IMPLEMENTATION STATUS
OF
RASG/APRAST/NARAST
DECISIONS AND RECOMMENDATIONS

January 23, 2018

Serial No.	CAST Ref.	Title	Status	Member Status
1	SE-1 CFIT	Terrain Avoidance Warning System (TAWS)	Implemented	
2	SE-2 CFIT	Standard Operating Procedures (SOP)	Implemented	
3	SE-3 CFIT	Precision-Like Approach Implementation ("21st Century Instrument Approaches")(Vertical Angles – PAI 1-7, 11)	OPEN	Sub_S/N 3.0704 COSCAP – Open Mongolia – Open Macao, China – Open
4	SE-10 CFIT	Airline Proactive Safety Programs (FOQA & ASAP)	Implemented	
5	SE-11 CFIT	Implementation Plan for Training – CRM	Implemented	
6	SE-12	CFIT - Training - CFIT Prevention	Implemented	
7	SE-14 SE-15 SE-16	ALAR - Policies for ALAR (Safety Culture)	Implemented	
8	SE-23	Approach and Landing Accident Reduction (Flight Crew Training)	Implemented	
9	SE-26	Loss of Control (SOPs)	Implemented	
10	SE-27	Loss of Control (Risk Assessment and Management)	OPEN	Hong Kong, China – Open
11	SE-28	Loss of Control (Safety Information)	Implemented	
12	SE-29	Loss of Control	Implemented	
13	SE-9	Controlled Flight Into Terrain - "Minimum Safe Altitude Warning (MSAW)"	Implemented	
14	SE-13	ATC Training - CFIT Prevention	Implemented	
15	SE-46 SE-47	Runway Incursion - Air Traffic Control Training	Implemented	
16	SE-49 SE-50 SE-51 SE-52	Implementation of Runway Safety Programme	Implemented	
17	SE-55 SE-59	Runway Incursion - SOPs for Controllers Situational Awareness	Implemented	
18	SE-60	Runway Incursion - Pilot Training	Implemented	
19	SE-78	Cabin Injury Reduction During Turbulence	Implemented	
20	SE-120	Map Shift Detection/Prevention, GPS Installation & TAWS Safety Enhancement	Implemented	
21	SE-30	Loss of Control Training (Human Factors and Automation)	Implemented	

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22	SE-165	Midair - ACAS Policies and Procedures	Implemented	
23	SE-164 -NA	Midair - ACAS Installation	Implemented	
24	SE-121	Cargo - Cargo Loading Training and SOPs	OPEN	COSCAP - Open China - Open Mongolia – Open Hong Kong, China – Open (Procedure in place)
25	SE-125	Dangerous Goods Processing	Implemented	
26	SE-129	Regulation and Policy - Compliance, Enforcement and Restricted Operations	Implemented	
27	SE-130	Cargo - Regulation and Policy - Oversight	Implemented	
28	SE-131	Cargo - Safety Culture	Implemented	
29	SE-136	Engine Event Recovery Training	Implemented	
30	SE-163 -NA	Midair - See-and-Avoid	Implemented	
31	SE-159	Midair - Airspace Design	Implemented	
32	SE-162 -NA	Midair - Advanced Navigation	Implemented	
33	SE-127	Cargo - Fire Containment	Implemented	
34	SE-133	Icing - Turboprop Aircraft Ice Detection Systems	Implemented	
35	SE-134	Icing - Aircraft Design – Avionics	Implemented	
36	SE-101	Aircraft Design - Advanced Circuit Protection	Implemented	
37	Maintenance SEs	Maintenance RAST	Implemented	
38	RSI	Ramp Safety	Implemented	
39	RSI	Fatigue Issues	Implemented	
40	RSI	Civil-Military Coordination	Implemented	
41	NARAST	ICAO Global Aviation Safety Plan	Implemented	
42	NARAST	EASA and the European Safety Strategic Initiative	Implemented	
43	NARAST	ECCAIRS	Implemented	
44	NARAST	Safety Management System (SMS)	Implemented	
45	RSI	COSCAP and RAST	Implemented	

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46	SE-17 SE-18 SE-19 SE-20	Maintenance Procedures	Implemented	
47	RSI	Airworthiness of the CIS manufactured aircraft	Implemented	
48	RSI	Critical Design Control Configuration Limitation	Implemented	
49	RSI	ASIAS	Implemented	
50	RSI	Report on ATC HFs and MSAW training	Implemented	
51	RSI	Combine M-ARAST with the ARAST	Implemented	
52	RSI	Runway Safety	Implemented	
53	RSI	PBN	Implemented	
54	RSI	Review of Implementation Status of SC Decisions	Implemented	
55	RSI	AC CNA016, 018, 019	Implemented	
56	RSI	List of AB/ACs	Implemented	
57	RSI	Review of 1st ARAST Proceedings	Implemented	
58	RSI	Air-ground communication	Implemented	
59	GSI BP 1a-2	BP 1a-2 – States takes all necessary actions to ensure compliance with SARPs and industry best practice	Implemented	
60	GSI BP 1a-4	BP 1a-4 States apply coordinated initiatives to ensure that non-compliant States do not engage in activity which could be seen as unacceptably increasing the risk of operation G09.03: States to implement Annex 6, amendment 32 regarding Foreign Air operators by revision to regulations, procedures and guidance material.	Implemented	Open - Mongolia
61	GSI BP 2a-3	BP 2a-3 – State applies the principles of risk management to its safety related activities	Implemented	
62	GSI BP 3a-3	BP 3a-3 – The State encourages voluntary reporting	Implemented	
63	GSI BP 3a-4	BP 3a-4 – Each aviation professional who has an impact on safety has a clear understanding of what constitutes acceptable and unacceptable behavior.	Implemented	

Serial No.	CAST Ref.	Title	Status	Member Status
64	GSI 3 GSI 4	GSI 3 – Impediments to Reporting of Errors and Incidents GSI 4 – Ineffective Incident and Accident Investigation General Summary	Implemented	
65	GSI BP 5a-1	BP 5a-1 – COSCAPs encourage implementation of best practices consistent with Roadmap Focus Areas for their region.	Implemented	
66	GSI BP 5a-2	BP 5a-2 – Existing regional airline, government, regulatory, and safety associations coordinate their safety-related efforts to reduce duplication and improve alignment in the region. Additional regional associations formed as needed.	Implemented	
67	GSI BP 5a-3	BP 5a-3 – The more advanced regions assist the less advanced regions in acquiring the necessary knowledge and experience.	Implemented	
68	RSI	CAST TAWS – EGPWS Study	Implemented	
69	RSI	CAST TCA – ACAS study	Implemented	
70	RSI	Asia Pacific Flight Procedure Programme	Implemented	
71	SE-169	SE-169 Policy & Procedures – Work Cards / Shift Change / Responsibilities / Manuals	Implemented	
72	SE-170	SE-170 Aircraft Design - OEM Continuous Monitoring of Service History	Implemented	
73	SE-172	SE-172 Gap Analysis of Existing Airplane Maintenance Process & Follow on Action Plan	Implemented	
74	SE-175	SE-175 Policy & Procedures - Flight Critical Configuration Changes Made During	Implemented	
75	RSI	State Safety Programme (SSP)	Implemented	
76	SE-176	Runway Safety Action Teams	OPEN	Sub_S/N 76.0501 Mongolia – Open DPRK – Open
77	SE-178	Enhanced Surface Marking and Lighting	Implemented	
78	SE-179	Scenario Based Training for Pilots	Implemented	
79	SE-180	Scenario Based Training for Tower Controller	Implemented	
80	SE-181	Taxiway and Runway Configuration	Implemented	

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81	SE-182	Air Traffic Control Clearance Procedure Review	Implemented	
82	SE-183	Cockpit Moving Map Display and Runway Awareness System	NAR	
83	SE-184	Minimum Vectoring Altitude Re-evaluation	NAR	
84	SE-185	TAWS and RNAV Visual or other procedures	Implemented	
85	RSI	Regional Safety Data / USOAP Data Analysis	Implemented	
86		RASG Decision	Implemented	
87	RASG 4/2-CFIT/1	Compliance with Annex 6 requirement on GPWS-FLF. [Annex 6 (I) 6.15 & Annex 6 (II) 2.4.11]		
88	RASG 4/2-CFIT/1	Guidance on training programme on the use of the GPWS. [This safety tool is developed to assist State/Administration who wishes to issue advisory information to operators who are required to develop and conduct a training programme with regard to the use of Ground Proximity Warning System (GPWS)]		
89	RASG 4/2-CFIT/1	Guidance on the effective use of the GPWS. [This safety tool is developed to assist State/Administration who wishes to issue advisory information to operators on factors that can reduce the effectiveness of ground proximity warning system (GPWS) equipment]		
90	RASG 4/2 – CFIT/5	Development, implementation and assessment of crew resource management training programme.(This safety tool is developed to assist State/Administration who wishes to issue guidelines to their air operators who are required by regulations to provide CRM training for pilots and cabin crews)		
91	RASG 4/2 – CFIT/6	Training of Flight Crew in ALAR and CFIT Prevention [This safety tool is developed to assist State/Administration who wishes to issue advisory information to operators on flight crew initial and recurrent Approach and Landing Accidents (ALA) and CFIT prevention training]		

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92	RASG3/11 – LOC/5	Mode Awareness and Energy State Management Aspects of Flight Deck Automation (This safety tool is developed to assist State/Administration who wishes to issue advisory information to alert air operators to the importance that air crews are aware of the automation mode under which the aircraft is operating)		
93	APRAST 5/8	Implementation of ICAO Annex 6 requirements on ACAS II [Annex 6 (I) 6.18 & Annex 6 (II) 3.6.10]		
94	APRAST 5/8	Implementation of ICAO Annex 6 requirements on Pressure Altitude Responding Transponders. [Annex 6 (I) 6.19 & Annex 6 (II) 2.4.13 & 3.6.11]		
95	RASG4/14	Implementation of TCAS II Version 7.1 [Annex 10 Vol IV Chapter 4] standard]		
96	RASG 4/2 RASG 4/9 – CFIT3	Instrument approach procedures using continuous descent final approach techniques. [The purpose of this Model AC is to developed to provide guidance for all operators regarding the use of the Continuous Descent Final Approach (CDFA) technique when conducting conventional or RNAV Non-Precision Approach (NPA) procedures or Approach Procedures with Vertical guidance (APV)].		
97	RASG 5/9 – CFIT 4	Guidance on the establishment of a Flifgt Data Analysis Program (FDAP). [This model advisory circular (AC) provides information and guidance to Air Operators for the establishment of a Flight Data Analysis Program (FDAP). The purpose of this SEI is to develop and implement a non-punitive FDA program to promote compliance with the Annex 6, Part 1.		
98	RASG 5/9 – CFIT 7	Guidance for Air Operators in establishing a Flight Ssfety Documents System. [This model advisory circular (AC) provides information and guidance to air operators with guidance on the establishment of an effective flight safety document system for the use and guidance of operational personnel.		

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99	RASG 4/2 RASG 4/9 – CFIT 8	Issuance of terrain or obstacles Alert / Warning. [This model AC is to highlight that ground-based surveillance systems and their associated functions must provide the necessary levels of terrain avoidance protection to aircraft provided with radar services by ATC		
100	RASG 5/9 – LOC 1	Standard Operating Procedures for Flight Deck Crewmembers. [This model advisory circular (AC) presents background, basic concepts, and philosophy in respect to SOPs. It emphasizes that SOPs should be clear, comprehensive, and readily available in the manuals used by flight deck crewmembers]		
101	RASG 4/2 RASG 4/9 – RS 1	Runway Safety Maturity Checklist. [This checklist is developed for use by ANSPs, Airlines and Airport Operators to help them benchmark their level of safety against best practice]		
102	RASG 3/7 – RE 2	Guidance material on Unstablised Approached. [Guidance material on unstablised approach are available on CANSO's website at http://www.canso.org/safety		
103	RASG 4/9 – RE 7	Guidance material and training program for runway pavement, maintenance and operations from aerodrome operator's perspective. [Guidance material for training on runway maintenance and operations based on Annex 14 SARPs and industry best practices to help reduce the risk of runway excursions can be found in: http://www.olc.aero/Courses/Runway-Safety-Management.aspx]		
104	Decision RASG 6/6 – RI 2	Runway Incursion Training for pilots. [This model Advisory Circular is issued to to address the pilot attributed occurrences of runway incursions with a view to reduce the risk of an aviation accident]		
105	Conclusion RASG 6/2	Establishment of an independent accident investigation authority (APRAST Conclusion 8/5 refers)		

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106	Decision RASG-APAC 7/6 - LOC/2 and LOC/4	(LOC/2) Hazard Identification and Risk Management - The implementation of safety management practices (hazard identification and risk management) into operational processes & decision making and (LOC/4) Flight Crew Proficiency - The appropriate use of trend information from Safety Management Systems (SMS) in the training and qualification processes to mitigate risk that could lead to a LOC event.		