Record of Conclusions and Actions of the
25th Meeting of the North Asia Regional Aviation Safety Team (NARAST)

Beijing, China
24 April 2019

1.   Present

1.1 The 25th Meeting of North Asia Regional Aviation Safety Team (NARAST) was attended by Mr. Arun Mishra, the Regional Director of ICAO APAC RO, representatives from China, Macau China, DPRK, Mongolia, ROK, FAA, EASA, Airbus and Boeing. Hong Kong China sent their regret for not being able to attend the meeting.

1.2 There was a total of 19 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 14th Asia Pacific Regional Aviation Safety Team (APRAST).

3.   Proceedings of the Meeting

3.1 CTA of COSCAP-NA opened the meeting and invited the participants to make the self-introduction.

3.2 Mr. Arun Mishra gave the opening remarks and emphasized the importance of the regional and sub-regional cooperation and collaboration to enhance aviation safety in the APAC region.

3.3 CTA reviewed the 24th NARAST meeting agenda including a cascading view of the GASP, RASG 8 Decision Record, APRAST Decision Record, SEI review, and High level NADI FIJI Decision record regarding a more collaborative approach amongst the 3 APAC COSCAPs.

3.4 CTA reviewed the NARAST ToR indicated in the COSCAP-NA IFAPM and briefed the participants of the APRAST meeting and 3 sub working groups.

3.5 Mr. Mishra mentioned it is time to collaborate and share resources among the 3 APAC COSCAPs. A joint meeting with the 3 APAC COSCAPs and State DGs chaired by the ICAO Secretary General was held in Fiji at the 55th DGCA in 2018 with an aim to reinforce the strengths, and address inherent challenges within their Programs. 7 action items were recorded as a decision record at the conclusion of the meeting with the first 4 items to be trialed over the coming months. The capacity building matrix (database) introduced by COSCAP-SA is encouraged to be shared by the other two COSCAPs. This will be introduced as a DP at the 4th MC meeting April 25th 2019.

3.6 CTA introduced the 3 new DPs to be discussed during the 4th MC meeting. Deliberations and discussions will take place as required.

3.7 EASA questioned how to ensure the effectiveness of the regional cooperation. Mr. Mishra

commented the Capacity Building Matrix Agreement with Member States (MS) has been ratified by COSCAP-SA and SEA. NA is pending the 19th SCM to establish the agreement for further regional collaboration as per DGCA55 Decision record.

3.8 MC of China queried whether the ToR for the NARAST has the signatory endorsement from all the Team Members. The CTA indicated that he is not aware of any such document. However The NARAST modalities and ToRs form part of the COSCAP-NA IFAPM and is included as an integral part of the Program Document Phase IV.

3.9 Review the 24th NARAST Discussion Records

3.10 Review the APRAST 13 Decision Record/work plan

  3.10.1 MC of Macau, China indicated that the draft of Regional Aviation Safety Plan (RASP) has been completed and will be reported to the APRAST 14 for discussion. GASP, GANP and BD have been incorporated into the draft RASP.

  3.10.2 MSs/SARs in need of iSTARS SSP Gap Analysis can seek the assistance from COSCAP-NA.

  3.10.3 MC of Macau, China commented iSTARS does not contain the status of SSP implementation of Macau, China due to its SAR designation, however, Macau, China has undertaken the assessment of its SSP and validated it is in Phase 3. Same issue exists with Hong Kong China.

3.11. CTA reviewed the Beijing Declaration (BD). Mr. Mishra commented regarding the BD that all the MS DGs are required to report the implementation status of the commitments introduced by the BD. This will be expected at the 56th DGCA to be held in Nepal August 2019.

3.12 CTA reviewed the Regional Safety Priorities and Targets. Sub-regional priories to be discussed in collaboration with the relevant stakeholders.

  3.12.1 It is determined that the APRAST priority of having the Air Operators receive the IATA IOSA and ISSA audit can be set as low level as our MSs/SARs report nearly 100% IOSA compliance of their service providers.

  3.12.2 Comments from MSs/SARs regarding the assistance on the ground handling service (ISAGO) is requested by the next NARAST so as to determine whether it should be set as one of the action items of NARAST.

  3.12.3 China and ROK with the relatively stronger regulatory authorities can share their best practices and experience accumulated in the areas such as safety data collection and process with other MSs/SARs.

  3.12.4 COSCAP-NA organized a CAT mission to Mongolia in the early April 2019 to do the validation on certification of the new UB International Airport. COSCAP-NA MSs/SARs have achieved the full implementation satisfaction on the certification on the international operational airports.

  3.12.5 PBN implementation status in China should be updated prior to the next NARAST.

  3.12.6 RST implementation status in China needs to be reported to RO. MC of China will take action on PBN and RST implementation status update.

3.13 Presentation delivered by FAA Ms. Nicole Didyk Wells on Commercial Aviation Safety Team (CAST) SEs.

  3.13.1 MC of China questioned on the organization structure of CAST in FAA and the relations with the SSP/SMS implementation. FAA replied both CAST and SSP/SMS are under the management of Accident Investigation and Prevention Department, but by different sections.

3.14   CTA reviewed the ICAO Annual Safety Report APAC region 2018.

3.14.1   The USOAP CMA dashboard of China does not include USOAP audit result of Hong Kong and Macau, but they have their own OLF account for their USOAP preparation.

3.15   Presentation from MC of Macau, China on SEI Development and Implementation including the overview, history, objectives and SEI development process. It is emphasized the focus should be shifted from development of SEIs to implementation.

3.15.1   MC of China suggested to set up a session on the SEI implementation status by all the MCs in the following NARAST meetings. And also share the Point of Contacts (PoC) of APRAST membership with COSCAP-NA MCs.

3.15.2   MC of Mongolia commented MCAA has submitted the SEI implementation survey to RO.

3.16   CTA reviewed the open SEI items of COSCAP-NA

3.16.1   SE-3 CFIT, COSCAP-NA will verify the status of this SE and will develop the reference materials as required.

3.16.2   GSI BP 1a-4, MCAA is requested to seek the implementation status and update on next NARAST meeting.

3.16.3   SE-176, CTA observed during the CAT mission of the validation on the certification of the new airport in April 2019 that a Runway Safety Team has been established for the new UB airport and suggested to close this open items for Mongolia. DPRK will advise NARAST on the remaining RST for one of their airports at a later date. It is anticipated that a RST will be set up by the end of this year or early next year.

3.16.4   MC of China questioned whether there is criteria to benchmark the implementation status.

3.16.5   CTA encouraged to focus on SEI of LOC-I and Runway Safety and MSs/SARs are requested to provide updates on the open items on the next NARAST meeting.

3.17   Presentation by ROK on SARPs Management & Implementation System (SMIS) introduction. The presentation was well received. The NARAST acknowledged with appreciation this very useful tool and ROK's willingness to offer the data base with IT support free of charge.

4.   Date and Venue of the 26th NARAST Meeting

The 26th NARAST will be held on 23 October 2019 at the ICAO Regional Sub-Office based on the tentative dates to be held for the 15th APRAST.

5.   Review of Decisions and Actions from the 25th NARAST meeting.

CTA will finalize the Decisions from the 25th NARAST meeting and circulate it to COSCAP-NA Members for comments prior to final distribution.