



International Civil Aviation Organization

# **APRAST Recommendations to RASG-APAC/2**

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# Overview

- ➔ General Recommendations
- ➔ Safety Enhancement Initiatives (SEIs) submitted for approval
  - Controlled Flight in Terrain (CFIT)
  - Runway Safety (RS)
  - Loss of Control (LOC)

Reference RASG-APAC/2 – WP/04, Appendix A



# APRAST Recommendations to RASG

APRAST Ref	Subject Ref	Description	Recommendation to RASG-APAC
APRAST 2/2	General	Naming of State /Industry Points of Contact (POCs)	To request member States and industry partners to nominate a person from their respective organizations to act as the primary POC and liaison for RASG-APAC/APRAST activities.

# APRAST Recommendations to RASG/2

APRAST Ref	Subject Ref	Description	Recommendation to RASG-APAC
APRAST 2/5	AIG 1/4	Minimum requirements for addressing key Annex 13 provisions	<p>To emphasize to States / Administrations the desirability of:</p> <ul style="list-style-type: none"> <li>• An independent system of accident investigation</li> <li>• The appointment of an accountable person for accident investigation matters</li> <li>• The formation of a core group of personnel to be trained as investigators</li> </ul>



# APRAST Recommendations to RASG/2

APRAST Ref	Subject Ref	Description	Recommendation to RASG-APAC
APRAST 2/6	AIG 1/6	Establishment of an independent safety investigation system	To encourage States/Administrations to establish some form of independent investigation system and consider possible options described in AIG/1-WP/5



# APRAST Recommendations to RASG/2

APRAST Ref	Subject Ref	Description	Recommendation to RASG-APAC
APRAST 2/8	AIG 1/7	Development of a core of trained safety investigators	To encourage States/Administrations to develop a dedicated core of trained accident investigators, to avoid frequent changes in investigation personnel and associated wasted training



# APRAST Recommendations to RASG/2

APRAST Ref	Subject Ref	Description	Recommendation to RASG-APAC
APRAST 2/9	AIG 1/10 AIG 2/1	Draft Code of Conduct aimed a promoting mutual cooperation between States during safety investigations	To review and comment on draft Code of Conduct for Accident Investigation

Reference RASG-APAC/2 – WP/04, Supplemental Information  
AIG –AWG/2 Meeting Report Attachment A

# APRAST Recommendations to RASG/2

APRAST Ref	Subject Ref	Description	Recommendation to RASG-APAC
APRAST 2/10	AIG 1/11 AIG 2/2	Forming a Group of Experts on Accident Investigation	<p>To consider formalizing a group of experts on accident/incident investigation with representation from the investigation authorities, industry partners and professional bodies. This group would facilitate the exchange of views, best practices and experiences.</p> <p>Note: This group might evolve from the existing AIG AWG</p>



# APRAST Recommendations to RASG/2

APRAST Ref	Subject Ref	Description	Recommendation to RASG-APAC
APRAST 2/11	AIG 1/11 AIG 2/2	Draft Terms of Reference (TOR) for the proposed Accident/Incident Investigation Group	To review and comment on draft TOR for the proposed Accident/Incident Investigation Group

Reference RASG-APAC/2 – WP/04, Supplemental Information  
AIG –AWG/2 Meeting Report Attachment B



# APRAST Recommendations to RASG/2

APRAST Ref	Subject Ref	Description	Recommendation to RASG-APAC
APRAST 2/12	AIG 1/12	Confidential Aviation Incident Reporting (CAIR) system	To encourage States / Administrations to implement a CAIR system



# APRAST Recommendations to RASG/2

APRAST Ref	Subject Ref	Description	Recommendation to RASG-APAC
APRAST 2/13	AIG 1/14	Assistance for establishing a Confidential Aviation Incident Reporting (CAIR) system	To encourage States / Administrations interested in setting up a CAIR program to contact the International Confidential Aviation Safety Systems Group (ICASS) for assistance in design and implementation



# APRAST Recommendations to RASG/2

APRAST Ref	Subject Ref	Description	Recommendation to RASG-APAC
APRAST 2/14	AIG 1/15	Assistance for establishing a Confidential Aviation Incident Reporting (CAIR) system	To encourage States / Administrations to consider use of the European Coordination Centre for Aviation Incident Reporting System (ECCAIRS) database software for their accident and incident database



# APRAST Recommendations to RASG/2

APRAST Ref	Subject Ref	Description	Recommendation to RASG-APAC
APRAST 2/15	AIG 1/17	Accident/Incident Data Report (ADREP) compatible systems	To encourage States / Administrations to consider use of ADREP compatible systems



# APRAST Recommendations to RASG/2

APRAST Ref	Subject Ref	Description	Recommendation to RASG-APAC
APRAST 2/17	APRAST/2 WP 11 – Runway Safety Seminar	Runway Safety Teams	To encourage all States to establish runway safety teams at their airports



# APRAST Recommendations to RASG/2

APRAST Ref	Subject Ref	Description	Recommendation to RASG-APAC
APRAST 2/18	APRAST/2 WP 10 – FAOSD	Foreign Air Operator Surveillance Database (FAOSD) Program	To encourage all States to participate in the FAOSD Program to improve transparency and sharing of safety information



# SEIs for RASG-APAC Approval

## **Controlled Flight into Terrain (CFIT) Safety Enhancement Initiatives (SEIs)**

Sub-Group Facilitator – Capt Wayne Chapin, COSCAP NA



# CFIT SEIs for RASG-APAC Approval

APRAST Ref

APRAST 2/21

- **CFIT 1 – Ground Proximity Warning Systems (GPWS) With Forward Looking Feature (FLF)**
  - **Champion – CAAS**
  - **Purpose**
    - **To promote compliance with ICAO SARPS regarding GPWS-FLF equipage**
    - **To ensure flight crews are trained and competent to effectively manage GPWS events**
      - **Including degraded performance issues and database validity**

# CFIT SEIs for RASG-APAC Approval

APRAST Ref

APRAST 2/22

## ✈ CFIT 2 – Standard Operating Procedures (CDFA)

- Champion – CAD Hong Kong / Metrojet

- Purpose

- Promote development and issuance of advisory circular (AC) on continuous descent final approach technique (CDFA)
  - Guidance to develop Standard Operating Procedures and training when flying non-precision approach procedures

# CFIT SEIs for RASG-APAC Approval

APRAST Ref

APRAST 2/24

## ✈ CFIT 4 – Flight Data Analysis (non-punitive approach)

- Champion – Nepal Airlines

- Purpose

- Develop guidance on the implementation of a non-punitive FDA Program
  - Promote compliance with Annex 6, Part 1 requirement

# CFIT SEIs for RASG-APAC Approval

APRAST Ref

APRAST 2/25

## ✈ CFIT 5 – Crew Resource Management (CRM) Training

- Champion – KOCA

- Purpose

- Promote the implementation of CRM training programs to reduce the risk of a CFIT event

# CFIT SEIs for RASG-APAC Approval

APRAST Ref

APRAST 2/26

## ✈ CFIT 6 – CFIT/ALAR - Promotion of Training

– Champion – CAAS / SIA

– Purpose

- Promote the training of flight crews in Approach and Landing Accident and Controlled Flight into Terrain prevention



# SEIs for RASG-APAC Approval

## **Runway Safety (RS) Safety Enhancement Initiatives (SEIs)**

Sub-Group Facilitator – Capt Tahir Siddiqui, COSCAP SA

# RS SEIs for RASG-APAC Approval

**APRAST Ref**

APRAST 2/30

## ✈ RE 2 – Training for pilots and air traffic controllers to avoid un-stabilized approaches

– Champion – CANSO

– Purpose

- Identify specific training to improve air traffic controller / pilot interface that will help to avoid un-stabilized approaches

APRAST Ref	Subject Ref	Description	Recommendation to RASG-APAC
APRAST 2/31	RE 2	Timely provision of data required for completion of this SEI	To encourage States to promptly and accurately provide accident / incident data pertaining to Runway Excursions to ICAO RO

# RS SEIs for RASG-APAC Approval

**APRAST Ref**

APRAST 2/33

## → RE 6 – Timely and accurate notification of runway conditions by AIS and ATS

– Champion – AAI

– Purpose

- Develop procedures to improve delivery, quality and standardization of runway condition reporting (RCR) by AIS and ATS

APRAST Ref	Subject Ref	Description	Recommendation to RASG-APAC
APRAST 2/34	RE 6	Timely provision of data required for completion of this SEI	To encourage States to respond to the RCR survey questionnaire sent by ICAO-APAC on 16 June 2012





# SEIs for RASG-APAC Approval

## **Loss of Control (LOC) Safety Enhancement Initiatives (SEIs)**

Sub-Group Facilitator – Capt Kim Trethewey, COSCAP SEA

# LOC SEIs for RASG-APAC Approval

APRAST Ref

APRAST 2/50

## ✈️ **LOC 1 – Use of Standard Operating Procedures (SOPs)**

– **Champion – CAAS**

– **Purpose**

- **The establishment, maintenance and appropriate use of flight crew SOPs to reduce the risk of LOC events**

# LOC SEIs for RASG-APAC Approval

**APRAST Ref**

APRAST 2/51

- **LOC 2/RE 8 – Hazard Identification and Risk Management**
  - **Champion – AAPA**
  - **Purpose**
    - **Implementation of safety management practices (hazard identification and risk management) into operational processes and decision making related to prevention of LOC and RE**

# LOC SEIs for RASG-APAC Approval

APRAST Ref

APRAST 2/53

## → LOC 4 – Flight Crew Proficiency to avoid LOC

- Champion – DCA Malaysia

- Purpose

- Identify methods for the appropriate use of Safety Management System trend information in training and qualification processes to mitigate risk associated with a LOC event
  - LOSA, non-punitive reporting systems, FDA, etc

# LOC SEIs for RASG-APAC Approval

APRAST Ref

APRAST 2/54

## ✈️ **LOC 5 – Human Factors and Automation**

– **Champion – Nepal Airlines**

– **Purpose**

- **Increase crew inflight awareness of aircraft mode, configuration, attitude and energy state management**

# SEIs for RASG-APAC Approval (Summary)

APRAST Ref	Description	Suggested Priorities for 2013
APRAST 2/21	<b>CFIT 1 – Ground Proximity Warning Systems (GPWS) With Forward Looking Feature (FLF)</b>	*
APRAST 2/22	<b>CFIT 2 – Standard Operating Procedures (CDFS)</b>	*
APRAST 2/24	<b>CFIT 4 – Flight Data Analysis (non-punitive approach)</b>	
APRAST 2/25	<b>CFIT 5 – Crew Resource Management (CRM) Training</b>	
APRAST 2/26	<b>CFIT 6 – CFIT/ALAR Training – Promotion of Training</b>	
APRAST 2/30	<b>RE 2 – Training for pilots and air traffic controllers to avoid un-stabilized approaches</b>	*
APRAST 2/33	<b>RE 6 – Timely and accurate notification of runway conditions by AIS and ATS</b>	*
APRAST 2/50	<b>LOC 1 – Use of Standard Operating Procedures (SOPs)</b>	*
APRAST 2/51	<b>LOC 2/RE 8 – Hazard Identification and Risk Management (LOC &amp; RE)</b>	*
APRAST 2/53	<b>LOC 4 – Flight Crew Proficiency to avoid LOC</b>	
APRAST 2/54	<b>LOC 5 – Human Factors and Automation</b>	

# Thank you