



International Civil Aviation Organization

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

(Bangkok, Thailand, 28 March to 1 April 2016)

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**Agenda Item 3: Update of RASG APAC/5 Decisions and Work Programmes**

**PROGRESS OF THE RASG-APAC 2015/2016 WORK PROGRAMMES**

(Presented by the Secretariat)

**SUMMARY**

This Paper presents an update of the progress of the RASG-APAC 2015/2016 Yearly and Standing Work Programmes.

Action by the meeting is at Paragraph 3.

**1. INTRODUCTION**

1.1 This paper provides an update on the progress made for the RASG-APAC 2015/2016 Yearly and Standing Work Programmes<sup>1</sup>. The RASG-APAC 2015/2016 Yearly Work Programme contains Safety Enhancement Initiatives (SEIs) and other activities for the enhancement of aviation safety in the APAC region. Recognising that States and Industry partners will not be able to implement all the SEIs at the same time, RASG-APAC/2 decided to introduce a Standing Work Programme on top of a Yearly Work Programme to prioritise SEIs that APRAST and its sub-groups will be requested to develop.

1.2 The RASG-APAC 2015/2016 Work Programmes were approved at the RASG-APAC/5 Meeting in Manila, the Philippines in October 2015.

**2. DISCUSSION**

2.1 RASG-APAC/5 Meeting approved 19 aviation safety activities for the 2015/2016 Yearly and Standing Work Programmes. The progress of the SEIs and other activities on the 2015/2016 Yearly and Standing Work Programme and their statuses can be found in **Attachment A** of this working paper.

**3. ACTION BY THE MEETING**

3.1 The Meeting is invited to:

- a) note the status of the RASG-APAC 2015/2016 Work Programmes;
- b) seek volunteer(s) to develop, administer and, if necessary, sponsor a protected workspace within RASG-APAC public website for APRAST members to exchange working info; and
- c) assist in the implementation of the RASG-APAC Work Programmes.

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<sup>1</sup> The Yearly Work Programme contains tasks to be completed within the work year by RASG-APAC and its subsidiary bodies, while the Standing Work Programme contains tasks that are planned to be completed.

## 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	<b>Flight Data Analysis (Safety Impact High).</b> 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.	<b>Propose to close and remove from work programme</b> 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	<b>(Approach and Landing Accident Reduction (ALAR) – Policies for ALAR)</b>	<b>Propose to close and remove from work programme</b> 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	<b>Use of SOPS (Standard Operating Procedures).</b> 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.)	<b>Propose to close and remove from work programme</b> 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	<b>Upset Prevention Recovery Training (UPRT)</b>	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.
5	2/2	Conclusion APRAST 2/51	LOC 2	AAPA	<b>Hazard Identification and Risk Management.</b> 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.
6	2/2	Conclusion APRAST 2/53	LOC 4	DCA Malaysia	<b>LOC 4 -- Flight Crew Proficiency.</b> 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.
7		Decision APRAST 7/29	RI 2	Bangladesh	<b>Runway Incursion Standard Operating Procedures (SOP) and Pilot Training</b> 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, which is also being developed, will be submitted for approval at APRAST/8.

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description	Status
8		Decision APRAST 7/4	-	APAC-AIG	<p><b>Guidance on establishment of functionally independent accident investigation bodies</b></p> <p>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.</p>	<p><b>Propose to close and remove from work programme</b></p> <p>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.</p>
9		Decision APRAST 7/5	-	APAC-AIG	<p><b>Classification of Occurrences</b></p> <p>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".</p>	<p><b>Propose to close and remove from work programme</b></p> <p>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.</p>
10	4/23	Decision APRAST 5/1	-	SRP WG	<p><b>Flight Information Analysis</b></p> <p>Identify sources and requirements to collect information on TAWS, TCAS RA, unstable approaches, and stall warnings for analysis</p>	<p>SRP WG updated at APRAST/7 that the information on TAWs, TCAS RA, unstable approaches, and stall warnings would be sourced from IATA and AAPA. It will further look into the requirements for the collection and analysis of such information, and present the outcome at APRAST/8. (APRAST/7 Report 7.3.1 refers).</p>
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	<p><b>Implementation of Go-Teams</b></p> <p>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.</p>	<p><b>Rwy Safety Go-Team:</b> Working with ICAO RSP partner, ACI, identified BGD, the Philippines, Thailand and Vietnam as likely targets to trial the Runway Safety Go-Team. Drafting of invitation letter in progress.</p> <p>Pending updates from Australia, Macao China, Papua New Guinea, AAPA and Biman Bangladesh on developing the concept of the Go-Team to support the implementation of SMS for service providers and SSP for States/Administrations.</p>

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description	Status
12		Decision APRAST 7/15	-	Singapore	<b>Development of APRAST 'Starter Kit'</b> 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.	Singapore will present a WP on the revised Starter Kit at APRAST/8.
13		Decision APRAST 7/17	-	APRAST Co-Chairs	<b>Conduct of Workshops held in conjunction with APRAST meetings</b> 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.	Workshop forecast, developed by APRAST Co-Chairs in consultation with SEI WG Co-Chairs, will be presented at APRAST/8 .
14		Decision APRAST 7/12  Conclusion APRAST 7/4	-	APRAST Co-Chairs	<b>Action plan for Capacity Building</b> 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 appointment of the champion and the details on the implementation of the action will be discussed at APRAST/8, will develop an action plan.
15	4/4, 4/23	Decisions APRAST 5/9, 6/28 and 7/23  Conclusion APRAST 5/4	-	APRAST Co-Chairs	<b>Coordination with APANPIRG and its sub-groups</b> 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. Since the RASG-APAC/5 meeting, the APRAST Secretariat linked the AP-SRP WG in APRAST up with the APANPIRG's Regional Airspace Safety Monitoring Advisory Group (RASMAG), to aid coordination on exploring the best mechanism/structure to facilitate the collection and sharing of ATM data. Invitations were also exchanged between AP-SRP WG and RASMAG for cross attendance of meetings to exchange safety information. 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	<b>Nomination of a point of contact for RASG-APAC/APRAST activities</b>	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.

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description	Status
17		Decision APRAST 7/9	-	Secretariat	<p><b>Online survey tool for responses to the monitoring of State implementation of safety tools</b></p> <p>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.</p>	Bangladesh has agreed to help develop such an online survey features for submission of information on the level of implementation of safety tools developed by APRAST/RASG.
18		Decision APRAST 7/3	-	Secretariat	<p><b>Dedicated web portal for RASG-APAC/APRAST</b></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>	<p>Secretariat updated that:</p> <p>a. The Documents Management System was launched before APRAST/8. The Secretariat will progressively transfer the non-sensitive RASG-APAC and APRAST documentation like Organisation Structure, Terms-of-Reference, completed safety tools, records of completed safety enhancement initiatives, link to meeting information to the public website.</p> <p>b. Creating a protected work space for APRAST members to exchange working info was not in line with ICAO IT policy and beyond the capability of the Secretariat. Alternative technology is being explored by APRAST Co-Chair (Industry). Secretariat proposes to seek volunteer(s) to develop, administer and, if necessary, sponsor a protected workspace within this public website to allow APRAST members to collaborate and exchange working information.</p>
19	-	Decision APRAST 5/10	-	Secretariat	<p><b>RASG-APAC Procedural Handbook</b></p> <p>Develop a Procedural Handbook for RASG-APAC, which will among other things, document the APANPIRG – RASG-APAC coordination mechanisms and framework.</p>	<p>SEI WG Co-Chairs and US CAST have submitted their inputs in the draft RASG-APAC Procedural Handbook to Secretariat on 19 Jan. SRP-WG provided inputs which will be incorporated at the next revision..</p> <p>An update of the developed RASG-APAC Procedural Handbook will be presented at APRAST/8, to be endorsed at RASG-APAC/6.</p>

## RASG APAC STANDING WORK PROGRAMME