

**Record of Conclusions and Actions of the
21st Meeting of the North Asia Regional Aviation Safety Team (NARAST)**

**Beijing, China
4 April 2017**

1. Present

The 21st Meeting of North Asia Regional Aviation Safety Team (NARAST) was attended by representatives from China, Airbus and EASA. The Democratic People's Republic of Korea, Mongolia, and the Republic of Korea (ROK) sent their regrets at being unable to attend the 21st NARAST meeting. ROK did submit by e-mail a status update that is reflected in the meeting record.

The CTA was supported by Ms. Sun Qun Programme Secretary, Captain CHEN Bin Flight Operations Intern with COSCAP-NA and Amy Goo ROK COSCAP-NA Intern. There were a total of 8 participants (see Attachment II for list of participants).

2. Venue

The Meeting was held in the morning of 4 April 2017 in Beijing, China in advance of the 10th 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 20th NARAST Meeting Decision Record

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

5. Review of 9th APRAST Decision Record

5.1 Discussion was deferred to Item 7.

6. Review of NARAST Implementation Status

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

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

China (CAAC)

S/N 76.0501 - Runway Safety Action Teams

Update: AP-140-CA-2011-3 *Surface Management of Vehicles* has been published and is monitored for implementation by Regional Offices. AC-93-TM-2009-05 *Runway Incursion Prevention* issued to ATC Units.

Update: CAAC confirmed that there are 80 International airports with established Runway Safety Teams in China. **Action:** CAAC requested that this item be assessed as completed.

ROK (KOCA)

S/N 41.0102 - ICAO Global Aviation Safety Plan

NARAST to identify GASP/Roadmap objectives/best practices that are applicable to NARAST safety enhancement.

Update: ROK is in favor of reviewing whether the items in the GASP/R are appropriate for the North Asia region.

Action: The CTA is to obtain and circulate a copy of the GASP/R to Members. The GASP Roadmap will be discussed in detail at the next NARAST meeting to identify opportunities for implementation in the COSCAP-NA.

S/N 15.0203 - Runway Incursion - Air Traffic Control Training

Update: The CTA is to obtain additional details of the Nat Pro programme with the assistance of Mr. Chris Collins from the FAA and report to the Steering Committee Meeting as part of the Safety Team update.

Action: The CTA confirmed with Mr. Chris Collins FAA Representative Beijing that the air traffic controller Nat Pro programme is now a commercial product. As such it is not feasible for the COSCAP-NA to purchase individual members. In addition, the Nat Pro training has been augmented by other more advanced safety tools. It is recommended that this item be marked completed for ALL. If Members wish to learn of other runway incursion training tools for air traffic controllers they should contact the CTA.

7. Review of the Regional Aviation Safety Priorities and Targets

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

8. COSCAP Sub Region Safety Issues to be submitted to APRAST10

8.1 No issues were raised by participants for submission to the APRAST10.

9. Other Business

9.1 Captain Jiang Rui delivered a very informative presentation on the collection and analysis of data related to TCAS events (RA and TA) collected through the CAAC FOQA Station project. While the information contained in the study is localized (specific airport) the presentation demonstrated the critical value of collection, analysis and the sharing of "big data" in identifying opportunities to better understand aviation safety issues.

9.2 There being no further business the meeting was concluded at 1030.

10. Date and Venue of the 22nd NARAST Meeting

10.1 A meeting date for the 22nd NARAST will be set based on the tentative date of the 11th APRAST meeting date to be held at the ICAO Regional Sub-Office.



21st Meeting of the North Asia Regional Aviation Safety Team (NARAST) 4 April 2017 ICAO Regional Sub-Office Beijing, China Programme	
0900-0910	1. Welcome and self-introduction
0910-1000	2. Review of agenda 3. Review of Conclusions/Actions of 20th NARAST Meeting 4. Review of 9th APRAST Final Report
1000-1015	Tea Break
1015-1200	5. Review of the Implementation Status Report OPEN List items
1200-1315	Lunch
1315-1500	6. Review of the Implementation Status Report OPEN List items 7. Review of Regional Priorities and Targets
1500-1515	Tea Break
1515-1600	8. COSCAP-NA Sub-Regional Aviation Safety Issues for APRAST10 9. Any other business 10. Next meeting date/place 11. Review of Conclusions of the 21 st NARAST 12. Close of the Meeting
End of Meeting	

COSCAP North Asia

Cooperative Development of Operational Safety & Continuing Airworthiness Programme



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