International Civil Aviation Organization

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

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

Agenda Item 4:   Update, Discussion and Review of APRAST Activities

UPDATE OF APRAST/6 and APRAST/7 DECISIONS AND CONCLUSIONS

(*Presented by the Secretariat*)

SUMMARY

This Paper presents the progress of the outstanding decisions and conclusions adopted at APRAST/6 in April 2015 and the progress of the decisions and conclusions adopted at APRAST/7 in September 2015.

Action by the meeting is at Paragraph 3.

1.   INTRODUCTION

1.1   This paper is to update the meeting on the progress of the outstanding Decisions and Conclusions adopted at APRAST/6 in April 2015 and the progress of the Decisions and Conclusions adopted at APRAST/7 in September 2015.

2.   DISCUSSION

2.1   APRAST/6 had adopted 29 decisions and 4 conclusions. During the APRAST/7 meeting, the progress of APRAST/6 Decisions and Conclusions was reviewed and it was determined the following APRAST/6 Decisions and Conclusions should remain open (Decision APRAST 7/2).

2.2   Subsequently to APRAST/7, nine APRAST/6 Decisions and four APRAST/6 Conclusions remain "**OPEN**". Further progress of the APRAST/6 Decisions and Conclusions are provided in **Attachment A.**

2.3   Three APRAST/6 Decisions proposed to remain OPEN are:

   i.   **Decision APRAST 6/2** on providing information from safety reports related to English Language Proficiency issues to be further studied by SEI WG

   ii. **Decision APRAST 6/21** on providing information on runway incursion, runway excursion and runway collision occurrences for further development of SEI RI/5 and SEI RI/6

   iii. **Decision APRAST 6/25** on SRP WG formalising a process for the publication and distribution of the APAC Annual Safety Report and providing the final draft of this process to the Secretariat for inclusion in the RASG-APAC Procedural Handbook

2.4   At APRAST/7, 38 Decisions and 10 Conclusions were adopted. Progress of these Decisions and Conclusions can be found in **Attachment B**. 16 APRAST/7 Decisions are proposed to remain "**OPEN**".

3.   **ACTION BY THE MEETING**

3.1   The Meeting is invited to:

    a) review the progress of the APRAST/6 Decisions and Conclusions referred to in paragraph 2.2 (Attachment A);

    b) review the progress of the APRAST/7 Decisions and Conclusions referred to in paragraph 2.4 (Attachment B);

    c) consider the adoption of the recommendation indicated for each item in Attachment A and Attachment B; and

    d) continue to support RASG-APAC and APRAST activities.

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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.** AAPA informed APRAST/7 that a report will be presented at APRAST/8 meeting (Decision APRAST/7 7.2.1 refers). Pending AAPA's update.
Decision APRAST 6/4 *WP/8 – Monitoring of Safety Tools Implementation*	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.	**Propose to close.** 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 *Report para 6.2.6 – SEI WG Breakout session*	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.	**Propose to close**. 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 *Report para 6.2.11 – SEI WG Breakout session (SEI RI/2)*	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.	**Propose to close.** 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 *Report para 6.2.12 – SEI WG Breakout session*	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.	**Propose to close.** 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. SEI LOC/6 was included into RASG-APAC 2015/2016 Work Programme (Decision RASG-APAC 5/26 refers).

APRAST/6 Reference	APRAST/6 Decision	Status
Decision APRAST 6/21 *Report para 6.2.15 – SEI WG Breakout session*	That, SRP WG provide information on runway incursion, runway excursion and runway collision occurrences for further development of SEI RI/5 and SEI RI/6 (Scenario based training for pilot and ATC).	**OPEN.** Issue remains in Emerging Issues Register. US CAST will provide more information on runway safety enhancements in relation to SEI RI/5 at APRAST/8 (APRAST Decision 7/30 refers).
Decision APRAST 6/24 *Report para 6.3.1 – SRP WG Breakout session*	That, SRP WG would observe the following timeline for the production of the APAC Annual Safety Report: 	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		**Propose to close.** 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.

APRAST/6 Reference	APRAST/6 Decision	Status
Decision APRAST 6/25 *Report para 6.3.1 – SRP WG Breakout session*	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.	**OPEN.** SRP WG provided inputs to the Secretariat. Pending incorporation of input into the RASG-APAC Procedural Handbook.at next revision.
Decision APRAST 6/28 *Report para 6.3.3 – SRP WG Breakout session*	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).	**Propose to close** 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). 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).

APRAST/6 Reference	APRAST/6 Conclusion	Status
Conclusion APRAST 6/1 *WP/4 - Update of RASG-APAC/4 Decisions*	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.	**Propose to close.** 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).

APRAST/6 Reference	APRAST/6 Conclusion	Status
Conclusion APRAST 6/2 *Report para 6.2.13 – SEI WG Breakout session*	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.	**Propose to close.** 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).
Conclusion APRAST 6/3 *Report para 6.3.1 – SRP WG Breakout session*	That, APRAST recommend to RASG-APAC/5 that the APAC Annual Safety Report be distributed to other RASGs.	**Propose to close.** RASG-APAC/5 approved the distribution of the APAC Annual Safety Report to other RASGs (Decision RASG-APAC 5/11 refers).
Conclusion APRAST 6/4 *Report para 7.2 – Any other business*	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.	**Propose to close.** 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.

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.	**Propose to close.** 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).	**Propose to close**. Secretariat will present 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:
	
	  a. A Documents Management System for public view; and
	
	  b. A protected workspace to allow APRAST members to collaborate and exchange working information.
		OPEN This item was included in RASG-APAC 2015/2016 Work Programme (Decision RASG-APAC 5/26 refers).
		
		Secretariat updated that a. The Documents Management System was launched before APRAST/8. The Secretariat will progressively transfer the non-sensitive RASG-APAC and APRAST documentation like Organization Structure, Terms-of-Reference, completed safety tools, records of completed safety enhancement initiatives, link to meeting information to the public website.

APRAST/7 Reference	APRAST/7 Decision	Status
		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 the protected workspace within this public website to allow APRAST members to collaborate and exchange working information.
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.	**Proposed to close** 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,

APRAST/7 Reference	APRAST/7 Decision	Status
		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.
Decision APRAST 7/5 **WP/8** – Update of APAC-AIG activities	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".	**Propose to close** 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.

APRAST/7 Reference	APRAST/7 Decision	Status
Decision APRAST 7/6 **WP/8 –** Update of APAC-AIG activities	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.	**Propose to close**. APAC-AIG presented the schedule of activities for 2015 to 2016 at RASG-APAC/5 (WP/4 refers). 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).
Decision APRAST 7/7 **WP/9** – Update of Monitoring Mechanism on State Implementation Safety Tool	That, Secretariat revise the monitoring mechanism on State implementation of safety tools to incorporate four levels of implementation *(1. Under Review; 2. Implemented by State; 3. Implemented by Operator; and 4. Completed)*, with the assistance of Bangladesh.	**Propose to close**. 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).
Decision APRAST 7/8 **WP/9** – Update of Monitoring Mechanism on State Implementation Safety Tool	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.	**Propose to close.** 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) 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).

APRAST/7 Reference	APRAST/7 Decision	Status
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.	**OPEN.** IOM, ref T 6/8.6 – AP-FS0006/16 dated 7 Jan 2016 was sent to HQ, seeking advice and support to allow States/ Administrations submit the survey which monitors State implementation of safety tools online. Bangladesh has volunteered to develop an online survey programme to allow States/Administrations to complete and submit the survey form on the implementation of safety tools. Bangladesh will update at APRAST 8.
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.	**Propose to close**. 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: 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.	**OPEN.** The champion to be appointed by APRAST Co-Chairs at APRAST/8, will develop an action plan, aligned to these proposed Terms of Reference.

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.	**OPEN.** 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.
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.	**Propose to close**. 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><tr><td>**Priority Area**</td><td>**Targets**</td><td>**Information/ Status on Targets to be provided by**</td></tr><tr><td>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>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></table>	**OPEN.** An update on the Asia and Pacific Regional Priorities and Targets was presented at RASG-APAC/5 in November 2015. An update to RASG-APAC/6 in August 2016 will be provided, and requires further inputs from States/ Administrations and industry (Ref WP on Regional Aviation Safety Priorities and Targets at APRAST/8.

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) IATA (to provide 2014 and current ISAGO registration)	
	Achieve at least 15% of applicable APAC airlines to be ISSA certified by the end of 2017.		
	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	

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.	**OPEN.** Singapore will present a WP on the revised Starter Kit at APRAST/8.
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.	**Propose to close**. 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.	**OPEN.** Workshop forecast, developed by APRAST Co-Chairs in consultation with SEI WG Co-Chairs, will be presented 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.	**Propose to close.** 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.

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.	**Propose to close.** 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.	**Propose to close.** 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.	**Propose to close.** 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.

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.	**OPEN** Work-in-progress. The Secretariat will provide the draft handbook at APRAST/8 for comments, with the view to seek endorsement of the handbook at RASG-APAC/6.
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.** Pending update on progress on the concept of the Go-Team to support the implementation of SMS for service providers and SSP for States/Administrations sent to Australia, Macao China, Papua New Guinea, AAPA and Biman Bangladesh.
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.	**OPEN.** Australia with the assistance of Singapore, India and Biman Bangladesh Airlines, are organizing the workshop on SSP/SMS Integration and Measurement, at APRAST/8. This item is proposed to be closed, after the workshop at APRAST/8 occurs.

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 Checklistbe removed from the 2014/2015 RASG-APAC Work Programme.	**Propose to close**. 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.	**Propose to close**. 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.	**OPEN** Pending response from SEI WG.
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.	**Propose to close**. 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).
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.	**OPEN.** US CAST will be presenting more information on runway safety enhancements in relation to SEI RI/5 and SEI RI/6 at APRAST/8.

APRAST/7 Reference	APRAST/7 Decision	Status
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.	**OPEN** Pending FSF response.
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** Pending response from IFALPA.
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.	**Propose to close** This workshop is planned to be subsumed within the forecast of workshops over the next two to three years (Decision APRAST 7/17 refers).
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.	**Propose to close**. 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.	**Propose to close**. SEI LOC/6 was approved to be included in RASG-APAC 2015-2016 work programme (Decision RASG-APAC 5/26 refers). The draft Model Advisory Circular for SEI LOC/6 will be reviewed and presented at APRAST/8.

APRAST/7 Reference	APRAST/7 Decision	Status
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).	**OPEN**. Secretariat identified relevant information on Runway Incursion, Runway Excursion and Runway Confusion occurrences, on ICAO website. More information would be sought by SRP WG and from US CAST, which will be presenting more information on runway safety enhancements at APRAST/8. 23 Feb_US CAST informed that they are using a number of safety reports from several organizations [European Action Plan, National Aerospace Laboratory Netherlands, EuroControl International RE report, International Federation of Air Line Pilots' Associations (IFALPA) Runway Safety Report, CAA (Sig 7 Task Force Report), Flight Safety Foundation "Reducing Risk of RE", Australian Gov.Safety Bureau (RE Reports Part 1&2), Airport Cooperative Research Program (Reports 3&50), FAA – Accident Investigation RE report recommendations, Boeing – RE Accident Summary]. US CAST is working to locate these reports and find out where they exist online.

APRAST/7 Reference	APRAST/7 Decision	Status
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: a. Secretariat to send draft report to all APRAST members for comments by 11 September 2015 b. APRAST members to provide comments to Secretariat by 20 September 2015 c. Secretariat to consolidate comments and provide them to the SRP WG Vice-Chairs by 22 September 2015 d. SRG WG Vice-Chairs to finalize the report and send it to the APRAST Co-Chairs by 29 September 2015 e. APRAST Co-Chairs to approve the final report by 1 October 2015 f. A published version to be available for distribution by mid November 2015.	**Propose to close**. The 2015 APAC Annual Safety Report was published on the RASG-APAC website on the ICAO Portal (Decision RASG-APAC 5/10 refers).
Decision APRAST 7/38 **Para 7.3.7** – SRP WG Breakout Session	That, Secretariat invite RASMAG representatives to future SRP WG meetings, to aid coordination on collection and analysis of ATM and safety data.	**Propose to close.** 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.

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.	**Propose to close.** 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 *with aircraft of mass 27,000kg and above,* participating in flight data sharing initiative by 2016", as proposed by IATA and AAPA.	**Propose to close.** 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 4th Regional Priority on attaining Predictive Risk Management and Advanced Regulatory Oversight as follows: ***Enhance the protection of aviation data information*** *RASG-APAC should encourage States/ Administrations to adopt safety information protection protocols.*	**Propose to close.** 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.	**Propose to close.** 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.

APRAST/7 Reference	APRAST/7 Conclusion	Status
Conclusion APRAST 7/5 **IP/4** – Global Safety Information Project	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	**Propose to close.** 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)
Conclusion APRAST 7/6 **Para 7.2.4** – SEI WG Breakout Session	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.	**Propose to close.** The recommendations for the establishment of Runway Safety Go Teams were approved at RASG-APAC/5 (Decisions RASG-APAC 5/5 refers).
Conclusion APRAST 7/7 **Para 7.2.8** – SEI WG Breakout Session	That, APRAST submit the completed SEI CFIT/4 (Flight Data Analysis Program) output to RASG-APAC/5 for approval.	**Propose to close** 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.
Conclusion APRAST 7/8 **Para 7.2.8** – SEI WG Breakout Session	That APRAST recommend to RASG APAC for CFIT/3 and CFIT/8 to be removed from Yearly Work Programme.	**Propose to close** 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).

APRAST/7 Reference	APRAST/7 Conclusion	Status
Conclusion APRAST 7/9 **Para 7.2.9** – SEI WG Breakout Session	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.	**Propose to close** 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.
Conclusion APRAST 710 **Para 7.2.9** – SEI WG Breakout Session	That APRAST recommend to RASG APAC for to remove LOC/5 from Yearly Work Programme (2014/2015)	**Propose to close** 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).

— **END** —