

**Record of Conclusions and Actions of the
26th Meeting of the North Asia Regional Aviation Safety Team (NARAST)**

**Beijing, China
23 October 2019**

1. Present

1.1 The 26th Meeting of North Asia Regional Aviation Safety Team (NARAST) was attended by the representatives from China, DPRK, Mongolia, ROK, EASA, FAA, IATA and Boeing. Hong Kong, China and Macau, China sent their regret for not being able to attend the meeting.

1.2 There was a total of 15 participants (see Attachment II for list of participants).

2. Venue

The Meeting was held in Beijing, China in the APAC ICAO Regional Sub-Office.

3. Proceedings of the Meeting

3.1 Chief of the RSO Mr. Raphael welcomed all the participants and gave a brief introduction on the focus areas of RSO.

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

3.3 CTA reviewed the 26th NARAST meeting agenda which was adopted without amendment

3.4 CTA raised the concept of “Momentum” as a discussion item to emphasize the need to engage in our respective projects and avoid stagnation. Breakthroughs often come at strategic times which enables organizations/projects regain momentum. For the COSCAP-NA, the recent exemption from the 1718 UN Sanctions Committee was the breakthrough the Programme needed.

3.5 CTA reviewed the UN 1718 Sanction Committee Exemption granted on 17 October 2019 for participation of DPRK civil aviation in COSCAP-NA programme activities.

3.5.1 GACA MC expressed appreciation towards the exemption obtained from the UN 1718 Sanction Committee and the accomplishment achieved by COSCAP-NA which is very crucial to allow GACA to benefit from full participation in the Programme.

3.6 CTA reviewed the 25th NARAST Record of Discussions.

3.6.1 CTA had a brief introduction on the E-CCBM which was promoted by Mr. Arun Mishra in the 25th NARAST Meeting. A live demonstration of the matrix will be conducted at the 5th MC meeting on 24th October 2019.

3.6.2 CTA reviewed APROAST safety priorities and targets. One key recommendation is to have the Air Operators receive the IATA IOSA and ISAGO audit. The Attended MCs reported nearly 100% IOSA compliance of their major service providers, but not so with ISAGO registration. ISAGO was discussed together with further ground handling workshops or training, given the increase of the incidents world-wide.

3.6.3 Update on PBN implementation was discussed. China is to provide feedback on their plan to report on PBN implementation and access to foreign operators. Once PBN approaches are published and made available to foreign operators, iSTARS can be updated to reflect the actual PBN implementation status that China has accomplished.

3.6.4 CTA further emphasized the importance of SEI implementation as key enablers to reducing risk, particularly in the high priority areas of Runway Safety (RS), CFIT, and LOC-I. Further SEI discussions followed subsequent to the acceptance of the 25th NARAST decision record.

3.7 CTA reviewed the ToR of NARAST. A brief power point highlighted the role and purpose of our team meetings as a reminder to the participants. The NARAST is a key forum for all States and industry partners to further our collaborative efforts toward the promotion of aviation safety in our sub-region. Efforts to avoid stagnation will require NARAST team members to stay engaged and commit ourselves to effective and ongoing collaboration.

3.8 CTA reviewed the SEI implementation status in COSCAP-NA.

3.8.1 SE-121, China and Mongolia are requested to update the implementation status to COSCAP-NA before the next NARAST.

3.8.2 SKYbrary is a source for MSs/SARs to determine the SE implementation requirements (SE 1-185).

3.8.3 SE3 and SE61. Mongolia is requested to update the implementation status prior to the next NARAST.

3.8.4 COSCAP-NA will send the SEI implementation status sheet in a word document with the hyper links to all the MSs/SARs to review and update the SEI implementation status where applicable. All the MSs/SARs are requested to report to COSCAP-NA the updated implementation status before the next NARAST.

3.9 CTA introduced and reviewed key components of the 2019 Aviation Safety Report and recommended that the MCs review it before the next NARAST.

3.9.1 The Safety report continues to identify as Runway Safety (RS), Loss of Control in flight

(LOC-I), and CFIT as high risk categories. A general discussion of the USOAP EI status worldwide and in our sub-region was reviewed. COSCAP-NA States remain above the global average. CEs 4, 7, and 8, and particularly the areas of AGA and ANS, remain a challenge. For NA however, AIG reflects ICAO's goal to have all States establish separate accident investigation groups (1 State and 1 SAR is the exception)

3.9.2 COSCAP-NA discussed the Global Reporting Format (GRF) document and effectivity for 2020. The Decision Record will include additional information for review and preparation for the global application in November 2020.

3.10 CTA reviewed the draft APAC Regional Aviation Safety Plan. The development of National Aviation Safety Plans (NASP) was again brought to the attention of the NARAST. Only two States had comment regarding their work thus far:

3.10.1 Mongolia reported that their NASP is under work;

3.10.2 ROK has established NASP for 5 years

3.11 CTA reviewed several Discussion papers (DPs) that had been prepared for the May 2019 SCM. It is important that the COSCAP-NA reports annually on its work objectives and achievements. Due to the postponement of the SCM, essential DPs were reviewed:

DP2 - Program Progress Report

DP3 - Safety Team Reporting

DP4 - NA COSCAP Workplan Reporting

DP5 – Contributions and Budget

General discussion revolved around the financial health of the program and the need for the MSs/SARs to make full use of the COSCAP-NA capabilities. Where training is made available it was emphasized that the MSs/SARs need to both make use of the training and ensure appropriate participants are nominated.

4. Date and Venue of the 27th NARAST Meeting

The 27th NARAST will be held on April 22, 2020 at the ICAO Regional Sub-Office based on the tentative dates to be held for the 16th APRAST.

5. Review of Decisions and Actions from the 26th NARAST meeting.

CTA will finalize the Decisions from the 26th NARAST meeting and circulate it to COSCAP-NA Members for comments prior to final distribution.

26th Meeting of the North Asia Regional Aviation Safety Team (NARAST) 23 October 2019 ICAO Regional Sub-Office Beijing, China	
Agenda	
0900-0910	1. Welcome and self-introduction
0910-1015	2. Review and adoption of agenda 3. Review of Conclusions/Actions of 25 th NARAST Meeting 4. Review of UN 1718 Sanction Committee Exemption 5. Review of NARAST Overview (PP)
1015-1030	Tea Break
1030-1200	6. Review of NARAST SEI tracking tool 7. Review of ICAO Safety report 2019 8. Review Asia Pacific Regional Aviation Safety Plan (draft) 2020-2022 edition
1200-1315	Lunch
1315-1500	9. Discussion Papers prepared for 2019 SCM: DP2 - Program Progress Report DP3 - Safety Team Reporting DP4 - 2018/19 workplan report DP5 – Contributions and Budget
1500-1515	Tea Break
1515-1600	10. DGCA56 overview 11. Any other business 12. Next meeting date/place 13. Review of Conclusions of the 26 th NARAST
End of Meeting	

26th NARAST Meeting 23 October 2019, Beijing RSO of ICAO, China Participants sheet							
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