST 8/1 (SMS/SSP Integration and Measurement Workshop – para 2.2)	That, Australia and ACI develop a survey, to be disseminated by Secretariat, to ascertain the perceived value of a training/education programme, specifically targeting development of SSP and integration with SMS, for CAAs and service providers; and to identify potential Subject Matter Experts to develop this programme.
Decision APRAST 8/2 (SMS/SSP Integration and Measurement Workshop – para 2.2)	That, a detailed training/education programme be developed by identified Subject Matter Experts, with an update on the progress at APRAST/10.
Decision APRAST 8/3 (WP/5 – Update of APRAST/6 and APRAST/7 Decisions and Conclusions)	That, APRAST adopt the recommendations in Appendix E (Status of Open APRAST/6 Decisions and Conclusions) and Appendix F (Status of Open APRAST/7 Decisions and Conclusions).
Decision APRAST 8/4 (WP/5 – Update of APRAST/6 and APRAST/7 Decisions and Conclusions)	That, with reference to APRAST Decision 6/2, IATA work with AAPA to follow up to define the extent of the issues related to English Language Proficiency and determine the next course of action, and provide an update at APRAST/9.
Decision APRAST 8/5 (para 4.2.1 – Presentation on the Safety Tools Implementation Monitoring Mechanism and online submission/update of the Safety Tool Implementation status)	That, Bangladesh continue to assist the Secretariat, with input from SEI WG, in enhancing the mechanism for monitoring of the implementation of all completed RASG-APAC safety enhancement initiatives, particularly, to include the capability for States/Administrations to provide free text remarks in relation to each of the initiatives.
Decision APRAST 8/6 (para 4.2.3 – Presentation on the Safety Tools Implementation Monitoring Mechanism and online submission/update of the Safety Tool Implementation status)	That, <ul style="list-style-type: none"> a) Bangladesh provide the weblink of the online monitoring mechanism to the Secretariat, by 15 April 2016 for it to be posted on the RASG-APAC/ APRAST public website; b) Secretariat provide the weblink registration information to States/Administrations for them to update their status of implementation, as soon as possible; and c) Secretariat include the process on the use of the online monitoring mechanism in the RASG-APAC Procedural Handbook.

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APRAST/8 Reference	APRAST/8 Decisions
Decision APRAST 8/7 (WP/6 – Update of the Regional Aviation Safety Priorities and Targets)	That, ICAO, States/Administrations and Industry provide information on the progress of the APAC Regional Aviation Safety Priorities and Targets, as detailed in APRAST 7/14, to the Secretariat by 31May 2016, to facilitate the preparation of an update at RASG-APAC/6.
Decision APRAST 8/8 (WP/7 – Update of APAC-AIG Activities)	That, APAC-AIG identify potential initiatives to help improve accident investigation capabilities and USOAP AIG EI rates of States/ Administrations.
Decision APRAST 8/9 (Presentation – New Requirements on transportation of lithium batteries by air – para 5.7.2)	That, US CAST provide an update to SEI WG on the progress of the new US CAST SE 126 for cargo aircraft at APRAST/9, for possible adoption in the Asia Pacific Region.
Decision APRAST 8/10 (SEI WG Breakout Session – para 6.3.1)	That, AAPA continue the development of the LOC/2 output and report the progress at APRAST/9.
Decision APRAST 8/11 (SEI WG Breakout Session – para 6.3.1)	That, Malaysia present the LOC/4 output at APRAST/9, with the view to submit to RASG-APAC/7 for approval.
Decision APRAST 8/12 (SEI WG Breakout Session – para 6.3.1)	That, based on the Airplane Upset Recovery Training Aid (AURTA) to be published by OEMs (Airbus, ATR, Boeing, Bombardier, Embraer) and ICAO by mid-2016, COSCAP-NA CTA review the following and report the progress at APRAST/9: <ul style="list-style-type: none"> a) SEI LOC/6 output - draft model advisory; b) SEI LOC on Airplane State Awareness – effective upset prevention and recovery training (Ref. CAST SE 196); and c) SEI LOC on Policy and Training for Non-Normal Situations (Ref. CAST SE 197).
Decision APRAST 8/13 (SEI WG Breakout Session – para 6.3.2)	That, FSF/IFALPA update APRAST/9 on the FSF study related to non-compliance in go-arounds, with a view to developing a DIP for SEI RE/1 at a later stage.
Decision APRAST 8/14 (SEI WG Breakout Session – para 6.3.2)	That, CANSO, as a first step, review the output(s) provided by US CAST (SE 179 and SE180) and discuss possible next steps for RI/5 and RI/6 with SEI WG at APRAST/9.

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APRAST/8 Reference	APRAST/8 Decisions
Decision APRAST 8/15 (SEI WG Breakout Session – para 6.3.2)	That, IFALPA and ACI with the assistance of Secretariat, circulate the draft DIP of SEI RE/5 to States/Administrations and Industry for comments to reach Secretariat by 30 June 2016, and submit the DIP to APRAST/9 for endorsement.
Decision APRAST 8/16 (SEI WG Breakout Session – para 6.3.3)	That, <ul style="list-style-type: none"> a) IATA monitor the implementation of RASG-APAC endorsed safety tools by Industry and provide an update at APRAST/9; and b) COSCAP CTAs assist in monitoring the implementation status of the SEIs of the member States/Administrations in their respective sub-regions.
Decision APRAST 8/17 (SEI WG Breakout Session – para 6.3.4)	That, SEI WG provide the process to ensure the currency of SEI outputs to Secretariat for incorporation into the RASG-APAC Procedural Handbook.
Decision APRAST 8/18 (SEI WG Breakout Session – para 6.3.5)	That, SEI WG review its work processes for the creation of SEIs, to take into account the need to address both operational and organizational risks in the region, and provide an update at APRAST/9.
Decision APRAST 8/19 (SEI WG Breakout Session – para 6.3.7)	That, <ul style="list-style-type: none"> a) SEI WG revise the scope of the Go-Team to focus only on assisting service providers' implementation of SMS. b) ACI and IATA provide to SEI WG, the relevant references, SMS programmes and information on provision of expertise for incorporation in the Go-Team concept. c) SEI WG, with the assistance of Secretariat, circulate the proposed Go-Team concept which should also incorporate the mission objectives, duration of deployment and feedback mechanisms, to States/Administrations and Industry for comments to reach the Secretariat by 30 June 2016, with the view of submitting the SMS Go-Team concept to RASG-APAC/6 for approval.
Decision APRAST 8/20 (SEI WG Breakout Session – para 6.3.8)	That, SEI WG provide the full list of completed SEI outputs to Secretariat and Bangladesh, in order to update the SEI implementation monitoring mechanism.

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APRAST/8 Reference	APRAST/8 Decisions
Decision APRAST 8/21 (AP-SRP WG Breakout Session – para 6.4.3)	That, AP-SRP WG complete the APAC Annual Safety Report by APRAST/9.
Decision APRAST 8/22 (AP-SRP WG Breakout Session – para 6.4.6)	That, the SEI WG and AP-SRP WG develop coordination processes to ensure relevant safety data and information be utilised to identify SEIs and prioritise their development based on regional risks, starting with a coordination session between the two groups in plenary at APRAST/9 to organize an information-exchange-session.
Decision APRAST 8/23 (AP-SRP WG Breakout Session – para 6.4.7)	That, AP-SRP WG provide an update at APRAST/9 on the information to be shared with RASMAG of APANPIRG for further analysis (refer to ASBU Block 0 Modules and APAC Seamless ATM items as safety barriers to CFIT, RS and LOC-I occurrences).
Decision APRAST 8/24 (Dedicated Web Portal for RASG-APAC/APRAST–Protected Workspace – para 7.2.1)	That, NokScoot be the initial host and lead the early development of the Information Management and Collaboration website, and provide a progress report at APRAST/9.

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APRAST/8 Reference	APRAST/8 Conclusions
<p>Conclusion APRAST 8/1 (WP/4 – Development of RASG-APAC Procedural Handbook)</p>	<p>That, States/Administrations provide comments on the draft RASG-APAC Procedural Handbook by 30 April 2016, and thereafter the Secretariat submit the first edition of the Handbook to RASG-APAC/6 for approval.</p>
<p>Conclusion APRAST 8/2 (para 4.2.2 – Presentation on the Safety Tools Implementation Monitoring Mechanism and online submission/update of the Safety Tool Implementation status)</p>	<p>That, ICAO APAC Office explore the possible areas of convergence between the Safety Tools Implementation Monitoring Mechanism and a similar mechanism used by APANPIRG, which could support coordination between RASG-APAC and APANPIRG.</p>
<p>Conclusion APRAST 8/3 (WP/6 – Update of the Regional Aviation Safety Priorities and Targets)</p>	<p>That, APRAST recommend to RASG-APAC/6 to revise the deadline for the Regional Target to implement structures between RASG-APAC and APANPIRG to facilitate collection and sharing of ATM data, from end 2015 to mid-2017, in time for RASG-APAC/7.</p>
<p>Conclusion APRAST 8/4 (WP/7 – Update of APAC-AIG Activities)</p>	<p>That, ICAO APAC Office remind States/Administrations to provide their response to the following ICAO APAC State Letters if they have not done so:</p> <ul style="list-style-type: none"> a) State Letter dated 21 September 2015 [Ref.: T 10/8.4-AP136/15 (FS)]; b) State Letter dated 29 January 2015 [Ref.: T 10/5.3-AP021/15 (FS)]; and c) State Letter dated 2 August 2013 [Ref.: T 6/13.9-AP053/13 (FS)].
<p>Conclusion APRAST 8/5 (WP/8 – Amendment 15 to Annex 13)</p>	<p>That,</p> <ul style="list-style-type: none"> a) States/Administrations take early actions to implement the new ICAO requirements, particularly to establish an independent accident investigation authority as soon as possible; b) Secretariat to include the establishment of independent accident investigation authority in the monitoring mechanism on the compliance to ICAO SARPs.

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APRAST/8 Reference	APRAST/8 Conclusions
Conclusion APRAST 8/6 (Presentation – New Requirements on transportation of lithium batteries by air – para 5.7.2)	That, States/Administrations note the new ICAO requirements on transportation of lithium batteries by air which is applicable from 1 April 2016.
Conclusion APRAST 8/7 (WP/14 – Review of PANS-ATM in consonance with Annex 19)	That, ICAO APAC Office recommend to ICAO to harmonize the provisions regarding safety management in ICAO Doc 4444 – Procedures for Air Navigation Services- Air Traffic Management (PANS-ATM) and other related documents in line with ICAO Annex 19.
Conclusion APRAST 8/8 (Capacity Building Task Force Breakout Session – para 6.2.3)	That, a) Secretariat circulate the draft action plan of the Capacity Building Task Force to States/Administrations for comments to reach Secretariat by 1 May 2016; and b) APRAST submit the final draft of the action plan to RASG-APAC/6 for approval.
Conclusion APRAST 8/9 (SEI WG Breakout Session – para 6.3.1)	That, APRAST recommend to RASG-APAC/6 for SEIs CFIT/4, CFIT/7 and LOC/1 to be removed from the RASG-APAC 2015/2016 Yearly Work Programme.
Conclusion APRAST 8/10 (SEI WG Breakout Session – para 6.3.1)	That, APRAST submit the SEI RI/2 (Runway Incursion Prevention and Pilot Training) output to RASG-APAC/6 for approval.
Conclusion APRAST 8/11 (AP-SRP WG Breakout Session – para 6.4.1)	That, APRAST submit the proposal to develop the public and members versions of the APAC Annual Safety Report to RASG-APAC/6 for approval.
Conclusion APRAST 8/12 (AP-SRP WG Breakout Session – para 6.4.3)	That, APRAST recommend to RASG-APAC/6 for the final report to be submitted to RASG-APAC Chair for approval and dissemination.
Conclusion APRAST 8/13 (AP-SRP WG Breakout Session – para 6.4.4)	That, APRAST recommend to RASG-APAC/6 that the 2015-2016 RASG-APAC Work Programme Item on Flight Information Analysis (Item 10; related to Decision APRAST 5/1) be closed.
Conclusion APRAST 8/14 (DGCA/52 Action Item 52/13 on regional RPAS collaboration – para 7.1.2)	That, APRAST recommend to RASG-APAC/6 that instead of establishing a Task Force on RPAS under RASG-APAC, it would be practical at this point, for States to engage in existing bodies and forums related to RPAS safety and security, for sharing of best practices and potential collaboration.