

## Record of Conclusions and Actions of the 24<sup>th</sup> Meeting of the North Asia Regional Aviation Safety Team (NARAST)

Beijing, China  
21 November 2018

### 1. Present

1.1 The 24<sup>th</sup> Meeting of North Asia Regional Aviation Safety Team (NARAST) was attended by representatives from China, Hong Kong China, Macau China, DPRK, Mongolia, ROK, FAA and CAAI.

1.2 The CTA was supported by Ms. Sun Qun Programme Secretary, Captain Chen Bin, the Flight Operation Intern from China Eastern Airlines. There was a total of 26 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 (APRAST).

### 3. Proceedings of the Meeting

3.1 The CTA COSCAP-NA gave opening remarks and welcomed participants attending the 24<sup>th</sup> NARAST meeting.

3.2 Raphael (Chief RSO) gave opening comments on behalf of the ICAO RSO and provided a brief introduction on the business and responsibilities of RSO.

3.4 Self introduction by all the participants

CTA explained format for the agenda was to undertake a cascading view of the GASP, RASG 8 Decision Record, APRAST 12 Decision Record, NARAST 23 Decision Record, NARAST Terms of reference, SEI review (including presentation from Macao MC), and High level NADI FIJI Decision record regarding a more collaborative approach amongst the 3 APAC COSCAPs.

#### I. GASP review

1. GASP objectives reviewed. Notion of National Aviation Safety Teams was introduced.
2. CE4, inspector qualifications continue to be a universal weak point and a priority that NA needs ongoing awareness.
3. Discussion of separate Accident investigation (AI) Authorities and structure in each State was undertaken
  - CAAC is responsible for the minor accident investigation. A separate investigation Bureau is in place.
  - Hong Kong now has a newly established independent accident investigation office
  - AI group in Macao is under the CAA.

- ROK has an independent AI group, and has for several years.
- Mongolia has an independent AI group which reports to Ministry of Transport.
- DPRK does not have the independent AI organization.

CTA indicated that the establishment of Independent Accident Investigation Groups remains an ICAO priority.

#### 4. Runway Safety Teams

A discussion was undertaken regarding Runway Safety Teams which is a GASP objective.

- China has established several RSTs throughout their airport infrastructure. They however are not registered on the ICAO website. COSCAP office will follow up as to mechanism for registry and revert to China CAAC.
- Mongolia reported that their program is in place and working. Further discussion will take place with COSCAP regarding a technical Regional Office Mission for the 2019 workplan regarding their new airport.
- Macao indicated that a checklist from ACI to establish the RST has been shared among non-ACI members. Any member state who wants to have a team for RST can go to RO for organization. The mechanism has been established and will be on the cost recovery basis.

## II. Programme Document review

The CTA of COSCAP-NA lead the participants to review the PD and emphasize the priorities and outcomes the COSCAP-NA will endeavor to achieve in phase IV.

## III. NARAST Term of Reference review. The establishment of state safety teams emphasized again.

## IV. 23<sup>rd</sup> NARAST Record of Decisions review

## V. Beijing Declaration introduction. A review of the high-level commitments arising from the Declaration was emphasized. NA States needs to be mindful and focused on implementation. Summarized below:

Gathering at ICAO's 2018 APAC Ministerial Conference, hosted by the People's Republic of China, the high-level officials agreed to pursue cooperative progress on objectives relating to aviation safety oversight, State Safety Program (SSP) implementation, airport certification, the timely implementation of the Asia/Pacific Seamless Air Traffic Management Plan, and the sharing of information and best practices for air navigation and search and rescue services.

This new declaration will also reinforce agreements and actions supporting the establishment of independent accident investigation authorities, as well as toward some additional and very critical objectives for human capital development and the training and retention of this region's next generation aviation professionals.

Brief discussion regarding International airport certification ensued arising from the Beijing Declaration summary statements.

- China stated that all the international airports are certified prior to being opened to the public.
  - Mongolia indicated new airport requires certification. An APAC RO CAT team will be explored for 2019.
  - ROK indicated all their international airports have been certified according to ICAO requirements.
- VI. ICAO SMS website introduction. The SMI website was put on the screen for viewing. Member States were encouraged to review the contents and utilize for their own purposes.
- VII. RASG 8 Record of Discussions review
- A brief review of the decision record and open items was summarized but not discussed in detail.
- VIII. APRAST 12 Record of Discussions review
- APRAST Target and Priorities was reviewed. MC from Macao informed the group that there is new language introduced to the targets and priorities, which was noted. These targets and priorities will remain an area of focus for the COSCAP and all member states.
  - A general review of the decision record was summarized.
  - The Safety Enhancement Initiatives (SEIs) website was discussed. With the website down, there was a question posed by the CTA as to the usefulness of keeping the complimentary Summary Tracking Tool up to date on our website. A definitive decision was not reached. The COSCAP website is itself experiencing difficulties so no immediate action will be taken on the tracking tool.
  - Stanley brought up the APAC SEI survey which has had very limited response. Presentation is to follow.
  - Comments regarding UPRT training, the 10 priority items arising from the FSF list, the AP- Share program, the IOSA audit program for operators, and other APRAST open items was reviewed in summary only.
  - Stanley suggested COSCAP be utilized to facilitate a more focused and targeted implementation of the SEIs generated from APRAST. COSCAPs MCs can be utilized to assist the construction of targeted SEI implementations specific to NA. Further discussion and decision making is required.
- IX. Presentation from Stanley on the SEI implementation website and the APAC RO SEI survey. The CTA agreed to send an additional email following the APRAST reminding MCs to have the survey completed.
- The group decided not to spend time updating the status of the tracking tool state by state for this meeting. Subsequent to APRART 13 in December and discussion arising regarding SEI implementation, the CTA will formulate a proposal for a more focused approach at our next scheduled NARAST.
- X. 55<sup>th</sup> DGCA conference COSCAPs Joint meeting report review.
- The Fiji meeting facilitated by the RO RD and the Sec Gen was introduced as to its purpose and 7 action items that have been recorded in the subsequent decision record. The RD is seeking a more collaborative approach amongst the three COSCAPs. The Fiji meeting was attended by many of the NA, SA, and SEA DGs. Some resolution was achieved, with other action items are for consideration only. It was agreed that a more detailed discussion would take place at the Member Coordinators meeting to be held the following day.

**4. 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 dates for the 14th APRAST.

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

CTA will finalize the Decisions from the 24<sup>th</sup> NARAST meeting and circulate it to COSCAP-NA Members for comments before finalizing.

