

RECORD OF DISCUSSIONS
14th Meeting of the Steering Committee
18-20 June 2014
Ulaanbaatar, Mongolia

Background

B.1 The 14th Steering Committee Meeting (SCM) of the COSCAP North Asia Programme was held in Ulaanbaatar, Mongolia, on 18-20 June 2014 graciously hosted by the Civil Aviation Authority of Mongolia (CAAM), for which the Steering Committee expressed its appreciation.

B.2 A total of 53 participants attended the meeting: Directors General and/or Representatives from the CAA of Member States, ICAO, the European Aviation Safety Agency (EASA), DGAC, FAA/CAST, Transport Canada and the Canadian Ambassador to Mongolia, Airbus, Boeing, Chinese Airlines, Mongolian Airlines, and an observer from the Civil Aviation Authority of China Macau S.A.R. The list of participants is attached at Appendix II.

SC1401 Inaugural session Opening Remarks

1.1 Following welcoming remarks from Mr. Kh. Yerjan, Vice Minister, Ministry Road and Transport and Mr. Lkhagvasuren Togtokhbayar Director General, Civil aviation Authority of Mongolia, and a cultural show, the Acting Executive Chairman of COSCAP-NA, Captain Jin Yibin, brought the meeting to order. Opening addresses were provided by Captain Jin Yibin and Mr. Yoshiki Imawaka Deputy Regional Director, ICAO Regional Office Asia-Pacific Region.

1.2 Captain Jin Yibin extended a warm welcome to the States and Donors present, thanked them for attending and emphasized the importance of their participation to achieve the aims of the programme. Captain Jin emphasized that the Steering Committee Meetings offer members the opportunity to review our programme, to adjust the priorities as required and set new direction where required. Captain Jin reflected upon the benefits of the COSCAP-NA programme and the hard work that Member States have accomplished over the last year. With the forecasted increase in air traffic in North Asia members must press on with developing and implementing our respective State Safety Programmes and focusing on addressing ICAO's Global Aviation Safety Priorities – Controlled Flight Into Terrain, Loss of Control and Runway Safety. Captain Jin thanked the ICAO Regional Director Mr. Arun Mishra, for continuing the tradition of providing strong support to the COSCAP programmes. Captain Jin noted that the COSCAP programme is very closely coordinated with the Regional Office and many of the activities are conducted in partnership with the Bangkok office and the Regional Sub-Office in Beijing to provide benefits to all States in the Asia Pacific Region. Captain Jin thanked the CAAM and the organizing team for their excellent preparations and noted the importance of the COSCAP-NA safety partners in the success of the programme.

1.3 Mr. Yoshiki Imawaka Deputy Regional Director, ICAO Regional Office Asia-Pacific Region brought greetings from Mr. Arun Director, ICAO Asia-Pacific office. Mr. Imawaka noted that the

COSCAP-NA Programme is focused on enhancing the safety among Member States. ICAO is pleased to have initiated and to continue to support the implementation of this programme. Mr. Imawaka indicated that the ICAO continues to strengthen the active safety role of the regional offices and as a result the Asia-Pacific Regional Office has assumed a more prominent role in the operation of all regional technical assistance programmes. An example of this is the active role that the Regional Office plays in the RASG/APRAST and the COSCAP programmes. He noted that new working arrangement designed to strengthen and enhance ICAO's collective assistance to the Member States and enhancement of the efficiency of COSCAP programmes is being implemented throughout the APAC and further discussion will take place under the agenda item for DP9.

SC1402 Self-Introduction by Participants

2.1 At the request of the Executive Chairman, participants introduced themselves.

SC1403 Adoption of the Agenda

3.1 The Agenda of the Meeting, as circulated, was adopted with no revisions (copy at Appendix I).

SC1404 Review of Record of Discussions – 13th Steering Committee Meeting – IP1

4.1 The Conclusions of the 13th Steering Committee were reviewed. Wayne Chapin, the Chief Technical Advisor for COSCAP-NA (CTA), informed the Meeting of the progress made by the Programme in the intervening period, as outlined in IP1.

4.2 Upon completion of the review the Steering Committee noted the information provided in IP1.

SC1405 COSCAP-NA Programme Progress Report– DP2

5.1 Wayne Chapin presented the report on the COSCAP-NA Programme. The purpose of the paper was to outline the progress made to achieve Programme Objectives. A number of objectives and outputs were reviewed later in the meeting, with additional conclusions and decisions noted in this record under those agenda items. Support for the lead-up to the USOAP audits has now switched to supporting the development and implementation of corrective action plans (CAP), the continuous monitoring approach (CMA) and the implementation by States of their respective State Safety Programme (SSP) in accordance with ICAO's stated implementation date of 2017 for those States with an EI of greater than 60%.

5.2 As requested by the 7th Steering Committee, the Programme Review included detailed information regarding both training and missions to States.

5.3 Upon completion of the presentation the Steering Committee:

5.4 Confirmed the programme priorities as presented.

SC1406 COSCAP-NA Work Plan 2014-2015 – DP4

6.1 The CTA reviewed the components of planning the work programme for 2014-2015. This includes preparing for Steering Committee and APRAST/NARAST meetings, provision of technical support to States, plus other support in areas such as USOAP/CMA and SSP implementation to the extent that resources are available. Training support is provided to the greatest extent possible in more than one State, and States may make specific requests to address their needs. A review of training and missions provided was presented at DP2.

6.2 The CTA noted that a calendar of 2014-2015 is contained in DP4, and expressed his appreciation for the cooperation of Member States in scheduling and, if necessary to accommodate arising needs, rescheduling activities. The work plan calendar included in DP4 will be completed in consultation with Member States. The work plan outline included specific training, the planning for which is underway, and an undertaking to conduct approximately 3 missions during the coming year to support each State. Members noted that the CTA should complete the work programme for 2014-2015 and to the extent possible incorporate new ICAO initiatives. In addition, a Summary Report by Activity Area for COSCAP-NA has been developed by the CTA in an effort to improve planning and reporting. This report will be updated and presented at subsequent Steering Committee meetings for review and comments as an adjunct to the Work Plan.

6.3 Upon completion of the review of the Work Programme the Steering Committee:

6.3.1 Directed that the CTA add training in the areas of instrument procedures and design and airspace management for Mongolia and organize an event based on remotely piloted aircraft (RPA).

6.3.2 Directed that the CTA finalize the Work Plan for 2014/2015 including detailed mission objectives and forward to Members for review, comment and confirmation as appropriate.

SC1407 Contributions and Budget – DP5

7.1 On behalf of ICAO, Wayne Chapin provided a briefing on the Programme Contributions and Budget, as presented in DP5.

7.2 He briefed the SCM that funds on hand are sufficient to permit the operation of programme up to May 2015. The budget will permit the programme to continue to meet its obligations provided that funding from Member States and Donors is maintained at current levels and received on time by ICAO.

7.3 Following the presentation the Steering Committee:

7.3.1 Approved the updated budget for 2014/2015.

7.3.2 Reminded Member States which have yet to do so to make their contributions for 2014.

7.3.3 Reminded Member States to make their contribution for 2015 prior to the end of 2014.

7.3.4 Encouraged donors and partners to continue their contributions to the Programme, in funds and in kind.

SC1408 Sharing of Resources – DP8

8.1 The CTA reviewed the purpose of the proposed changes to the IFAPM emphasizing that the intent is to provide greater opportunities to engage experts from outside the programme at a reduced cost.

8.2 The CTA highlighted the benefits of the proposed changes including: within the limited budget available exchanges will permit the COSCAP-NA to provide a broader range of expertise; utilization of expertise within the APAC is more cost effective, especially from the point of view of travel; experts from the APAC have a better understanding of issues from an Asia perspective; COSCAP-NA will benefit from exposure to the best practices of other COSCAPs and the ICAO programme; and, exchanges will strengthen the collaboration between States/ICAO/COSCAPs.

8.3 The CTA noted that he will keep a record of such exchanges to ensure that a balance is maintained between the administrations. In addition, as is presently required, the CTA would determine the mission objectives and provide guidance for any experts so engaged.

8.4 The CTA explained that such a programme does not replace the need for COSCAP-NA Member States and donors to provide experts in support of the COSCAP-NA programme. Rather it will provide an additional option to enable the CTA to provide the broadest range of technical expertise to Member States in a cost effective manner.

8.5 Following a brief discussion the Steering Committee:

8.5.1 The Steering Committee directed the CTA to revise the COSCAP-NA IFAPM to address *Sharing of Expertise* between COSCAPs and distribute to Members.

SC1409 COSCAP Alignment with the GASP Priorities and Targets and New Working Arrangements – DP9

9.1 Mr. Yoshiki Imawaka ICAO Deputy Regional Director explained that DP9 is to address the COSCAP work alignment with the GASP Priorities and Targets in accordance with the resolutions from the 38th Assembly. The paper proposes the benefits of the revised roles and responsibilities in the ICAO Secretariat including the new working arrangements for the management and implementation of regional technical cooperation projects, including COSCAPs.

9.2 Mr. Yoshiki Imawaka noted that ICAO Secretary General, in January 2014, approved the revised roles and responsibilities in the ICAO Secretariat for the management and implementation of regional TC projects as follows:

- Project direction and technical oversight - Regional Offices (ROs);
- Technical support - Air Navigation Bureau (ANB); and
- Project administration - Technical Cooperation Bureau (TCB)

9.3 Mr. Yoshiki Imawaka explained that in order to support the alignment of ROs and COSCAPs on the common GASP and regional priorities and targets, the following COSCAP outputs need to be shared between the ROs, ISD-SAF and TCB:

- a. annual work programmes/plans;
- b. periodic progress/activities reports (semi-annually);
- c. State mission reports (complete versions);
- d. Steering Committee documentation and reports; and
- e. Training, seminar and workshop outcomes/results reports (if not included in periodic progress/activity reports).

9.4 Mr. Yoshiki Imawaka assured the participants that the donors and partners will equally appreciate this positive change:

- the alignment of ROs and COSCAPs' work programmes with the work of RASG-APAC to ensure alignment of the priorities in the GASP and regional targets;
- the added value of the expert technical support available through the ISD-SAF; and
- the improved technical oversight of the regional programmes by the Regional Office will increase the level of support and contributions to the COSCAPs.

9.5 Mr. Yoshiki Imawaka noted that the overall ownership of COSCAPs remains with the Member States and under the control/authority of the Programme Steering Committee (SCM) and the roles and responsibilities of the Steering Committee remain unchanged.

9.6 In conclusion Mr. Yoshiki Imawaka requested that the Members note the information provided in DP9 including the new working arrangements; and

Request the CTA to:

- a. accordingly amend the programme document and Institutional Framework and Administrative Procedures Manual (IFAPM) which contains the policies and procedures of the COSCAP programme;
- b. timely submit the approved annual work programmes/plans; periodic progress/activities reports (semi-annually); State mission reports (complete versions); Steering Committee documentation and reports; and training, seminar and workshop outcomes/results reports to the RO, ISD-SAF and TCB; and
- c. make arrangements with the ICAO CMO Section to register and schedule for the online USOAP CMA Computer-based Training (CBT) well ahead of the target completion date of 30 September 2014.

9.7 Following the presentation Members were requested by the Chairman to comment on the information provided by Mr. Yoshiki Imawaka.

9.7.1 The delegation from DPRK requested more time to review the information provided and that the issue should be re-introduced at the next Steering Committee meeting. The delegation from DPRK also noted that the Work Plan for the COSCAP-NA is approved by the Steering Committee and not the Regional Director and is thus under the control of the Members. The delegation from ROK expressed reservation regarding the sharing of what is now classified as confidential information contained in the CTA's Mission Reports. The ROK delegation explained that the information contained in the document is considered government information and that any sharing required

permission from the Government of the ROK. The delegation from ROK also expressed concern with the transfer of project management to the Regional Director the Steering Committee no longer controlled the project that the Members funded. The delegation also requested an explanation of the term “technical oversight”. In addition, the delegation from ROK requested a definition of the term “complete version” of the mission reports. Mr. Yoshiki Imawaka offered that what was referenced was a report highlighting deliverables, results/outcomes, recommendations, follow ups and other significant issues that require the attention of the Regional Director and that the current reports being submitted by the NA CTA would be sufficient. Mongolia supported the positions of the delegation from ROK and DPRK to continue to consider the proposed changes and assess the final impacts before proceeding with any changes.

The delegation from China expressed a concern that perhaps the changes will increase the workload of the CTA however they supported the proposed programme revisions.

Transport Canada reiterated their continued support for the COSCAP-NA programme but noted that as an assistance programme COSCAP-NA support would be reviewed in 2015 in accordance with Treasury Board policy to ensure continued performance and benefit.

9.8 Following the discussions and expressions of concern Captain Jin requested that Mr. Yoshiki Imawaka meet with Members one – on – one to continue discussions.

9.9 Discussions on this item continued on Friday June 20 as Members continued to hold firm to their positions with DPRK, Mongolia and ROK requesting additional time to consider the proposed changes and obtain additional information and China supporting the changes.

9.10 Following the discussions arising from the presentation of DP9 the Steering Committee agreed that:

- The CTA will work with the Members States to work through the details of the changes and if consensus is reached amend the necessary documentation to reflect the proposed changes.
- CTA is to submit draft mission reports to the Members for review prior to submission to the Regional Office.
- ICAO is to submit this paper (DP9) to the RASG APAC meeting in November in Hong Kong.
- The Steering Committee supported the proposed training for the CTA (CBT) and workshop in Montreal planned for October 2014.

SC1410 Safety Team Reporting – DP 3

10.1 The CTA formally presented to the Steering Committee the proposed actions arising from the safety team meetings conducted since the previous Steering Committee. He highlighted that the primary objective of Asia Pacific Regional Aviation Safety Team (APRAST) is to recommend accident prevention interventions to the Regional Aviation Safety Group (RASG) and, after approval, ensure implementation through the coordinated efforts of the regulatory authorities, airlines and aircraft manufacturers. He stated that in arriving at a consensus on the proposed actions the APRAST relied extensively on the safety interventions developed by the Commercial Aviation Safety Team (CAST).

10.2 Priority for APRAST actions items is established by the COSPA-NA Steering Committee in line with the overall Programme priorities. The CTA noted that the list of OPEN Priority Items that are

related to ICAO's Global Aviation Safety Priorities are to be treated as priorities in terms of implementation.

10.3 The proposed actions from the safety team meetings were briefly discussed by the Steering Committee. The Meeting reviewed the conclusions and proposed actions from the 14th and 15th NARAST meetings and accorded its approval.

10.3.1 As approved by the Steering Committee, COSCAP-NA is to update the Implementation Status Report and provide to Member Administrations for their review and further input.

10.3.2 As approved by the Steering Committee, COSCAP-NA will support Member Administration implementation of the safety actions.

SC1411 Presentation - SMS Reporting Capt. Olivier ASPE Head of Flight Operations Support in Airbus China

11.1 Captain Aspe's presentation provided a detailed overview of Airbus's customer support in the area of SMS which is a set of solutions to help airlines in implementing an efficient safety management system (SMS). Captain Aspe reviewed the tools available including courses, SMS Tools, Guidance and OPS visits. The aim of the support is to provide operators with efficient support and services for running a Safety Management System. He focused on an overview of the SAMS and explained the components of safety reporting, report analysis, launch actions, safety issues and the monitoring of safety performance. Capt. Aspe explained the web based implementation of SAMS and then guided participants through an actual demonstration of the SAMS using a bird strike event. Captain Aspe noted that Airbus software and services are tools that are aimed at guiding and facilitating operators in their safety activities. However he noted that safety knowledge, management, activities and accountability remains the airline's responsibility.

SC1412 State Safety Programme and Safety Management System – DP6

12.1 The CTA presented on the ongoing ICAO priority and support for the SSP, SMS and the GASP (2013). The CTA noted that in the near term States that have achieved USOAP effective implementation levels over 60% should fully implement their SSP by 2017. All Member States should fully implement their SSP by the year 2022. It was pointed out that all States in COSCAP-NA have an EI of greater than 60%.

12.2 The CTA noted that COSCAP has identified that there is a need to provide support to States for the implementation of SMS and SSP, with particular emphasis on safety performance measurement (acceptable level of safety – ALOS) and hazard identification and risk management (HIRM).

12.3 Following the presentation the Steering Committee agreed that:

12.3.1 The COSCAP-NA Steering Committee Meetings should continue to be utilized as a forum to provide Member Administrations with the latest developments concerning SMS and SSP;

12.3.2 With due consideration of priorities considered under the GASP, Member Administrations should continue to address USOAP corrective actions and complete the development and implementation of their SSP as well as SMS requirements for service providers in an expeditious manner;

12.3.3 To support SSP and SMS implementation, COSCAP-NA should provide courses, workshops, seminars and consultation as needed to assist Member States in meeting the requirements of ICAO SARPs related to SSP and SMS implementation, and;

12.3.4 Members which have not yet done so should complete the compliance checklist for the new *Annex 19 – Safety Management* and take action to update national provisions, or file differences as appropriate. COSCAP-NA can assist as required.

SC14113 Presentation - Contracting of Continuing Airworthiness Management Tasks

13.1 Lu Xinming, Director Airworthiness Division, FSD CAAC provided an informative presentation on the issues of the contracting of continuing airworthiness management tasks in China. He noted that the CAAC has issued a “*Notice of Issuing the Implementation Scheme and Requirements of Contracting Continuing Airworthiness Management Tasks in 2013*”. The CAAC has based their programme on 7 principles as explained by Lu Xinming. A pilot programme has been implemented with China Eastern and Shanghai Airlines.

SC1414 Presentation – Safety Management - Predictive Hazard Identification

14.1 Capt. Pat Garrigan Boeing Safety Pilot – Beijing Office Belief delivered a pertinent presentation pointing out that safety management is best accomplished by aggressively seeking safety information from a variety of sources, which can then be used to predict emerging safety risks. Capt. Garrigan noted that Flight Operations Quality Assurance (FOQA) also known as flight data analysis (FDA) offers a tool for that purpose. He provided an overview of the evolution of FOQA within the US and provided a detailed outline of how FDA data needs to be protected as a safety programme from use other than for its intended purpose – enhancing aviation safety. Capt. Garrigan reviewed a typical FDA process complete with examples to demonstrate the effectiveness of a data analysis programme and the many benefits the outputs from such programmes can provide including for industry, for a company, or for a regulator.

SC1415 Presentation - Introduction to Flight Standards Training

15.1 Ms. Li Wei from CAMIC delivered a presentation highlighting the CAAC Inspector Training programme developed to standardize inspector competencies. Specific topics of the training offered include 18 specific topics comprising 84 courses in all. For example Airworthiness Maintenance Inspectors receive training in Operator Management (20 courses), MRO Management (13 courses) and Licensing and Training Organization Management (5 courses). Ms. Li Wei presented an overview of the Flight Standards Training Centre (FSTC) and the all courses offered. The FSTC has also engaged in international cooperation in delivering their programmes.

SC1416 ICAO USOAP/CMA Update

16.1 The CTA presented a brief overview of the ICAO USOAP/CMA activities to participants. The CTA noted that States have an obligation to continue to update information in the CMA On Line Framework (OLF). ICAO will use this data to determine monitoring activities (ICVMs, audits). States were reminded to update their SAAQs, EoD and Corrective Action Plans as required. In addition the CTA noted that States need to progress the development and implementation of their respective SSPs in order to meet the ICAO deadline of 2017. The On Line Framework provides a SSP GAP Analysis tool that assists in the development of a plan and implementation.

SC1417 Presentation - Transport Canada Major Initiatives

17.1 Mr. Jean Soucy from Transport Canada briefed the participants on the progress that has been made with the implementation of SMS in Canada. He shared with the participants lessons learned for industry and Transport Canada. He noted that Transport Canada surveillance results show that companies with SMS are better run and more compliant than non-SMS companies. Mr. Soucy also provided participants with a brief overview of current regulatory priorities including off-shore helicopter operations, approved training organizations, water aerodromes and Flight Crew Flight Duty Time Limitations.

SC1418 Update – Flight Procedures Programme Office IP2

18.1 Mr. Noppadol Pringvanich, Chief ICAO Regional Sub-Office provided a brief overview of the RSO and its strategic framework. He highlighted the activities currently underway in the RSO. He focused on the Flight Procedures Programme (FPP) and noted that implementation of PBN in States is a priority for ICAO. Noppadol noted that close cooperation between the COSCAP programmes and the FPP is a key to implementation success for most States. COSCAP-NA Members can contact the FPP directly or work through the CTA to address any issues that may arise on the area of PBN.

SC1419 Presentation – EASA Activities - Highlights –

19.1 Ms. Sylvette Chollet from the European Aviation Safety Agency, Beijing Representative presented a comprehensive briefing on EASA activities and initiatives. Items included in the presentation were the European Safety Management, the EASA Third Country Operators (TCO), and the EASA reorganization. Ms. Chollet's presentation highlighted the European safety strategies, safety programme and safety plan and implementation initiatives. Ms. Chollet indicated that Europe's Safety Plan (EASp) is a safety risk portfolio that is shared and worked on with the various stakeholders because the risks that are to be mitigated are common to Europe. Participants were reminded that a new EASp brochure is available at <http://www.easa.europa.eu/newsroom-and-events/general-publications/european-aviation-safety-plan-easp-2014-2017-brochure>. Included in her presentation was an outline of EASp that identified the systemic, operational and emerging safety issues. Ms. Chollet pointed out that there is a designated group of analysts whose key role is to support safety planning for the EASp and SSPs of EASA Member States. Ms. Chollet highlighted the work of the Safety Management International Collaboration Group (SMICG) in the area of SMS and provided links to information that is available from the work of the group.

[http://www.skybrary.aero/index.php/Safety_Management_International_Collaboration_Group_\(SM_ICG\)](http://www.skybrary.aero/index.php/Safety_Management_International_Collaboration_Group_(SM_ICG))

Ms. Chollet provided a brief overview of the achievements of the EASA Aviation Safety Teams including work on go-around training, occurrence reporting and human factors. Ms Chollet provided a link to the most recent Safety Leaflets and Safety Tools. She provided participants with an update on EASA's progress in preparing for the implementation of Part-Third Country Operator (TCO) programme. The TCO programme will provide for a single European system for the vetting of the safety performance of foreign (non-EU) commercial air transport (CAT) operators.

Ms. Chollet indicated that a valid TCO authorisation for air operators currently operating or planning to operate into Europe States **will be mandatory** as of November 26, 2014. The TCO programme will offer features such as an interactive web-based application, state-of-the-art user management, online questionnaire and file upload, 30 days processing time, fast track for ad-hoc operations (one time) and a public website containing list of authorized operators. More information is available at:

<http://easa.europa.eu/easa-and-you/aviation-domain/commercial-aviation?page=tco---third-country-operators---latest-news>

Ms. Chollet concluded her presentation by providing an overview of the reorganization that EASA has recently undergone and reviewed detailed organizational charts and then outlined responsibilities, tasks and activities of the reorganized directorates.

SC1420 Presentation – Prevention and Handling of Loss of Communication

20.1 Capt. Shao Bin from Air China provided an informative presentation on the loss of communications and the subsequent risks. Capt. Shao noted that according to China civil aviation statistics, the number of communication loss events has increased rapidly in recent years. The number of such events in 2013 increased 280% compared to that of 2009 and flights by foreign airlines operated in China accounted for 40%. As the civil aviation industry develops rapidly, the volume of flights increases significantly in China and the airspace becomes much more congested, therefore loss of communication becomes increasingly threatening. Capt. Shao noted that threat and error management is a primary tool to mitigate the associated risks of loss of communication and identified some strategies that could be used to prevent loss of communications incidents.

SC1421 Presentation - IACO Updates

21.1 The CTA provided an update on the many ICAO amendments that have and are about to become effective. Amendments to Annex 6 Part I, II and III were reviewed to ensure Members were aware of the subject of the amendments and the applicability dates. An amendment to Annex 1 concerning pilot age limits was reviewed as well as the requirement for upset recovery training. Members were reminded that ICAO has identified Loss of Control as a priority safety objective. In addition Members were requested to where applicable submit differences into the EFoD system.

SC1422 Presentation – Presentation - HNA Operational Risk Control System (HORCS)

22.1 Yin Xiaowei of Hainan Airlines delivered a presentation on the Hainan operational risk control system (HORCS). Yin Xiaowei briefly described the HORCS framework and the mathematical model behind it. He presented an example and reviewed the work process involved in using the system. HORCS is intended to manage risks associated with the dispatch of aircraft and integrates some elements of the standard operating procedures as part of the risk management process.

SC1423 Presentation FAA – Commercial Aviation Safety Team (CAST) Update

23.1 Mr. James Fee FAA Member of CAST delivered an excellent presentation on CAST activities including the collection, analysis and sharing of critical safety data. Mr. Fee identified the critical elements of a successful voluntary safety information program and the safety management continuum. He briefed participants on recent CAST activities in the area of runway safety and airplane state awareness (loss of control). Mr. Fee reviewed the Aviation Safety Information Analysis & Sharing (ASIAS) programme and detailed the process and data sources used to develop safety strategies. He also briefed participants on Aviation Safety Infoshare sponsored by the FAA and supported by air carriers, trade associations, labor organizations, and select government attendees. James noted that the integration of CAST and ASIAS will provide additional benefits to aviation safety. Mr. Fee presented the participants with the top aviation risks worldwide including for Asia-Pacific - loss of control, CFIT and runway excursion - landing.

SC1424 Presentation – Aeronautical Information Management Collaboration

24.1 Ms. Ariungerel Purev Director of Aeronautical Information Services (AIS), Civil Aviation Authority of Mongolia presented participants with an overview of the cooperative efforts of the CAAM in the area of aeronautical information management (AIM). The CAAM is currently working with the General Administration of Civil Aviation (GACA) in DPRK to transition to the AIM model. Ms. Ariungerel provided an overview of the activities with GACA and the support to Malaysia. She also reviewed the activities occurring in the CAAM on Performance Based navigation (PBN). Ms. Ariungerel noted that COSCAP North Asia and CAAM have successfully partnered in providing assistance to some States and she hoped that this partnership will continue in the future.

SC1425 Presentation – Improvement of the Safety Oversight of Foreign Air Operators

25.1 Captain Ahn Yong Tae – Korean Office of Civil Aviation reviewed in detail the Foreign Air Operator Surveillance (FAOS) system currently in use by KOCA. He presented a review of the basis for the programme, the principles adopted from ICAO Doc 8335, the planning aspects and ramp inspection surveillance programme. Captain Ahn noted that due to the increasing foreign air operator activity in ROK there is a need to revise the ramp inspection programme from the current level of 215 (11% of total inspections) to 609 (25% of all inspections) to ensure an acceptable level of oversight.

SC1426 Presentation - The Application of Risk Management in the Airlines Operational

Control

26.1 Jia Jianqing outlined the CCAR 121 requirements for operational control as they relate to the operator and the pilot in command. Jia Jianqing noted that the CAAC has issued advisory circulars intended to provide policy and guidance to air operators in the area of operational control. Jia Jianqing noted that the CAAC promotes process-oriented risk management in operational control. The CAAC has established training requirements for dispatch resources. Jia Jianqing noted that technology has also been integrated in the dispatch process to deliver the required products to dispatchers and flight crew.

SC1427 Presentation - New Air Navigation Technology Application in Civil Aviation of China

27.1 Mr. Jia Jianqing delivered a comprehensive presentation on technologies that have impacted the Civil Aviation scene in China. Jia Jianqing noted that PBN, EFB, ADS-B, HUD and SATCOM have influenced aviation worldwide. He provided participants with a brief overview of PBN implementation in China and outlined the positive impact. Jia Jianqing provided an update on EFB implementation in China and noted recent air operator certification activities. He reviewed the China ADS-B implementation plan with full operation anticipated for 2020. Jia Jianqing updated participants on the implementation progress for HUD certification for Chinese air operators. He outlined the phased implementation plan for SATCOM with proposed full implementation of CCAR requirements in 2017.

SC1428 Presentation - CDFA Application in China Southern

28.1 Zhang Xiaohang from China Southern provided a very informative presentation on the use of CDFA and the safety benefits that accrue from its use. He provided a stark example of a non-precision approach incident that had the potential to become a deadly accident. He noted that the use of CDFA in a non-precision approach environment enhances safety by promoting stabilized approaches. The CAAC has issued an AC outlining training requirements for air operators in China. Effective January 1, 2014 CDFA training is an integral part of the CCARC training requirements. Zhang Xiaohang reviewed the progress of CDFA training in China Southern including the depiction of CDFA on approach charts. He noted that China Southern has incorporated a go-around procedure from a CDFA into their SOPs. On 1st May 2014, an operation notification was published by China Southern Airlines operation department confirming that the CDFA technique is the standard Non-precision approach procedure.

SC1429 Presentation - Unmanned Aircraft System

29.1 Capt. Qi Gang from the CAAC presented on the subject of unmanned aircraft systems (UAS) and potential options for an approach to regulating the activity in China. Capt. Qi noted that there is a need to define what UAS activity to regulate, what are the options for pilot requirements and where should the regulation base be set. He outlined the types of UAS activities that the CAAC feels fall within the spectrum of requiring regulations. He went on to identify options for airspace designation for the different UAS activities including the mixing of manned and unmanned aircraft. He noted that there is a need to classify the different UAS categories (cargo, aerial work, passenger, etc.) in order to develop effective regulations and effective airspace management. Pilot licensing requirements will be necessary to ensure that UAS operators are properly trained and qualified for

the activity that they will be required to undertake.

Additional information can be obtained at: <http://pilots.caac.gov.cn>

SC1430 Any Other Matters

30.1 The discussion on DP9 continued with final Steering Committee position recorded under SC1409.

30.1 The ROK delegate reminded Members that the Korea Office of Civil Aviation will host their 4th Flight Safety Seminar for CAAs and Operators September 1-3, 2014 in the Grand Continental Hotel, Seoul, ROK. Member States, ICAO, Regional Entities and industry are invited to attend. Topics include Safety Management and Accident/Incident Prevention, Mitigation of Safety Risks. Day 2 will include a Go-around Forum organized by COSCAP-NA. More details will follow as the programme matures.

SC1431 Venue and Date for the 15th Steering Committee Meeting

31.1 Date: May 13 – 15, 2015

Venue: China (city location TBD)

SC1432 Adoption of Conclusions and Recommendations

32.1 The Meeting adopted the draft Conclusions and Recommendations.

SC1433 Closing of Meeting

33.1 The Executive Chairman expressed his appreciation to all participants and, on behalf of the Steering Committee, expressed his appreciation to the CAAM organizers for the superb arrangements in hosting the meeting. In particular, the Executive Chairman thanked the donors and partners for their support that is so valuable in sustaining the COSCAP-NA programme. The Executive Chairman declared the 14th Steering Committee meeting over.



14th Meeting of the Steering Committee

18 to 20 June 2014

Ulaanbaatar, Mongolia

Proposed Agenda

Date	Time	AIN.	Subjects	Paper	Venue
18 June 2014	0900 - 0930	SC14 01	Inaugural Session Opening Remarks		Best Western 5 th Floor Soyombo 3 Room
	0930 - 0945	SC14 02	Self-Introduction by Participants		
	0945 - 1000	SC14 03	Adoption of Agenda		
	1000 - 1015		Group Photo		Chinggis Square
	1015 - 1045		Tea Break kindly arranged by the CAAM		Best Western 5 th Floor
	1045 - 1115	SC14 04	Review of Record of Discussions – 13 th Steering Committee Meeting Wayne Chapin	IP1	Best Western 5 th Floor
	1115 - 1200	SC14 05	COSCAP-NA Programme Progress Report Wayne Chapin	DP2	Soyombo 3 Room
	1200 - 1315		Lunch kindly arranged by the CAAM		Best Western 1st Floor
	1315 - 1345	SC14 06	COSCAP-NA Work Programme 2014-2015 Wayne Chapin	DP4	Best Western 5 th Floor Soyombo 3 Room
	1345 - 1415	SC14 07	Contributions and Budget - 2014-2015 Wayne Chapin	DP5	
	1415 - 1430	SC14 08	Resource Sharing Between COSCAPs Wayne Chapin	DP8	
	1430-1500	SC14 09	Presentation - COSCAP Alignment With The GASP Priorities And Targets & New Working Arrangements Mr. Yoshiki Imawaka ICAO Deputy Regional Director	DP9	
	1500 - 1530		Tea Break kindly arranged by CAAM		
	1530 - 1550	SC14 10	Regional Aviation Safety Team Reporting Wayne Chapin	DP3	Best Western 5 th Floor Soyombo 3 Room
	1550 - 1620	SC14 11	Presentation – SMS Reporting Capt. Olivier ASPE Head of Flight Operations Support in Airbus China		
	1620-1650	SC14 12	State Safety Programme (SSP) and Safety Management Systems (SMS) Implementation - Update Wayne Chapin	DP6	
	1800		Welcome Banquet kindly arranged by the CAAM		Prime Grill Steak House 3 rd Floor Best Western

DAY 2

	Time	SN.	Subjects	Paper	Venue
19 June 2013	0900 - 0930	SC14 13	Presentation - Contracting of Continuing Airworthiness Management Tasks Lu Xinming – Director Airworthiness Division, FSD CAAC		Best Western 5 th Floor
	0930 - 1000	SC14 14	Presentation – Flight Data Analysis/Monitoring Capt. Pat Garrigan Boeing Safety Pilot – Beijing Office		Soyombo 3 Room
	1000 -1030		Tea Break kindly arranged by the CAAM		Best Western 5 th Floor
	1030 - 1100	SC14 15	Presentation - Introduction to Flight Standards Training Ms. Li Wei CAMIC		Best Western 5 th Floor Soyombo 3 Room
	1100 - 1130	SC14 16	ICAO USOAP/CMA Update Wayne Chapin	DP7	
	1130 - 1200	SC14 17	Presentation - Transport Canada Major Initiatives Jean Soucy Transport Canada		
	1200 - 1315		Lunch kindly arranged by the CAAM		Best Western 1 st Floor
	1315 - 1335	SC14 18	Update – Flight Procedures Programme Office Noppadol Pringvanich – Chief ICAO Regional Sub-Office	IP2	Best Western 5 th Floor Soyombo 3 Room
	1335 - 1400	SC14 19	Presentation - EASA Update Ms. Sylvette Chollet - EASA Representative in Beijing		
	1400 - 1420	SC14 20	Presentation – Prevention and Handling of Loss of Communication Capt. Shao Bin Air China		
	1420 - 1440	SC14 21	Presentation - IACO Updates Wayne Chapin		
	1440 - 1500	SC14 22	Presentation - HNA Operational Risk Control System (HORCS) Yin Xiaowei - Hainan Airlines		
	1500 - 1530		Tea Break kindly arranged by the CAAM		Best Western 5 th Floor
	1530 - 1600	SC14 23	Presentation - CAST Update Mr. James Fee FAA		Best Western 5 th Floor Soyombo 3 Room
	1600 - 1620	SC14 24	Presentation – Aeronautical Information Management Collaboration Ms. Ariungerel Purev Director of Aeronautical Information Services (AIS), Air Navigation Service Administration, Civil Aviation Authority of Mongolia	IP3	
	1620 - 1640	SC14 25	Presentation – Foreign Air Operator Surveillance Captain Ahn– Korean Office of Civil Aviation		
1640-1700	SC14 26	Presentation - The Application of Risk Management in the Airlines Operational Control Mr. Jia Jianqing			

	1800		Dinner kindly organized by MIAT		Castle Restaurant
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DAY 3

	Time	SN.	Subjects	Paper	Venue
20 June 2014	0900 - 0920	SC14 27	Presentation - New Air Navigation Technology Application in Civil Aviation of China Mr. Jia Jianqing		Best Western 5 th Floor Soyombo 3 Room
	0920 - 0940	SC14 28	Presentation - CDFA Application in China Southern. Mr. Zhang Xiaohang - China Southern		
	0940 - 1000	SC14 29	Presentation - Unmanned Aircraft System Capt. Qi Gang – CAAC		
	1000 -1030		Tea Break kindly arranged by the CAAM		Best Western 5 th Floor
	1030 - 1100	SC14 30	Any other matters		Best Western 5 th Floor Soyombo 3 Room
	1100 - 1115	SC14 31	Venue and date for 15 th Steering Committee Meeting		
	1115 - 1145	SC14 32	Adoption of Conclusions and Recommendations		
	1145 - 1200	SC14 33	Closing of the Meeting		
	1200 - 1315		Lunch kindly arranged by Hunnu Air		Chinggisiin khuree

List of the participants
14th Meeting of the Steering Committee COSCAP-NA
Ulaanbaatar, Mongolia
18-20 June, 2014

Appendix II

No	Name		Title	Organization	Email address
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