

**18<sup>th</sup> STEERING COMMITTEE MEETING**  
**Discussion Paper 3**  
**Regional Aviation Safety Teams**  
**Reports and Proposed Actions**  
**(Presented by Wayne Chapin)**

**SUMMARY**

The purpose of this paper is to formally present to the Steering Committee the conclusions and proposed actions from the 22<sup>nd</sup> and 23<sup>rd</sup> NARAST meetings. The conclusions and proposed actions arising from these meetings are attached to this paper: 22<sup>nd</sup> Meeting of the NARAST (Attachment I) 23<sup>rd</sup> Meeting of the NARAST (Attachment II); RASG 2016-2017 Work Programme (Attachment III) and APAC Regional Aviation Safety Priorities and Targets (Attachment IV).

**1 Background**

- 1.1 The objective of the NARAST is to recommend accident prevention interventions to the Steering Committee. The recommendations, once approved by the Steering Committee, may be implemented through the coordinated efforts of the regulatory authorities, in consonance with service providers, airlines and aircraft manufacturers. When such actions are endorsed by the Steering Committee, the Team Members will serve as focal points for introducing the interventions within their respective Administrations and for coordinating their government's efforts with industry.
- 1.2 To accomplish the objectives, the team will continue to undertake its deliberations in full consideration of the work of the RASG / APRAST. The priority for the Team will be to introduce, support, and develop actions which have the potential to effectively reduce regional aviation risks to enhance aviation safety.
- 1.3 A list of all NARAST OPEN Items for ALL Member States can be downloaded from the COSCAP-NA website at <http://www.coscap-na.com>.
- 1.4 The RASG produces a **RASG APAC 2016-2017 WORK PROGRAMME** which is located at Attachment III.
- 1.5 The **APAC Regional Aviation Safety Priorities and Targets** can be found at Attachment IV.

**2 Discussion**

- 2.1 The Proposed Actions arising from the **22<sup>nd</sup> and 23<sup>rd</sup> NARAST meetings** (Attachment I and II) are provided for the consideration and decision of the Steering Committee.
- 2.2 The CTA with the assistance of the ROK Interns have completed the work on the redesign of the NARAST tracking tool (Attachment IV) which has improved the readability of the information provided in the database to make it more user friendly.
- 2.3 The CTA will also monitor the status of the implementation of ICAO Regional Aviation Safety Priorities as part of normal mission activities and provide assistance as requested.
- 2.4 In addition, the CTA monitors the implementation of the APAC ICAO Bangkok RASG/APRAST Safety Tools which can be found at:  
<https://www.icao.int/APAC/RASG/eDocs/Forms/AllItems.aspx>

- 2.5 It should be noted that the NARAST meeting records and the NARST Implementation Tracking tool can be viewed on the COSCAP-NA website - <http://www.coscap-na.com/>

### **3 Action of the Meeting**

- 3.1 The Meeting is invited to review the conclusions and proposed actions from the 22<sup>nd</sup> and 23<sup>rd</sup> NARAST meetings and accord its approval as appropriate.
- 3.2 The Meeting is invited to also review the RASG Work Programmes (Attachment III) and the APAC Regional Aviation Safety Priorities (Attachment IV) and comment as applicable.
- 3.3 Members are urged to update the RASG/APRAST Safety Implementation Tracking Tool on the APAC ICAO Bangkok website: <http://imtsei.org/>
- 3.4 As approved by the Steering Committee, the CTA is to update the Implementation Status Report and provide it to Member Administrations for their review and further input.
- 3.5 As approved by the Steering Committee, the CTA will support Member Administrations in the implementation of the safety enhancement actions.

**Record of Conclusions and Actions of the  
22<sup>nd</sup> Meeting of the North Asia Regional Aviation Safety Team (NARAST)  
Beijing, China  
24 October 2017**

**1. Present**

The 22<sup>nd</sup> Meeting of North Asia Regional Aviation Safety Team (NARAST) was attended by representatives from China, DPRK, Hong Kong China, Macau China, Mongolia and EASA. ROK was unable to attend the meeting however they provided input to the agenda items through an e-mail submission.

The CTA was supported by Ms. Sun Qun Programme Secretary and two ROK interns. There were a total of 20 participants (see Attachment II for list of participants).

**2. Venue**

The Meeting was held in Beijing, China in the APAC ICAO Regional Sub-Office in advance of the 11<sup>th</sup> Asia Pacific Regional Aviation Safety Team (APRAST).

**3. Proceedings of the Meeting**

The CTA COSCAP-NA facilitated the meeting, and it progressed in accordance with the Programme a copy of which is placed at *Attachment I*.

**4. Review of the 21<sup>st</sup> NARAST Meeting Decision Record**

4.1 No changes were requested. (*Attachment II*)

**5. Review of 10<sup>th</sup> APRAST Decision Record**

5.1 Macao China and Hong Kong China have reported the percentage of implementation of the APRAST Safety Tools on the ICAO Regional Office (RO) website and indicated that the website is not difficult to use. Macao encouraged COSCAP-NA Members to take advantage of the Safety Tools developed by APRAST and if they haven't to update the implementation tracking tool.

5.2 The CTA requested that Members identify to him any assistance required in entering data into the ICAO RO Safety Tool implementation status website.

5.3 The CTA reviewed Safety Enhancement Initiatives (SEI) LOC2 and LOC 4 with Members which focuses on performance based pilot training in the area of loss of control. Members were encouraged to review the resultant safety tools for LOC2 and LOC4 on the ICAO RO website.

5.4 Hong Kong China asked if there will be a move to performance based training (PBT) for aircraft maintenance personnel.

**Action:**

The CTA is to research the matter to determine if there is information available on PBT for aircraft maintenance personnel and circulate any information found to Members.

**6. Review NARAST Terms of Reference**

6.1 With the recent participation of Hong Kong China and Macao China, the ToR of NARAST was reviewed and comments requested including any revision where necessary. The ToR will be finalized and included into the Programme Document (Pro Doc) for signatures of Members. Participants did not offer any comments.

**7. Review of NARAST Implementation Status**

7.1 The CTA led a review of the NARAST implementation status of priority items recorded as OPEN as of September 1, 2017.

7.2 Updates will be submitted to the next SCM and incorporated into the Work Plan

7.3 The following actions arose from the review of the NARAST records:

**China (CAAC)**

**S/N 24.0101 - Cargo - Cargo Loading Training and SOPs**

**Update:** Remains under review.

**Action:** Remains open

**DPRK (GACA)**

**S/N 76.0501 - Runway Safety Action Teams**

**Update:** Establishment of RST in Kalma International Airport is still underway

**Action:** Remains open

**Mongolia (CAAM)**

**S/N 3.0704 - COSCAP-NA to review the implementation of CDFA with Member States. AC CNA008A issued on 1 March 2009.**

**Update:** Have not yet issued the AC on CDFA

**Action:** Remains open

**S/N 4.0401 – Safety Reporting - Recognizing that a “Non-punitive Reporting Culture” constitutes an essential component of the Safety Management System (SMS), SE-10 (ASAP) to be viewed in the context of SMS.**

**Update:** Mongolian SSP was approved by the Ministry of Transport on 14 April 2016 which includes provisions for safety reporting.

**Action:** CAAM requested that this item be closed.

**S/N 24.0101 - Cargo - Cargo Loading Training and SOPs**

**Update:** Still in progress

**Action:** Remains open.

The CTA recommended that MCAA review FAA Advisory Circular 120.85A with a view to developing their own AC for use in Mongolia.

**S/N 60.0101 - G09.03: States to implement Annex 6, amendment 32 regarding Foreign Air operators by revision to regulations, procedures and guidance material.**

**Update:** Still in progress

**Action:** Remains open

**S/N 76.0501 - A11.14 Member Administrations who have yet to do so to review the ICAO Guidance material and establish a Runway Safety Programme with priority on International Airports.**

**Update:** Still in progress

**Action:** Remains open

**ROK (KOCA)**

**24.0101 – Cargo - Cargo Loading Training and SOPs**

Update: KOCA provided the feedback to the meeting through an e-mail as follows:

*“KOCA requires air operators to develop and include detailed manuals to follow about Air Cargo Operation into its Aircraft Operation Manual, and the manuals approved by the KOCA include weight & balance control program, ground operation manual, aircraft loading manual, dangerous goods handling manual and cargo manual.*

*However, from an aspect of the adoption of the AC, KOCA needs to conduct further review to see if all the provisions in the AC are the ones we could adopt.”*

**Action:** KOCA requested that this item be closed.

**General Comment:** The CTA offered once again the FAA AC120.85A as a model for the development of Members for issuance in their respective jurisdictions. If Members so desire the CTA can develop a COSCAP-NA model AC for their consideration.

**Action:** Members to advise CTA if they wish to have a model AC developed on this matter.

## 8. Review of the Regional Aviation Safety Priorities and Targets

8.1 The CTA led a brief discussion on the Regional Aviation Safety Priorities and Targets reminding participants that while COSCAP-NA can assist in implementation in some areas, other areas are the responsibility of external agencies ex. IATA. It is important that Members identify those areas in the Safety Priorities and Targets document where they need implementation assistance and notify the CTA. The CTA is to monitor progress of implementation of priorities and targets during regular missions.

8.2 Macao, China mentioned that the RASG/7 has approved the revised the Priorities and Targets regarding the IOSA part. Please refer to the most up to date version of the document on the COSCAP-NA and RO websites.

8.3 Mongolia underwent an ICVM on 29 August to 4 September 2017 and no SSC was issued to MCAA. Mongolia will go through another full CMA audit proposed for 2019.

8.4 During general discussions CAAC offered that it is important that Members evaluate the effective implementation of SMS for their service providers. CAAC questioned on how Members ensured the effectiveness of SMS amongst their respective service providers. Some maintenance training organizations in China questioned the need for SMS in their organizations as it is extremely onerous in the data management area.

8.5 Macao China implemented an SMS assessment process to audit their service provider's community over 2.5 years ago. The regulatory assessment of the service provider's SMS is fairly straight forward. Macao is now focusing on the assessment of SMS implementation to ensure all processes are in place and that SMS works as required. Macao has an SMS implementation assessment checklist that they will share among NARAST members.

## 9. NARAST Database Redesign

9.1 The CTA led a brief discussion on the proposed redesign of the NARAST database. After the discussion the following decision was taken:

**Action:** The CTA will obtain a copy of the COSCAP-SEA tracking tool for distribution to NARAST Members. If there is agreement the CTA will develop a more simplified version of the current tracking tool.

## 10. COSCAP Sub Region Safety Issues to be submitted to APRAST11

10.1 No issues were raised by participants for submission to the APRAST11.

## 11. Other Business

11.1 The CTA led a discussion regarding Members responding to State Letters issued from either ICAO Montreal or the RO. Members opined that it in some cases there is a lack of background knowledge provided in the letters which makes it difficult to provide meaningful comments. As well some of the implementation decisions taken by ICAO do not provide enough time for Members to implement the new requirement. An example that is currently an issue in North Asia is the requirement for the installation of an Underwater Locator Devices (ULD) which operators are unable to purchase due to limited supply. More industry (equipment

manufacturer) consultations regarding supplies should be undertaken when for example requiring new equipment.

**Action:** CTA is to monitor this issue in consultation with ICAO.

11.2 EASA Strategy and Safety Management Director will visit Beijing in November 2017. Members are encouraged to share any areas of interests which EASA can provide assistance on. EASA is willing to consider how best to support exchanges on these areas taking advantage of visits of its experts to China in the coming year. The areas for consideration for example could be SAFA, Cabin Safety, Dangerous Goods, flexible use of airspace and other areas for which Members desire to receive training.

**Action:**

CTA is to solicit input in the form of training needs from COSCAP-NA Members regarding possible training that could be delivered by EASA experts. SMS experiences exchange could be one area which COSCAP and EASA can work on together to meet Member needs.

## **12. Date and Venue of the 23<sup>rd</sup> NARAST Meeting**

12.1 CAAC suggested to keep 2 NARAST meetings every year as it is important to ensure better understanding of the safety enhancements developed by APRAST as well as identify sub region safety issues through NARAST so that these safety issues/tools can if necessary be brought back into the relevant departments of the specific CAA for action. The CAAC recommended that at least one of the NARAST meetings be held in conjunction with the COSCAP-NA Member Coordinators meeting and compacting the meetings into 2 days would be better.

12.2 GACA supported CAAC's recommendation to have 2 NARAST meetings every year with one meeting being held in conjunction with the Member Coordinators meeting.

12.3 CAAM also thinks it is better to have 2 meetings every year for exchange of safety information and facilitate the implementation of SEIs in respective CAAs.

12.4 A meeting date for the 23<sup>rd</sup> NARAST to be held at the ICAO Regional Sub-Office will be set based on the tentative date for the 12<sup>th</sup> APRAST.

## **13. Review of Decisions and Actions from the 22<sup>nd</sup> NARAST meeting.**

13.1 CTA will finalize the Decisions from the 22<sup>nd</sup> NARAST meeting and circulate it to COSCAP-NA Members for comments before finalizing.



<b>22<sup>nd</sup> Meeting of the North Asia Regional Aviation Safety Team (NARAST)</b> <b>24 October 2017</b> <b>ICAO Regional Sub-Office Beijing, China</b> <b>Proposed Programme</b>	
0900-0910	1. Welcome and self-introduction
0910-1000	2. Review of agenda 3. Review of Conclusions/Actions of 21 <sup>st</sup> NARAST Meeting 4. Review of 10th APRAST Final Report
1000-1015	<b>Tea Break</b>
1015-1200	5. Review of the Implementation Status Report OPEN List items
1200-1315	<b>Lunch</b>
1315-1500	6. Review of the Implementation Status Report OPEN List items 7. Review of Regional Priorities and Targets 8. NARAST Database – redesign proposal
1500-1515	<b>Tea Break</b>
1515-1600	9. COSCAP-NA Sub-Regional Aviation Safety Issues for APRAST11 10. Any other business 11. Next meeting date/place 12. Review of Conclusions of the 22 <sup>nd</sup> NARAST 13. Close of the Meeting
<b>End of Meeting</b>	



**Record of Conclusions and Actions of the  
23<sup>rd</sup> Meeting of the North Asia Regional Aviation Safety Team (NARAST)**

**Beijing, China  
27 February 2018**

**1. Present**

1.1 The 23<sup>rd</sup> Meeting of North Asia Regional Aviation Safety Team (NARAST) was attended by representatives from China, Hong Kong China, Macau China, DPRK, Mongolia, ROK, EASA and Airbus.

1.2 The CTA was supported by Ms. Sun Qun Programme Secretary, Captain Chen Bin, the Flight Operation Intern from China Eastern Airlines and Ryu Youngkyung and Lee Hyunsuk the ROK interns. There were a total of 23 participants (see Attachment II for list of participants).

**2. Venue**

The Meeting was held in Beijing, China in the APAC ICAO Regional Sub-Office in advance of the 12<sup>th</sup> Asia Pacific Regional Aviation Safety Team (APRST).

**3. Proceedings of the Meeting**

3.1 The CTA COSCAP-NA facilitated the meeting, and it progressed in accordance with the Programme a copy of which is placed at *Attachment I*.

3.2 Hong Kong China checked whether the new CTA has been selected and the arrival date is fixed. The CTA mentioned the 2-3 week overlap period is requested to ensure the smooth transition.

**4. Review of the 22<sup>nd</sup> NARAST Meeting Decision Record**

4.1 The CTA is leading the meeting to review the 22<sup>nd</sup> NARAST Meeting Decision Record, no changes were requested. (*Attachment II*)

4.2 Members are requested to visit APAC ICAO Regional Office Safety Tool Implementation Status tracking website to update their respective implementation status (<http://imtsei.org/>).

4.3 It is anticipated that Mongolia will undergo an ICAO USOAP CMA audit in 2019. Members are encouraged to request assistance from the CTA in preparation for next audit cycle so that experts can be identified where requested either from other COSCAP-NA Member(s) or outside sources to assist in audit preparatory work.

4.4 Ryu Youngkyung created a new summary format of the NARAST SEI Tracking database which was reviewed during the meeting. Members agreed with the new summary format.

4.5 EASA together with CAAC will hold a Cabin Safety Workshop in Chengdu in June. OJT in Europe will follow the classroom training. CAAC has graciously offered to open the Workshop to the Members of COSCAP-NA. The official invitation will be issued soon. Members who are interested in attending the training are encouraged to

contact the CTA. Hong Kong China, ROK and Mongolia have expressed their interests in participating in the Workshop.

4.6 The CTA informed the meeting that Mr. Lyu Xinming from CAAC has been appointed as the Co-chair of the APRAST representing the APAC Regulators.

## 5. Review of 11<sup>th</sup> APRAST Decision Record

5.1 Cabin Safety (SE/78) is underscored by the CTA recognizing that it is an emerging issue in Asia Pacific area. Members who envisage the Cabin Safety as an issue are encouraged to share their data with APRAST for analysis by submitting a Working Paper to the next 12<sup>th</sup> APRAST.

5.2 The CTA requested that Members identify to him any assistance required in for data entering into the RASG/APRAST Safety Tool Implementation status website. A user's manual is available on the RASG/APRAST website - <https://www.icao.int/APAC/RASG/Pages/default.aspx>. It should be noted that the CTA only has read access to the Implementation Status database.

5.3 Conclusions from APRAST 11/4/5/6 were highlighted by the CTA for the information of Members.

## 6. Review of NARAST Implementation Status

6.1 The CTA led a review of the NARAST implementation status of items recorded as OPEN as of January 28, 2018.

### 6.1.1 SE-3 CFIT, Precision-Like Approach Implementation (“21st Century Instrument Approaches”) (Vertical Angles – PAI 1-7, 11)

Mongolia – Open

Macao China – Open

### ~~6.1.2 SE-27 Loss of Control (Risk Assessment and Management)~~

Hong Kong China – Open

### 6.1.3 SE-121 Cargo - Cargo Loading Training and SOPs

China - Open

Hong Kong China – Open (Procedure in place)

### 6.1.4 GSI BP 1a-4 G09.03: States to implement Annex 6, amendment 32 regarding Foreign Air operators by revision to regulations, procedures and guidance material.

Mongolia – Open, Amendment 32 to Annex 6 will be included into the new edition of MCAR-129, currently under the final review.

### 6.1.5 SE-176 Runway Safety Action Teams

Mongolia – Open

DPRK – Open

### 6.1.6 RASG 4/2 RASG 4/9 – RS 1 Runway Safety Maturity Checklist. [This checklist is developed for use by ANSPs, Airlines and Airport Operators to help them benchmark their level of safety against best practice]

The CTA commented that it is better to manage the Runway Maturity Checklist safety tool through Runway Safety Teams rather than designate a single individual/organization to exercise the checklist.

#### **6.1.7 RASG-APAC 7/6-LOC/2 and LOC/4**

The implementation of safety management practices Decision (hazard identification and risk management) into RASG-APAC operational processes & decision making and (LOC/4) 7/6 - LOC/2 Flight Crew Proficiency - The appropriate use of trend and LOC/4 information from Safety Management Systems (SMS) in the training and qualification processes to mitigate risk that could lead to a LOC event.

The CTA commented this is a recently developed safety tool and Members should ensure to review the information and implement it within the individual organizations as applicable.

6.2 The CTA encourage the Members to visit the website to look at the Safety Tools in detail if they haven't done it so far. <https://www.icao.int/APAC/RASG/eDocs/Forms/AllItems.aspx>

6.3 ICAO RO requested that the CTA monitor the Safety Tool implementation status during mission to Members. However, the uploading of the implementation status rests on the individual Member. The CTA can provide assistance when necessary during the uploading of data.

6.4 Macao China mentioned there is a RASG-APAC Monitoring Mechanism User Guide of the data uploading to provide the Members with the detailed instructions on how to exercise the data uploading.

6.5 Updates to the NARAST Safety Enhancement activities will be submitted to the next SCM and incorporated into the Work Plan where required.

#### **Action:**

Members expressed the willingness to individually update the SE Implementation status into the data tracking website and the CTA will provide assistance whenever Members request during the process. Members should update the implementation of the NARAST SEs before the next NARAST meeting. The CTA will draft the updates into the tracking table, report the updates to the next SCM for concurrence of the Members which will be integrated into the work plan of COSCAP-NA as applicable.

#### **7. Integration of Hong Kong China and Macao China OPEN items into NARAST tracking Tool**

Hong Kong China and Macao China have agreed that their respective Open Items from COSCAP-SEA have been incorporated in the NARAST Open Items Summary.

#### **8. NARAST Tracking of RASG Safety Tool Implementation**

The CTA led a brief discussion on the redesign of the NARAST database.

#### **9. COSCAP Sub Region Safety Issues to be submitted to APRAST12**

No issues were raised by participants for submission to the APRAST12.



**11. Other Business**

No other business was raised by participants.

**12. Date and Venue of the 24<sup>th</sup> NARAST Meeting**

A meeting date for the 24<sup>th</sup> NARAST to be held at the ICAO Regional Sub-Office will be set based on the tentative date for the 13<sup>th</sup> APRAST.

**13. Review of Decisions and Actions from the 23<sup>rd</sup> NARAST meeting.**

CTA will finalize the Decisions from the 23<sup>rd</sup> NARAST meeting and circulate it to COSCAP-NA Members for comments before finalizing.



**23rd Meeting of the North Asia Regional Aviation Safety Team (NARAST)  
27 February 2018  
ICAO Regional Sub-Office Beijing, China**

**Proposed Programme**

1. Welcome and self-introduction
2. Review of agenda 3. Review of Conclusions/Actions of 22 <sup>nd</sup> NARAST Meeting 4. Review of 11th APRAST Final Report
5. Review of the Implementation Status Report OPEN List items
6. Discussion on integrating into the NARAST tracking system SEI activities for Hong Kong China and Macao China 7. NARAST Database – tracking of RASG Safety Tools Implementation
8. COSCAP-NA Sub-Regional Aviation Safety Issues for APRAST12 9. Any other business 10. Next meeting date/place 11. Review of Conclusions of the 23 <sup>rd</sup> NARAST 12. Close of the Meeting

## PROPOSED RASG-APAC 2016/2017 YEARLY AND STANDING WORK PROGRAMME

*Note: Proposed new items are in shaded rows*

RASG-APAC YEARLY WORK PROGRAMME (2016-2017)					
S/N	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description
1	4/10	Conclusion APRAST 5/13  Decisions APRAST 7/35, 8/12	LOC 6	COSCAP-NA	<b>Upset Prevention Recovery Training (UPRT)</b>
2	2/2	Conclusion APRAST 2/51  Decision APRAST 8/10	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.)
3	2/2	Conclusion APRAST 2/53  Decision APRAST 8/11	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.)
4	5/7	Decision APRAST 7/29  Conclusion APRAST 8/10	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.

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description
5	4/23	<p>Conclusions APRAST 5/17, 7/6</p> <p>Decisions APRAST 6/23, 7/24, 8/19</p>	-	<p>Australia, Macao China, Papua New Guinea, AAPA, Biman Bangladesh</p>	<p><b>Implementation of Go-Teams</b> 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>
6		<p>Decisions APRAST 7/12</p> <p>Conclusions APRAST 7/4, 8/8</p>	-	APRAST Co-Chairs	<p><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"</p>
7	4/4, 4/23	<p>Decisions APRAST 5/9, 6/28 and 7/23</p> <p>Conclusion APRAST 5/4</p>	-	APRAST Co-Chairs	<p><b>Coordination with APANPIRG and its sub-groups</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>a. the attendance of RASG-APAC /APRAST representatives at relevant APANPIRG bodies and vice versa;</li> <li>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</li> <li>c. the review and endorsement of subsequent versions of the APAC Seamless ATM Plan by APANPIRG and RASG-APAC.</li> </ul>

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description
8	2/3, 4/23	Conclusions APRAST 2/2 and 5/2	-	Secretariat	<b>Nomination of a point of contact (PoC) for RASG-APAC/APRAST activities</b>
9		Decisions APRAST 7/9, 8/5, 8/6, 8/20  Conclusion APRAST 8/2	-	Secretariat	<b>Online survey tool for responses to the monitoring of State implementation of safety tools</b> 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.
10		Decisions APRAST 7/3, 8/24	-	Secretariat	<b>Dedicated web portal for RASG-APAC/APRAST</b> 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.  This item aims to enhance access and visibility of RASG-APAC/ APRAST work and for more efficient collaboration among its members.
11	-	Decisions APRAST 5/10, 8/6, 8/17  Conclusion APRAST 8/1	-	Secretariat	<b>RASG-APAC Procedural Handbook</b>  Develop a Procedural Handbook for RASG-APAC, which will among other things, document the APANPIRG – RASG-APAC coordination mechanisms and framework.



S/N	Decision RASG-APAC	APRAST Ref	Subject Ref (if any)	Champion	Brief Description
12		Decision APRAST 8/8	-	APAC-AIG	<b>Initiatives to improve accident investigation capabilities</b> Identify potential initiatives to help improve accident investigation capabilities and USOAP AIG EI rates of States/ Administrations
13		Decisions APRAST 7/31, 8/13	RE 1	FSF and IFALPA	<b>Causal factors with pilot decision to not go-around</b> Promote pilot adherence to SOPs for approaches including go-around decision making
14		Decision APRAST 8/21  Conclusions APRAST 8/11, 8/12	-	AP-SRP WG	<b>Production of APAC Annual Safety Report</b> Produce the 2016 APAC Annual Safety Report by the APRAST/9 meeting; and Produce the 2017 APAC Annual Safety Report for submission to RASG-APAC/7 for approval.
15		Decision APRAST 8/18	-	SEI WG	<b>Work Processes on the creation of SEIs</b> Review work processes for the creation of SEIs, to take into account the need to address both operational and organizational risks in the region

**RASG APAC STANDING WORK PROGRAMME**

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description
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Nil

**ASIA AND PACIFIC REGIONAL AVIATION SAFETY PRIORITIES AND TARGETS**  
(Approved Decision RASG-APAC 7/4 refers)

Regional Aviation Safety Priorities		Action	Regional Aviation Safety Targets
1.	<p><b>Reduction of operational risks</b></p> <p>According to the APAC Annual Safety Report, the percentage of global fatal accidents attributed to the APAC region has increased from 11% in 2008 to 25% in 2011. The report has also identified Loss of Control In-flight (LOC-I), Controlled Flight Into Terrain (CFIT) and runway safety related accidents as the main contributing factors to fatal accidents in the APAC region, which is in line with the analysis in the ICAO Global Aviation Safety Plan.</p> <p><i>Metric:</i></p> <ul style="list-style-type: none"> <li>Number of fatal accidents irrespective of the volume of air traffic in the APAC region.</li> </ul>	<p><b>Implement priority Safety Enhancement Initiatives (SEIs)</b></p> <ul style="list-style-type: none"> <li>RASG-APAC should continue its focus on the development of the current SEIs to address the priority areas of LOC-I, CFIT and Runway Safety.</li> <li>RASG-APAC should continue to provide implementation support to States and industry.</li> <li>States and industry should likewise accord priority to the implementation of these SEIs.</li> </ul>	<ul style="list-style-type: none"> <li>RASG-APAC to complete the development of currently identified priority SEIs by end-2017.</li> <li>States and industry to complete the implementation of all priority SEIs in RASG-APAC work programme by 2018.</li> <li>[RPD] Reduction in the number of fatal accidents in 2018 compared to 2014 irrespective of the volume of air traffic in the APAC region.</li> </ul>
2.	<p><b>Improvements to safety oversight/Industry safety audits</b></p> <p>Recognizing that the APAC region has one of the fastest air traffic growth rates and that effective safety oversight systems are crucial in ensuring high standards of safety, States should enhance their safety oversight system as a high priority.</p> <p><i>Metric:</i></p> <ul style="list-style-type: none"> <li>APAC States' ICAO USOAP CMA effective implementation rate.</li> </ul>	<p><b>Enhance safety oversight systems through capacity building</b></p> <p>Capacity building is an important element to enhance safety oversight capabilities. Considering that ICAO's last comprehensive systems approach audit cycle showed that the highest lack of effective implementation (52%, please see Figure 1 below) was in the area of CE 4 "qualified personnel", programmes should be initiated to increase the number of qualified inspectors in the region. A dedicated task force should be established by APRAST to develop an action plan on capacity building.</p> <p><b>Resolve Significant Safety Concerns (SSCs)</b></p> <p>States should accord the utmost priority to the resolution of any SSCs identified by the ICAO Universal Safety</p>	<ul style="list-style-type: none"> <li>Task force (to be formed by APRAST) to develop an action plan on capacity building by June 2016.</li> <li>[RPD] States to resolve any SSCs identified by the ICAO USOAP CMA programme promptly within the timeline specified in the</li> </ul>

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	<p>Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) programme. States with SSCs should draw on the necessary resources available, including technical assistance from other States and regional programmes such as COSCAPs, where necessary, to resolve the SSCs promptly.</p> <p><b>Use of the IATA Operational Safety Audit (IOSA) and the IATA Standard Safety Assessment (ISSA)</b></p> <p>IOSA registered carriers have demonstrated safety performance more than 2 times better than that for non-registered operators for the period between 2008 and 2013. IOSA can be utilised as an effective tool for States to evaluate operational capability and to establish level of confidence of air operators. Airlines are encouraged to pursue IOSA registration as a means to strengthen their safety management and compliance. States should consider various options to leverage IOSA from including recognition of IOSA to encouraging IOSA registration for all applicable operators. ISSA is a new safety programme, applicable to smaller operators whose aircraft or business model does not meet the eligibility criteria of IOSA. States are also encouraged to promote ISSA registration for all applicable operators.</p> <p><b>Use of the IATA Safety Audit for Ground Operations (ISAGO) to improve ground safety</b></p> <p>Aircraft ground damage is a significant APAC issue and contributes to a global figure of nearly US\$ 4-billion annual loss in terms of damage and injury. ISAGO aims to improve safety oversight of ground service providers, promptly identify ground operation activities with higher risks and reduce the number of accidents related to ground operations. With these aims in mind, operators are encouraged to pursue ISAGO registration for ground service providers for enhancement in aviation safety.</p>	<p>corrective action plan and agreed to by ICAO.</p> <ul style="list-style-type: none"> <li>• [RPD] States to achieve at least 60% EI in USOAP CMA by 2017.</li> <li>• increase the number of IOSA registered APAC airlines by 50% over end-2016 figures by 2020.</li> <li>• increase the number of ISSA registered APAC airlines by 15% over end-2016 figures by 2020.</li> <li>• Pursue 50% increase in ISAGO registrations over end-2016 figures by 2020.</li> </ul>

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3.	<p><b>Consistent and effective Safety Management Systems (SMS) and State Safety Programmes (SSP)</b></p> <p>The growing air traffic in the APAC region and the increasingly complex operating environment necessitate the involvement of both industry and States in ensuring high levels of safety. During the period between 2008 and 2012, 27% of APAC accidents involved deficiencies in safety management while 33% of the accidents in APAC involved deficiencies in regulatory oversight. Effective implementation of SMS is essential for the industry to identify hazards and resolve safety concerns. The robust implementation of the SSP also enables States to focus their safety oversight resources where they are most needed.</p> <p><i>Metrics:</i></p> <ul style="list-style-type: none"> <li>Number of organizations that have implemented SMS as a percentage of the number of organizations required to implement SMS.</li> </ul>	<p><b>Support robust implementation of SMS and SSP</b></p> <ul style="list-style-type: none"> <li>RASG-APAC should facilitate the sharing of best practices amongst States in the region on SMS and SSP.</li> <li>States should accord priority to the implementation of SMS and SSP to achieve an acceptable level of safety in aviation operations.</li> <li>APAC COSCAPs should focus on assisting States in the implementation of SMS and SSP.</li> </ul>	<ul style="list-style-type: none"> <li>[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.</li> <li>[RPD] States to implement the full ICAO SSP by 2022</li> </ul>
4.	<p><b>Predictive risk management and advanced regulatory oversight</b></p> <p>The evolution from reactive to predictive safety management and data-driven regulatory oversight systems hinges on the availability of high quality safety data. Proper risk management and oversight is also reliant on the effective investigation of accidents and incidents in order to prevent recurrence.</p> <p>Many APAC States have yet to fully implement ICAO Annex 13 requirements for accident investigation (53% - please see Figure 2 below). AIG AWG recommendations offer guidance to States to at least meet the minimum requirements. Implementation of these recommendations</p>	<p><b>Implementation of AIG AWG recommendations to address Annex 13 requirements</b></p> <p>States should consider it a priority to implement the APAC AIG's recommendations.</p> <p><b>Establish a structure for safety data collection, analysis and sharing</b></p> <p>RASG-APAC should establish an action plan that facilitates the use of standardized taxonomies for data collection in the region. Standardized taxonomies, for example in the description of safety occurrences, ramp inspection outcomes and definitions of audit findings, would facilitate the benchmarking and sharing of data</p>	<ul style="list-style-type: none"> <li>[RPD] States to achieve at least 60% EI in AIG of USOAP CMA by 2017.</li> <li>To develop regional mechanism for data collection, analysis and sharing by 2017.</li> </ul>

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<p>would help to improve each State’s capacity to effectively investigate accidents and serious incidents and should also enhance the level of reporting by States to assist in the identification of regional safety issues and trends.</p> <p>Furthermore, APAC States often lack the resources and expertise to manage and collect data on a State level and there are currently no formal mechanisms in place that allow for the sharing and benchmarking of information at the regional level.</p> <p>Finally, while many air operators in APAC have Flight Data Analysis Programmes, many have yet to fully incorporate the data into their risk management decision-making and few are leveraging on the valuable information available from external data-sharing platforms such as the IATA Flight Data Exchange (FDX) or the FAA Aviation Safety Information Analysis and Sharing (ASIAS) programmes.</p> <p><b>Metrics:</b></p> <ul style="list-style-type: none"> <li>States’ ICAO USOAP CMA EI rate for AIG module</li> </ul>	<p>among States. In the longer term, RASG-APAC should put in place a structure for the collection, analysis and sharing of safety and operational data in the region in support of predictive risk management.</p> <p><b>Establish a mechanism for regional data collection and sharing</b></p> <p>RASG-APAC should facilitate initiatives to develop regional data collection, analysis and sharing systems, including collaboration with existing data sharing systems ASIAs and IATA FDX programmes, with support from States and industry.</p> <p><b>Enhanced the protection of aviation data information</b></p> <p>RASG-APAC should encourage States/Administrations to adopt safety information protection protocols.</p>	<ul style="list-style-type: none"> <li>By 2020, pursue 50% increase in participation in flight data sharing initiatives by APAC air operators with aircraft of mass 27,000kg above, over end-2016 figures.</li> <li>APAC States to provide assurance that predictive risk management is fully effective by 2027.</li> </ul>
<p>5. <b>Enhanced Aviation Infrastructure</b></p> <p><b>Air Traffic Services</b></p> <p>Sustainable growth of the international aviation system will require the introduction of advanced safety capabilities (e.g. full trajectory-based operations) that increase capacity while maintaining or enhancing operational safety margins. The long-term safety objective is intended to support a collaborative decision making environment characterized by increased automation and the integration of advanced technologies on the ground and in the air, as contained in ICAO’s Aviation System Block Upgrades (ASBUs) strategy.</p>	<p><b>Coordination with APANPIRG</b></p> <ul style="list-style-type: none"> <li>Support the implementation of ASBU and ensure their implementation accounts for and properly manages existing and emerging risks (i.e. approaches with vertical guidance (APV) to mitigate CFIT and runway excursion).</li> <li>Jointly develop the proper structures to sustain the collection and sharing of regional ATM data.</li> </ul>	<ul style="list-style-type: none"> <li>Implement structures between RASG and APANPIRG to facilitate collection and sharing of ATM data by mid-2017.</li> </ul>

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<p><b>Aerodrome Facilities</b></p> <p>Particular attention should be paid to runway safety. Most aerodromes in the region are not certified due to lack of capacity of their respective regulatory authorities. The aerodrome and ground aids (AGA) CMA module has one of highest levels of lack of effective implementation (39%, see Figure 2 above). In 2012, 13% of APAC accidents included threats that were related to the malfunction or unavailability of ground based navigation aids. During the period between 2008 and 2012, 30% of the accidents in APAC were runway excursions.</p> <p><i>Metrics:</i></p> <ul style="list-style-type: none"> <li>• Structures in place to collect and share regional ATM data.</li> <li>• States' ICAO USOAP CMA EI rate for AGA module.</li> <li>• Number of runway safety seminars, workshops or other events at APRAST or RASG-APAC.</li> <li>• Number of aerodromes with RSTs in APAC region that are used for international operations.</li> </ul>	<p><b>Promotion of Effective Implementation of AGA</b></p> <ul style="list-style-type: none"> <li>• RASG-APAC should promote effective implementation of AGA, with focus on runway safety programmes that support the establishment of Runway Safety Teams (RSTs) and implementation of inter-organizational SMS and Collaborative.</li> <li>• Decision Making schemes.</li> </ul>	<ul style="list-style-type: none"> <li>• [RPD] States to achieve at least 60% EI in AGA of USOAP CMA by 2017.</li> <li>• Promote runway safety through workshops and seminars at least yearly.</li> <li>• All aerodromes in APAC region that are used for international operations to have RSTs by 2017.</li> </ul>