



International Civil Aviation Organization

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

*(Bangkok, Thailand, 28 March – 1 April 2016)*

---

**Agenda Item 5: Presentations – State / Industry / ICAO**

**WORKSHOP FORECAST**

*(Presented by APRAST Co-Chairs)*

**SUMMARY**

This working paper proposes a forecast of workshops to be held in conjunction with APRAST meetings. States/ Administrations and Industry are encouraged to attend the workshops.

**1. INTRODUCTION**

1.1 Since APRAST/5, workshops are held in conjunction with APRAST meetings and facilitated by champions and experts within APRAST. The workshops have varied themes, which includes areas of SEI such as Controlled Flight into Terrain (CFIT), Loss of Control (LOC), Runway Safety (RS), Safety Management System (SMS) and State Safety Programme (SSP).

1.2 To strengthen effectiveness of RASG-APAC/ APRAST initiatives, the APRAST/7 meeting supported longer term planning of workshops. APRAST Co-Chairs propose a forecast of workshops for the next three years, which is developed in conjunction with SEI WG Co-Chairs.

**2. DISCUSSION**

2.1 The forecast is intended to support the APAC region in the following areas:

- a. Support States/Administrations and Industry in achieving the APAC Regional Aviation Safety Priorities and Targets;
- b. Support implementation of APRAST and RASG-APAC Safety Enhancement Initiatives and programmes; and
- c. Encourage active sharing of experiences and best practices.

2.2 Under the APAC Regional Aviation Safety Priority on ‘Consistent and effective SMS and SSP Implementation’, the region is expected to attain full SMS implementation for applicable service providers by 2017 and full ICAO SSP implementation for States/ Administrations by 2022. Current SMS and SSP implementation levels are low, based on the information collected from 11 States/ Administrations<sup>1</sup> by November 2015 by APRAST Secretariat. 66% of aviation organisations that are required to implement SMS, have implemented SMS, while about 12% of APAC States/ Administrations with more than 60% Effective Implementation of ICAO USOAP, have completed SSP implementation. Further workshops on SMS and SSP implementation are hence proposed to be conducted, to discuss available safety management guidance material and to share experiences on implementation among States/ Administrations and Industry.

---

<sup>1</sup> The 11 States/ Administrations that responded are Australia, Bhutan, Fiji, Hong Kong, Japan, Macao, New Zealand, Pakistan, Samoa, Singapore and Thailand.

2.3 The APAC Regional Aviation Safety Priorities and Targets also relate to the reduction of operational risks. Several initiatives in the RASG-APAC/ APRAST work programme thus far relate to the mitigation of fatal accidents in the APAC region. The SEI WG is dedicated to developing SEIs in the top three fatal accident categories for the period of 2005 to 2014. States/ Administrations and Industry are encouraged to implement the deliverables of SEIs where applicable. In line with Decision APRAST 7/33<sup>2</sup>, and that lapses in RS caused the largest percentage (36%<sup>3</sup>) of total accidents from 2010 to 2014, higher priority is allotted to implementing SEIs targeting RS. Promotion of SEI implementation, in the areas of CFIT, LOC and RS, is proposed to happen in two ways: hosting of workshops dedicated to SEI implementation, as well as short discussion sessions on SEI implementation during every workshop.

2.4 The proposed workshop forecast for the next three years is attached in Annex A.

### **3. ACTION BY THE MEETING**

3.1 The Meeting is invited to:

- a) provide feedback on the proposed workshop forecast;
- b) encourage States/ Administrations and Industry to volunteer as Champions and/or contributors for future workshops; and
- c) encourage States/ Administrations and Industry to attend and actively share experiences and best practices as workshop participants.

— — — — —

---

<sup>2</sup> Decision APRAST 7/33: 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.

<sup>3</sup> Annual Safety Report Asia Pacific Region 2015

**PROPOSED WORKSHOP FORECAST**

	<b>(Expected) Occurring period</b>	<b>Proposed Workshop Topic(s)</b>	<b>Champion; Workshop contributors</b>
<b>APRAST/5</b>	Sep 2014	Controlled Flight into Terrain (CFIT), Loss of Control (LOC) and Runway Safety (RS)	COSCAP-CTAs; Aviation Performance Solutions LLC, CAE, CANSO, United States
<b>APRAST/6</b>	Apr 2015	Implementing an Effective National and Organizational Safety Management Framework	APRAST Co-Chairs; ACI, Australia, COSCAP-NA, Hong Kong, New Zealand, Singapore, Singapore Airlines
<b>APRAST/7</b>	Aug 2015	Pragmatic Approach to SMS and SSP	AAPA; Australia, Macau, NokScoot Airlines, Singapore
<b>APRAST/8</b>	Apr 2016	SSP/SMS Integration and Measurement	Australia; Biman Bangladesh Airlines, India, Singapore, Singapore Airlines
<b>APRAST/9</b>	Late 2016	Implementation of SEIs with focus on Runway Safety	Industry (To be confirmed)
<b>APRAST/10</b>	Early 2017	SMS Implementation - Acceptance and review of SMS  SEI Implementation	State (To be confirmed)
<b>APRAST/11</b>	Late 2017	SSP Implementation - Experiences in developing SSP - Coordinating SSP with SMS  SEI Implementation	State (To be confirmed)
<b>APRAST/12</b>	Early 2018	SEI Implementation	To be confirmed

— END —