

Record of Conclusions and Actions of the 22nd Meeting of the North Asia Regional Aviation Safety Team (NARAST)

**Beijing, China
24 October 2017**

1. Present

The 22nd 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 11th 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 21st NARAST Meeting Decision Record

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

5. Review of 10th 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 Working 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.

Status: 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 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 23rd 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 23rd NARAST to be held at the ICAO Regional Sub-Office will be set based on the tentative date for the 12th APRAST.

13. Review of Decisions and Actions from the 22nd NARAST meeting.

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



| 22nd Meeting of the North Asia Regional Aviation Safety Team (NARAST) 24 October 2017 ICAO Regional Sub-Office Beijing, China Proposed Programme | |
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| 0900-0910 | 1. Welcome and self-introduction |
| 0910-1000 | 2. Review of agenda 3. Review of Conclusions/Actions of 21 st NARAST Meeting 4. Review of 10th 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 8. NARAST Database – redesign proposal |
| 1500-1515 | Tea Break |
| 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 nd NARAST 13. Close of the Meeting |
| End of Meeting | |

COSCAP
North Asia

Cooperative Development of Operational Safety &
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22nd NARAST Meeting

24 October 2017

Beijing RSO of ICAO, China

PARTICIPANTS SHEET

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