

15th STEERING COMMITTEE MEETING
Regional Aviation Safety Teams
Reports and Proposed Actions
Discussion Paper 3
(Presented by CTA)

SUMMARY

The purpose of this paper is to formally present to the Steering Committee the conclusions and proposed actions from the 16th and 17th NARAST meetings. The conclusions and proposed actions arising from these meetings are attached to this paper: 16th Meeting of the NARAST (Attachment I) 17th Meeting of the NARAST (Attachment II)

1 Background

- 1.1 The objective of the NARAST is to recommend accident prevention interventions to the Steering Committee. The recommendations, once approved by the Steering Committee, may be implemented through the coordinated efforts of the regulatory authorities, in consonance with service providers, airlines and aircraft manufacturers. When such actions are endorsed by the Steering Committee, the Team Members will serve as focal points for introducing the interventions within their respective Administrations and for coordinating their government's efforts with industry.
- 1.2 To accomplish the objectives, the team will undertake its deliberations in full consideration of the work of the RASG / APRAST. The priority for the Team will be to introduce, support, and develop actions which have the potential to effectively reduce regional aviation risks to enhance aviation safety.
- 1.3 Since the 14th Meeting of the Steering Committee, the APRAST has completed two meetings and in November 2014 reported to the 5th Meeting of the Regional Aviation Safety Group.
- 1.4 Although the ICAO Regional Office acts as Secretariat for the RASG / APRAST, the CTA has been actively engaged facilitating an *ad hoc* working group established under the APRAST for developing safety improvements to reduce the risk of controlled flight into terrain (CFIT).
- 1.5 The RASG produces a **RASG APAC YEARLY** and **STANDING WORK PROGRAMME** which for information purposes accompany this paper at Attachment III.
- 1.6 In addition attached to the paper as Attachment IV is a list of the OPEN Items for ALL Member States.

2 Discussion

- 2.1 The NARAST once again confirmed the value of participation in the APRAST, and Member representatives reaffirmed their support to continue the practice of a NARAST meeting following the APRAST.
- 2.2 The Proposed Actions arising from the 16th and 17th NARAST meetings (Attachment I and II) are provided for the consideration and decision of the Steering Committee.

- 2.3 The Implementation Status Report – OPEN Items is provided with the meeting documentation including a list of OPEN Items that are considered a **priority** for implementation as they are linked to the *ICAO Global Aviation Safety Priorities* – CFIT, LOC and Runway Safety.

3 Action of the Meeting

- 3.1 The Meeting is invited to review the conclusions and proposed actions from the 16th and 17th NARAST meetings and accord its approval as appropriate.
- 3.2 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.
- 3.3 As approved by the Steering Committee, COSCAP-NA will support Member Administration implementation of the safety actions.

**Record of Conclusions and Actions of the
16th Meeting of the North Asia Regional Aviation Safety Team
Bangkok, Thailand 19 September 2014**

1. Present

The 16th Meeting of North Asia Regional Aviation Safety Team (NARAST) was attended by representatives from the participating Member States Civil Aviation Administrations of COSCAP-NA and the Federal Aviation Administration. There were a total of 4 participants.

The Civil Aviation Administration of China, the General Administration of Civil Aviation of DPRK (GACA) and the Civil Aviation Authority of Mongolia (CAAM) expressed their regrets at being unable to attend the 16th NARAST Meeting.

2. Venue

The Meeting was held in the morning of 19 April 2014 in Bangkok, Thailand after completion of the 5th Asia Pacific Regional Aviation Safety Team (APRAST).

3. Proceedings of the Meeting

The CTA COSCAP-NA facilitated the meeting, and it progressed in accordance with the Programme a copy of which is placed at Attachment I.

4. Review of the 5th APRAST Meeting

4.1 Attendees agreed that the 5th APRAST was well attended and the APRAST continues to be an important venue through which APAC Member States can deal with important safety enhancement initiatives.

The CTA will report to the 15th COSCAP-NA Steering Committee Meeting regarding the outcomes of the 5th APRAST meeting.

5. Review of 15th NARAST Decision Record

5.1 No changes were requested.

6. Review of NARAST Implementation Status

6.1 The CTA led a review of the NARAST implementation status of priority items recorded as OPEN as of April 1, 2014. In addition the CTA provided a list of the PRIORITY OPEN Items which focus on three initiatives associated with the APRAST activities in CFIT, Loss of Control and Runway Safety for discussion.

6.2 The following actions arose from the review of the NARAST records:

S/N 16 - 16.0302 - Implementation of Runway Safety Programme

Update: ROK advised that they have completed the required action and this item can be annotated as *Completed* for ROK.

Action: CTA to present update to COSCAP-NA 15th Steering Committee recommending assessed as *Completed* for ROK.



S/N 18 - 18.1003 - Runway Incursion – Pilot Training

Update:

- ROK informed the meeting that work is complete. Recommend assessing *Completed*.

Action: CTA to present update to COSCAP-NA 15th Steering Committee recommending assessed as *Completed* for ROK.

S/N 29 - 29.0101 Icing - Training - Engine Surge Recovery

Update:

- APRAST LOC 5 Detailed Implementation Plan approved by RASG/3.

Action: COSCAP to continue to monitor progress.

S/N 76 - 76.0501 Runway Safety Action Teams

Update:

- ROK informed the meeting that work is complete. Recommend assessing *Completed*.

Action: CTA to present update to COSCAP-NA 15th Steering Committee recommending assessed as *Completed* for ROK.

S/N 85 - 85.0201 Regional Safety Data / USOAP Data Analysis

Update:

- To be closed upon completion of FDA Workshop planned for November in ROK.

Action: CTA to present update to COSCAP-NA 15th Steering Committee recommending assessed as *Completed* for ROK.

7. Sub-Regional Aviation Safety Issues

Members did not identify additional sub-regional safety issues for discussion.

8. Other Business

8.1 The CTA reiterated that NARAST will continue as a paperless meeting.

8.2 There being no further business, the meeting was concluded at 1430.

9. Date and Venue of the 17th NARAST Meeting

9.1 The 17th NARAST meeting will be held in conjunction with the 6th APRAST meeting to be scheduled by the ICAO Asia Pacific Regional Office, Bangkok.



16th Meeting of the North Asia Regional Aviation Safety Team (NARAST)	
19 September 2014	
Bangkok, Thailand	
Meeting Room TBD	
PROGRAMME	
Friday 19 September 2014	
10:30 - 10:45	1. Review of Conclusions/Action of 15 th NARAST Meeting (* <i>Attachment II</i>)
10:45 - 11:30	2. Review of 5 th APRAST outcomes
11:30 - 12:00	3. Review of the Implementation Status Report including Priority OPEN List items related to CFIT, LOC and Runway Safety (Ref. Implementation Status Report/Priority OPEN List)
12:00 - 13:00	Lunch
13:00 - 14:30	4. Review of the Implementation Status Report including Priority OPEN List items related to CFIT, LOC and Runway Safety (Ref. Implementation Status Report/Priority OPEN List)
14:30 - 15:00	Tea Break
15:00 - 15:30	5. COSCAP-NA Sub-Regional Aviation Safety Issues
15:30 - 16:00	6. Review of Conclusions of the 16 th NARAST
1600 - 1630	7. Close of the Meeting

**Record of Conclusions and Actions of the
17th Meeting of the North Asia Regional Aviation Safety Team
Bangkok, Thailand
10 April 2015**

1. Present

The 17th Meeting of North Asia Regional Aviation Safety Team (NARAST) was attended by representatives from the Republic of Korea and the Democratic People's Republic of Korea and representatives from the Association of Asia Pacific Airlines (AAPA) Airbus, Boeing and the Airports Council International (ACI). There were a total of 8 participants.

The Civil Aviation Administration of China (CAAC) and the Civil Aviation Authority of Mongolia (CAAM) expressed their regrets at being unable to attend the 17th NARAST Meeting.

2. Venue

The Meeting was held in the morning of 10 April 2015 in Bangkok Thailand after completion of the 6th Asia Pacific Regional Aviation Safety Team (APRAST) meeting.

3. Proceedings of the Meeting

The CTA COSCAP-NA facilitated the meeting, and it progressed in accordance with the Programme a copy of which is placed at Attachment I.

4. Review of the 6th APRAST Meeting

4.1 Attendees agreed that the 6th APRAST was well attended and the APRAST continues to be an important venue through which APAC Member States can deal with important safety enhancement initiatives.

5. Review of 16th NARAST Decision Record

5.1 No changes were requested.

6. Review of NARAST Implementation Status

6.1 The CTA led a review of the NARAST implementation status of priority items recorded as OPEN as of April 1, 2015.

6.2 The following actions arose from the review of the NARAST records:

The Democratic People's Republic of Korea

S/N 3 – 3.0703 – SE 03 Precision Like Approach Implementation

Update: DPRK has developed and implemented the Standard Operating Procedures and training for flight crew in use of the Constant Descent Final Approach (CDFA) technique for flying non-precision approach procedures in all aircraft types. Ref: Flight Crew Training Manual (6th Edition). DPRK requested item to be marked as *Completed*.

Action: CTA to present update to COSCAP-NA 15th Steering Committee recommending this item be assessed as *Completed* for DPRK.



North Asia

S/N 3 – 3.0704 – SE 03 Precision Like Approach Implementation

Update: GACA has issued Advisory Circular CNA008A as guidance material. DPRK requested this item be marked as *Completed*.

Action: CTA to present update to COSCAP-NA 15th Steering Committee recommending this item be assessed as *Completed* for DPRK.

S/N 3 – 3.0803 – SE 03 Precision Like Approach Implementation

Update: RNP/RNAV procedures for SID and STAR in Pyongyang International Airport have been implemented since 2 May 2013.

Action: CTA to present update to COSCAP-NA 15th Steering Committee recommending this item be assessed as *Completed* for DPRK. Ref: AIRAC AIP AMDT 02/13 AIP DPRK

S/N 3 – 4.0401 – SE 10 CFIT Airline Proactive Safety Programmes (FOQA, ASAP)

Update: Air Koryo has developed and implemented SMS in accordance with the requirements described in the *Corporate Safety and Quality Manual*. Air Koryo has established a FOQA programme and non-punitive reporting system. Ref: *Corporate Safety and Quality Manual* (3rd Edition Chapter 3) DPRK requested this item be marked as *Completed*.

Action: CTA to present update to COSCAP-NA 15th Steering Committee recommending this item be assessed as *Completed* for DPRK.

S/N 15 – 15.0203 – SE 46, 47 Runway Incursion Air Traffic Control Training

Update: NATPRO training is now a commercial product and not releasable from the FAA. If Member States wish to have the training they must pay for it.

Action: CTA to present S/N 15 – 15.0203 at 18th NARAST for further discussion and recommendation to 16th Steering Committee. This item will remain Open for All.

S/N 21 – 21.0101 – SE 30 Loss of Control Training (Human Factors and Automation)

Update: The GACA has issued an Advisory Circular as guidance material based on COSCAP AC-CNA 020. Air Koryo has developed the General Operations Manual (GOM) and Flight Crew Training Manual including procedures regarding CRM/Human Factors and Automation. According to the requirements described in the GOM and Training Manual, the relevant training was delivered to the flight crew. Ref: Flight Crew Training Manual (6th Edition). DPRK requested that this item be marked as *Completed*.

Action: CTA to present update to COSCAP-NA 15th Steering Committee recommending that this item be assessed as *Completed* for DPRK.

S/N 22 – 21.0301 – SE 165 – Midair - ACAS Policy and Procedures

Update: Air Koryo has established a system for the collection and archiving of RAs and TAs for the purpose of researching ACAS/TCAS advisory related issues. Ref: General Operations Manual (7th Edition). DPRK requested that this item be marked as *Completed*.

Action: CTA to present update to COSCAP-NA 15th Steering Committee recommending that this item be assessed as *Completed* for DPRK.

S/N 24 – 24.0101 – SE 121 – Cargo – Cargo Loading and Training SOPs

Update: Mr. Gerardo M Hueto of Boeing to provide additional information from CAST activity for the consideration of the 18th NARAST.

Action: CTA to present information to the 18th NARAST for recommendation to the 16th Steering Committee meeting.



North Asia

S/N 50 – 50.0201 – RSI – Report on Human Factor and MSAW Training

Update: MSAW has been installed at the Pyongyang International Airport. The GACA has developed and implemented the procedures regarding the installation and use of MSAW described in the Manual of ATS. Ref: Manual of ATS (5th Edition Chapter 8 – 8.8).

Action: CTA to present update to COSCAP-NA 15th Steering Committee recommending that this item be assessed as *Completed* for DPRK.

Republic of Korea

S/N 3 – 3.0704 – SE 03 Precision Like Approach Implementation

Update: Implementation is progressing. Anticipated completion of full CDFA implementation is December 31, 2015

Action: CTA to update NARAST database to reflect revised implementation date of December 31, 2105.

S/N 15 – 15.0203 – SE 46, 47 Runway Incursion Air Traffic Control Training

Update: NATPRO training is now a commercial product and not releasable from the FAA. If Member States wish to have the training they must pay for it.

Action: CTA to present S/N 15 – 15.0203 at 18th NARAST for discussion and recommendation to 16th Steering Committee.

S/N 24 – 24.0101 – SE 121 – Cargo – Cargo Loading and Training SOPs

Update: Mr. Gerardo M Hueto of Boeing to provide additional information from CAST activity for the consideration of the 18th NARAST.

Action: CTA to present information to the 18th NARAST for recommendation to the 16th Steering Committee meeting.

S/N 28 – 28.0101 – SE 121 – Cargo – Safety Culture

Update: Mr. Gerardo M Hueto of Boeing to provide additional information from CAST activity for the consideration of the 18th NARAST.

Action: CTA to present information to the 18th NARAST for recommendation to the 16th Steering Committee meeting.

S/N 29 – 29.0101 – SE 136 – Engine Event Recovery Training

Update: Mr. Gerardo M Hueto of Boeing to provide additional information from CAST activity for the consideration of the 18th NARAST. APAC ICAO has issued a Model Advisory Circular entitled “Mode Awareness and Energy State Management Aspects of Flight Deck Automation”. A copy can be found on the COSCAP-NA website and Members are encouraged to refer to it for additional information.

Action: CTA to present information to the 18th NARAST for recommendation to the 16th Steering Committee meeting.

S/N 41 – 41.0101 – ICAO Global Aviation Safety Plan

Update: To be discussed at 18th NARAST regarding continued relevance of this activity given that GASP 2013 objectives are incorporated into the COSCAP-NA Program Document and the GASP/R is out-dated.

Action: CTA to present information to the 18th NARAST for recommendation to the 16th Steering Committee meeting.



S/N 41 – 41.0201 – ICAO Global Aviation Safety Plan

Update: Refer to **41.0101**

Action: CTA to recommend to 15th Steering Committee meeting that this item be marked as completed for All based on the Action required under 41.0101.

S/N 54 – 54.0301 – Review of Implementation Status of SC Decisions

Update: Given that this is an ongoing activity and is included in the CTAs mission planning checklist (Attachment II) NARAST recommended that this item be marked as *Completed*.

Action: CTA request approval from the 15th Steering Committee meeting to mark this item *Completed* for All.

S/N 62 – 62.0201 – GSI Best Practise 3a-3 – The State encourages voluntary reporting

Update: This action is also included in the State Safety Program framework and is better defined. NARAST felt that this was duplication of effort and recommended that this item be marked as *Completed*.

Action: CTA to recommend to the 15th Steering Committee meeting that this item be marked as *Completed* for All.

S/N 64 – 64.0301 – GSI 3 – Impediments to Reporting of Errors and Incidents/ GSI 4 – Ineffective Incident and Accident Investigation General Summary

Update: The APRAST Safety Reporting and Programme Ad-Hoc WG and APRAST AIG-WG have included this item as part of their activities. NARAST recommends that this item be marked as *Completed* for All. NARAST members participate in these groups.

Action: CTA to recommend to the 15th Steering Committee meeting that this item be marked as *Completed* for All.

S/N 64 – 64.0601 – GSI 3 Impediments to Reporting of Errors and Incidents/ GSI 4 – Ineffective Incident and Accident Investigation General Summary

Update: The APRAST Safety Reporting and Programme Ad-Hoc WG and APRAST AIG-WG have included this item as part of their activities. NARAST recommends that this item be marked as *Completed* for All. NARAST members participate in these groups.

Action: CTA to recommend to the 15th Steering Committee meeting that this item be marked as *Completed* for All.

S/N 64 – 64.0701 – Aviation Safety Reporting - AIG

Update: The APRAST Safety Reporting and Programme Ad-Hoc WG and APRAST AIG-WG have included this item as part of their activities. NARAST recommends that this item be marked as *Completed* for All. NARAST members participate in these groups.

Action: CTA to recommend to the 15th Steering Committee meeting that this item be marked as *Completed* for All.



S/N 64 – 64.0801 – Aviation Safety Reporting - AIG

Update: The APRAST Safety Reporting and Programme (SRP) Ad-Hoc WG and APRAST Ad-Hoc AIG-WG have included this item as part of their activities. NARAST recommends that this item be marked as *Completed* for All. NARAST members participate in these groups.

Action: CTA to recommend to the 15th Steering Committee meeting that this item be marked as *Completed* for All.

S/N 77 – 77.0401 – SE178 Enhanced Surface Marking and Lighting

Update: The APRAST Runway Safety Sub-Group has included this item within their activities. NARAST recommends that this item be marked as *Completed* for All to avoid duplication of effort. NARAST members through their participation in APRAST will be part of the development of any guidance material/model regulations in this area.

Action: CTA to recommend to the 15th Steering Committee meeting that this item be marked as *Completed* for All.

S/N 78 – 78.0201 – SE179 Scenario Based Training for Pilots

Update: The APRAST has placed this item in the Emerging Issues Registry. NARAST recommends that this item be marked as *Completed* for All to avoid duplication of effort. NARAST members through their participation in APRAST will be part of the development of any guidance material/model regulations in this area.

Action: CTA to recommend to the 15th Steering Committee meeting that this item be marked as *Completed* for All.

7. Sub-Regional Aviation Safety Issues

Members did not identify additional sub-regional safety issues for discussion.

8. Other Business

8.1 The CTA reiterated that NARAST will continue as a paperless meeting.

8.2 There being no further business, the meeting was concluded at 1230.

9. Date and Venue of the 18th NARAST Meeting

9.1 The 18th NARAST meeting will be held in conjunction with the 7th APRAST meeting to be scheduled by the ICAO Asia Pacific Regional Office, Bangkok August 31 – September 4, 2015. COSCAP-NA Members are encouraged to participate in the meetings.



<p>17th Meeting of the North Asia Regional Aviation Safety Team (NARAST)</p> <p>10 April 2015 Bangkok, Thailand Meeting Room TBD</p>	
PROGRAMME	
Friday 10 April 2015	
10:30 - 10:45	1. Review of Conclusions/Action of 16th NARAST Meeting (*Attachment II)
10:45 - 11:30	2. Review of 6th APRAST outcomes
11:30 - 12:00	3. Review of the Implementation Status Report including Priority OPEN List items related to CFIT, LOC and Runway Safety (Ref. Implementation Status Report/Priority OPEN List)
12:00 - 13:00	Lunch
13:00 - 14:30	4. Review of the Implementation Status Report including Priority OPEN List items related to CFIT, LOC and Runway Safety (Ref. Implementation Status Report/Priority OPEN List)
14:30 - 15:00	Tea Break
15:00 - 15:30	5. COSCAP-NA Sub-Regional Aviation Safety Issues
15:30 - 16:00	6. Review of Conclusions of the 17 th NARAST
1600 - 1630	7. Close of the Meeting



Areas of assistance	Comments/Follow-up
ICAO USOAP Corrective Action Plan updates	
Action Items from Steering Committee Meeting	
CMA – EFoD, SAAQ, etc. updates	
APRAST/NARAST action items – updates, needed assistance/information	
Work Plan adjustments/additional needs	
Next mission	
Additional requests	

Proposed RASG APAC 2014/2015 YEARLY AND STANDING WORK PROGRAMME

RASG APAC YEARLY WORK PROGRAMME (2014/2015)						
S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
1	3/24	Conclusion APRAST 3/9 Con APRAST 4/9 Con APRAST 5/10	CFIT 3	CASA	Precision-Like Approach Standard Operating Procedures This SEI focuses on approach procedure with vertical guidance (PBN-APV) and Continuous Descent Final Approach (CDFA) items.	DIP approved. Draft ACs were discussed at APRAST/4 and would be circulated to the WG for comments prior to submission to RASG-APAC for approval. The final draft ACs would be circulated to CFIT WG members for final review and comments prior to being submitted to RASG-APAC/4. CFIT 3 Output 1, final AC will be submitted to RASG-APAC/4 for approval.
2	2/2	Conclusion APRAST 2/24	CFIT 4	Pakistan	Flight Data Analysis (Safety Impact High). The purpose of this SEI is to develop and implement a non-punitive FDA program to promote compliance with the Annex 6, Part 1 requirement regarding establishment of non-punitive FDA program.	Pakistan has volunteered as New Champion. Previous champion was developing generic principles on the management of collection of information to prevent inappropriate use of the data collected under FOQA program, against the airlines or their employees. When work on the SEI is resumed, the guiding principle will be that existing materials and information will be used to develop the CFIT 4 Outputs rather than drafting new materials. Draft Generic Principles on the Management of the Collection of Information was reviewed by CFIT sub group. Draft will be circulated to sub group members for final review and comments. Comments to be provided to Facilitator by end of October
3		Conclusion APRAST 4/10	CFIT 7	HK CAD	(ALAR – Policies for ALAR) Detailed Implementation Plan (DIP)	Recommending that Detailed Implementation Plan (DIP) be submitted to RASG-APAC/4 for approval and inclusion in the RASG-APAC Yearly Work Programme 2014/2015. (Conclusion APRAST 4/10 refers).
4	3/24	Conclusion APRAST 3/9	CFIT 8	COSCAP-NA	Minimum Safe Altitude Warning (MSAW) The purpose of this SEI is to promote that where MSAW equipment is being utilized it is important that all controllers are aware of the need to issue 'Safety Alert / Warning' when circumstances so warrant and that procedures have been clearly established in this regard.	Work-in-progress Draft AC on MSAW developed. Circulating for comments. Discussed at APRAST 4 (Conclusion APRAST 4/11 refers) Draft AC to be revised in accordance with the discussions at APRAST/4 and be circulated to the CFIT WG for comments prior to submission to RASG. Output 1, final AC will be submitted to RASG-APAC/4 for approval.
5	2/2,3/8, 3/9, 3/10	Conclusion APRAST 2/33	RE 6	AAI	Timely and Accurate Notification about Runway Conditions by AIS and ATS. The purpose is to develop best practices on timely and accurate reporting of runway conditions.	"Industry Best Practices Manual on Timely and Accurate Reporting of Runway Condition by ATS/AIS to Flight Crew" (Version 4.0 dated 12th June 2013) for APAC Region is approved as a reference document. (States informed through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013. Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx) The Industry Best Practices Manual forwarded to the relevant subject experts in ICAO through the ICAO Regional Office for reference and appropriate follow up. (Ref: IOM ref.: AN 3/3 – AP-AGA0158/13 dated 30 September 2013 from ICAO APAC to SME at HQ for comment) Post APRAST 4 The maintenance of any SEI related documents produced by APRAST would be under the perview of the proposed SEI AWG which would develop a mechanism for the review and updating of such documents. (Decision APRAST 4/8 refers).

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
6	2/2	Conclusion APRAST 2/50 Con APRAST 5/12	LOC 1	CAAS	Use of SOPS (Standard Operating Procedures). The establishment, maintenance and appropriate use of flight crew SOP aim to reduce the risk of LOC events. (Paragraph 3.1 of LOC working group report refers.)	Output 1: Survey completed, Analysis Underway. Output 2: Development of Guidance -- completed. Attached as Appendix 6 to updated draft Advisory Circular on SOP for Flight Deck Crewmembers. CFIT and RE working groups to develop common SOPs for inclusion in draft AC. Draft Model AC included LOC and CFIT 2 SOP. (Rwy Safety WG deemed that Rwy Safety SOP deemed not appropriate to be included into this AC). Output 2 draft Model AC will be submitted to RASG-APAC for approval when ready.
7	2/2	Conclusion APRAST 2/51	LOC 2	AAPA	Hazard Identification and Risk Management. Implementation of safety management practices (hazard identification and risk management) into operational processes & decision making. (Paragraph 3.2 of LOC working group report refers.)	Output 1: Draft survey developed. Survey completed. Analysis Underway. Transitioning to Output 2: Development of guidance framework underway. Anticipated completion (12 - 18 Months) May - November 2014. When ready, draft guidance material will be presented at APRAST for consideration for submission to RASG-APAC for approval. No progress for this item. Continue to be worked on in 2014/2015 work programme.
8	2/2	Conclusion APRAST 2/53	LOC 4	DCA Malaysia	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. (LOSA, non-punitive reporting systems, FDA, etc). (Paragraph 3.4 of LOC working group report refers.)	Survey on the use of Standard Operating Procedures to reduce the risk of Loss of Control in-flight sent out. T 6/13.11.4 -AP164/13 (FS) dated 3 Dec 2013 refers. Output 1: Two surveys issued, response due 15 January 2014. Analysis underway. Model regulations, guidance and checklists focusing on mitigating LOC events to be drafted utilising aggregate and safety trend information. No progress for this item. Continue to be worked on in 2014/2015 work programme.
9	2/2, 3/11	Conclusion APRAST 2/54	LOC 5	Nepal Airlines	Human Factors and Automation. Increase flight crew Inflight Awareness of aircraft Mode, configuration, attitude and Energy State Management (Human Factors and Automation) (Paragraph 3.5 of LOC working group report refers.)	For States/Administrations follow-up. Model Advisory Circular approved for circulation to Member States. States informed through State Letter T6/13.11-AP131/13(FS) dated Sept. 23, 2013. Posted under e-documents on APAC website at http://www.icao.int/APAC/Pages/edocs.aspx Following up with APRAST Decision 4/12, ICAO APAC conducted a survey to find out the usefulness of the safety tools endorsed by RASG APAC. The feedback received from the 11 States/Administrations which responded was favourable and shared with the facilitators and co-chairs.
10		Conclusion APRAST 5/13	LOC 6	Flight Safety Foundation	Upset Prevention Recovery Training (UPRT)	Conclusion APRAST 5/13 refers. To be included into the 2014/2015 Yearly Work Programme. To submit DIP when completed to RASG-APAC/4 for approval.

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
11	3/24	Conclusion APRAST 3/12 APRAST 4/13	RS 1	CANSO	Runway Safety Checklist Using the Bow Tie risk model, the ACI APEX survey questions and other relevant sources of information, develop a set of Runway Safety Checklists suitable for use by ANSPs, Airlines and Airport Operators to benchmark their level of safety against best practice, as we know it today. Data will potentially be collectable to provide a Runway Safety Maturity Index score as a basis for driving runway safety performance improvement across the region and possibly globally.	Post APRAST/4: Runway Safety Maturity Checklist has been completed. CANSO updated the meeting that all products have been released in hard copy on 18 June 2013. Available at http://www.canso.org/safety Access to Runway Safety Maturity Checklist online through email to rwysafety@eurocontrol.int The checklist has been completed and is available in both hard copy version and online version for use by industry. SEI RS/1 (Runway Safety Maturity Checklist) will be submitted to RASG-APAC/4 for approval. (APRAST/4 Conclusion 4/13 refers.) RASG-APAC to promote the use of Runway Safety Maturity Checklist to States/Administrations. (Conclusion APRAST 5/16 refers) <input type="checkbox"/>
12	3/24	Conclusion APRAST 3/12	RE 7	ACI	Providing guidance material and training program for runway pavement, maintenance and operations from aerodrome operator's perspective. Reduce the risk of runway excursions by providing aerodrome operators with guidance materials and training in the form of courses (online or face-to-face) and seminars on runway maintenance and operations based on Annex 14 SARPs and industry best practices	ACI has completed and published its guidance materials on runway maintenance and operations, the "Runway Safety Handbook", available at www.aci.aero . The handbook also provides guidance on the design and planning of aerodromes and the setup and running of runway safety teams to minimize risks of runway incursion. ACI is also planning to supplement the Runway Safety Handbook with three more new handbooks in the next two years: Apron Safety Handbook, Emergency Planning & Preparedness Handbook and Airport Safety Performance Handbook. On training, ACI continues to provide online and face-to-face courses on airside and runway safety. These courses are listed on www.aci.aero . An ACI Safety Symposium will be held on 26 May 2014 in Seoul to share best practices in airside and runway operations and maintenance and to promote the ACI APEX for Safety program. More details www.aci-waga2014.com . Output 2: The guidance and training materials developed by ACI be submitted to RASG-APAC/4 for approval.
13	-	Decision APRAST 5/3	APAC AIG	APAC AIG	The expansion of the APAC accident/incident investigation bodies' database to include information on underwater search resources.	Decision APRAST 5/3 refers.
14	-	Decision APRAST 5/3	APAC AIG	APAC AIG	Hosting of the ICAO Asia Pacific Regional Accident Investigation Workshop in 2015 by Sri Lanka.	Decision APRAST 5/3 refers.
15	-	Decision APRAST 5/1	SRP AWG	SRP AWG	SRP AWG work to identify sources and requirements to collect information on TAWS, TCAS RA, unstable Approaches, and stall warnings for analysis	Decision APRAST 5/1 refers.
16	-	Conclusion APRAST 5/17	APRAST	TBA	That APRAST recommend to RASG-APAC for the ICAO GO Team concept to be implemented for the APAC region, particularly in the area of establishment of runway safety teams and implementation of SMS in air operators. APRAST will then work out the modalities of the GO-Team implementation in its subsequent meetings.	Conclusion APRAST 5/17 refers.

S/N	Decision RASG-APAC	APRAST Ref	Subject Ref	Champion	Brief Description	Status
17	3/23	Conclusion APRAST 4/6, 4/7 and 4/8	APRAST	Co-Chairs	APRAST Structures and Mechanisms to support GASP and Regional Priorities / Targets	Changes to the organisational structure of APRAST to support the GASP and to fulfil the Regional Priorities and Targets will be submitted to RASG APAC/4 for approval. (Conclusions APRAST 4/6, 4/7 and 4/8 refer)
18	-	Decision APRAST 5/9 Conclusion APRAST 5/4	APRAST	Co-Chairs	That the APRAST Co-chairs pursue the development of the coordination mechanism between APANPIRG and RASG-APAC at the next APANPIRG – RASG-APAC coordination meeting in 2015. The coordination mechanism should address issues such as: a. the attendance of RASG-APAC /APRAST representatives at relevant APANPIRG bodies and vice versa; b. the development of an analysis body (similar to the RMA/EMA models that report to RASMAG for vertical and horizontal safety analysis) that manages ATS safety concerns/occurrences for onward reporting to APRAST/RASG-APAC; and c. the review and endorsement of subsequent versions of the APAC Seamless ATM Plan by APANPIRG and RASG-APAC.	Decision APRAST 5/9 and Conclusion APRAST 5/4 refer.
19	2/3	Conclusion APRAST 2/2 Conclusion APRAST 5/2	APRAST	Secretariat	Nomination of a Point of contact for RASG-APAC/APRAST activities	As 25 August 2014, 24 States/Administrations and 3 Industry/organisation have responded. Information on nominated PoC posted on ICAO BKK secure website https://portal.icao.int/RO_APAC/Meetings/Lists/RASGAPAC%20List/AllItems.aspx . Conclusion APRAST 5/2 refers.
20	-	Conclusion APRAST 5/7	APRAST	Secretariat	Development of a monitoring mechanism for the implementation of RASG APAC safety tools.	Conclusion APRAST 5/7 refers.
21	-	Decision APRAST 5/10	APRAST	Secretariat	That the Secretariat develop a Procedural Handbook for RASG-APAC, which will among other things, document the APANPIRG – RASG-APAC coordination mechanisms and framework.	Decision APRAST 5/10 refers.
RASG APAC STANDING WORK PROGRAMME						

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

S/N

CAST SE/Regional Safety Issue

3	SE-3 CFIT/AP 1.03	Precision-Like Approach Implementation (“21st Century Instrument Approaches”)(Vertical Angles – PAI 1-7, 11)			
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Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
3.0703	5N	6	ICAO kindly requested to contact Jeppesen to seek data on approach designs in North Asia that do not presently support Constant Decent Final Approach (CDFA).	2/23	CFIT sub-group to continue in developing a mature DIP on CFIT 3, which will be tabled at the APRAST/3 meeting for further review.
	7N	8	COSCAP-NA to organize seminar/workshop on CDFA on request of member states.	2/23	CFIT sub-group to continue in developing a mature DIP on CFIT 3, which will be tabled at the APRAST/3 meeting for further review.

COSCAP: NARAST 5. ICAO contacted Jeppesen although data notReview with PBN Beijing. - KT **completec**
 NARAST 7: ALAP seminar was held in Beijing, China from 15 to 16 January 2008.

2015-04-10:
 CTA to present update to COSCAP-NA 15th Steering Committee recommending this item be assessed as Completed for DPRK

China: CAAC participated in CDFA Seminar January 2008 **Completec**
 CAAC and China Eastern CDFA implementation pilot project, February 2009 See 3.0101

DPRK: 33.7B Open. **Completec**
 33.7B/7th NARAST Completed.
 12 June 2009:
 DPR KOREA has a plan to attend CDFA training being held in North Asia Region. After receiving training, CDFA will be introduced.

2010-03-11:
 CDFA workshop held 2009. In progress DPRK is in initial process to develop Standard Operating Procedures and training for pilots in use of the continuous descent final approach (CDFA) technique for flying non-precision approach procedures in all aircraft types.

2012-02-24:
 In progress.

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

2015-02-09:

DPR Korea has developed and implemented the Standard Operating Procedures and training for flight crew in use of the Constant Decent Final Approach(CDFA) technique for flying non-precision approach procedures in all aircraft types.

Reference : Flight Crew Training Manual(6th Edition)

Mongolia: 3. 0703/7th NARAST Completed.

Open

2010-03-05:

In progress.

Mongolia kindly requesting to organize one day workshop after July.2010. (after USOAP)

2011-02-01:

CDFA workshop scheduled for May 2011.

ROK: 2011-02-18:

The ROK was not able to attend the CDFA Seminar which was held in Beijing, China from 15 to 16 January 2008. However, if there is another chance to participate in CDFA Seminar/Workshop by COSCAP, the ROK will attend the seminar.

Completed

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
3.0704	5N	6	COSCAP-NA to review the implementation of CDFA with Member States.	2/23	CFIT sub-group to continue in developing a mature DIP on CFIT 3, which will be tabled at the APRAST/3 meeting for further review.
	1A	9	6.8.1 Administrations to review the draft revision to the AC, and provide comments to COSCAP by January 15, 2009.	2/23	
	8N	9	5.2.1 Members to submit any comments on the proposed amendment to the CTA by 15 January 2009.	2/23	
	1A	9	6.8.2 COSCAP to issue a revised AC in consideration of comments received.	2/23	
	1A	9	6.8.3 Administrations to review the revised AC and consider reissuance of the State ACs as necessary.	2/23	

COSCAP:

AC CNA008A issued on 1 March 2009.

2010-03-19:
Reviewing with States

2015-04-10:
CTA to present update to COSCAP-NA 15th Steering Committee recommending this item be assessed as Completed for DPRK.

2012-05-07:
Open until confirmed that State actions taken to implement or decide to not implement

2015-04-10:
CTA to update NARAST database to reflect revised implementation date of December 31, 2015

Open

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

China:	See 3.0703.	Completed
DPRK:	2012-02-24: In progress.	Completed
	2015-02-09: See 3.0703 GACA has issued the AC CNA008A as a guidance material	
Mongolia:	2011-02-01: AC CNA008A under review.	Open
ROK:	2010-03-19: Considering CDFA	Open
	2011-02-18: The ROK, according to the PBN Implementation Roadmap, will consider introducing Continuous Descent Final Approach (CDFA) in line with CDO.	
	2014-04-28: ROK indicated that they have progressed implementation. They anticipate that they will be able to close the SE at the end of 2014	
	2015-04-10: ROK plans to implement constant descent final approach at all the airports by the end of 2015.	

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

S/N CAST SE/Regional Safety Issue

4	SE-10 CFIT / AP 1.08	Airline Proactive Safety Programs (FOQA & ASAP)
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Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
4.0401	2N	3	Recognizing that many States are in the process of implementing new regulatory material, discussions concerning ASAP to be delayed until implementation and compliance issues have been resolved.	2/24	APRAST to forward the DIP for CFIT 4 to RASG-AP for review and approval.
	6N	7	Recognizing that a “Non-punitive Reporting Culture” constitutes an essential component of the Safety Management System (SMS), SE-10 (ASAP) to be viewed in the context of SMS. COSCAP-NA to review the Outputs / elements related to SE-10 and provides information to NARAST Members for the next meeting.	2/24	APRAST to forward the DIP for CFIT 4 to RASG-AP for review and approval.
	7N	8	COSCAP-NA to review the Outputs / elements related to SE-10 and provide information to NARAST Members for the next meeting.	2/24	APRAST to forward the DIP for CFIT 4 to RASG-AP for review and approval.

COSCAP: 4.0401 Open SE linked to SMS implementation. COSCAP-NA to provide briefing on importance of reporting and means to promote open reporting. **Completed**

2015-04-10:
CTA to present update to COSCAP-NA 15th Steering Committee recommending this item be assessed as Completed for DPRK.

China: 2010-03-19: Changes underway. Work in progress. **Completed**

2011-02-25:
Airlines have been certified.

DPRK: 2010-03-11: The information associated with the outputs/elements related to SE-10 is required. **Completed**

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

2012-02-24:
In progress.

2015-02-09:
Air Koryo has developed the SMS and implemented in accordance with the requirements described in the "Corporate Safety and Quality Manual" which was approved by the GACA
Air Koryo has established the FOQA and non-punitive reporting system.
Reference : "Corporate Safety and Quality Manual"(3rd Edition, Chapter 3)

Mongolia:

2010-02-09:
Miat has FOQA.
Reporting is related to SMS / SSP implementation.
Ongoing work-in progress.

Open

2010-03-05:
In progress. Mongolia is developed own State Safety Program and waiting DG approval. As currently several MCARs amending, we' ll issue some requirements in new rules relating to SMS.
Reference: MCAR145.18 (for new rule)

2011-02-01:
SMS and SSP implementation in progress.

ROK:

Completed

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

S/N

CAST SE/Regional Safety Issue

7	SE-14/15/16/AP 2.05	ALAR - Policies for ALAR (Safety Culture)
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Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
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7.0201	1N	2	COSCAP-NA to provide guidance material to DGCAs that could be utilized to assist Airline CEO' s to promote safety and visibility of their Director of Safety (DOS) - target date 15 March 2004.		
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	2N	3	The Meeting reviewed the Advisory Circular on 'Air Operator Flight Safety Department' and found it acceptable. However, further comments if any, are to be forwarded to COSCAP-NA by 15th May, 2004 after which the document will be issued.		
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COSCAP: 7.0201 Advisory Circular 003 Air Operator Flight Safety Department was issued on 12th March 2004. **Completed**

China: China has published regulation CCAR121-R2. Relevant requirements are included in the following articles:
121.43 Management personnel and organization required by this regulation.
121.45 Qualifications of required management personnel. **Completed**

CAAC published AC-121/135-FS-2008-26 on 29 April 2008, which contains the applicable requirements of this AC003. All Chinese airlines have established Safety Management Department or similar department; these departments' function will be reformed in accordance with AC-121/135-FS-2008-26.

DPRK: GACA has established requirements for airlines to establish Flight Safety programme. Air Koryo has established Flight Safety Section under direct supervision of CEO. Implementation of SMS will fully integrate safety functions and strengthen accountability. **Completed**

Mongolia: In Mongolia, "MIAT" -Mongolian Airlines has established the Corporate Safety and Quality Department in accordance with COSCAP-NA AC-003. The operation of DOS is stated in Corporate Safety and Quality Manual 1.4.18. EZNIS AIRWAYS has established the Safety and Quality Assurance Section. **Open**

2010-02-09:
have required internal safety office of all operators.

2010-03-05:
Mongolia issued AC/MGL 003 as a guidance material for operators, based on COSCAP-NA AC-003. This AC delivered to

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

air operators and our department' s website.

MIAT - established the Corporate Safety and Quality Department

Aeromongolia - established internal quality section

Eznis - established Safety and Quality Department in 15.Oct.2007. Company' s SMS manual approved by MCAA.

Reference: currently amending some of MCAR' s, will be supplement requirements regarding to air operator' s Flight Safety Department.

2011-02-01:

According to amended MCAR-119, air operators establish SMS in their activities. In January of 2011, the SRD audit team has determined the status of implementation of SMS for air operators.

MIAT - 67%, Eznis - 83.9%, AeroMongolia - 48%

The implementation status of SMS for other service providers, such as ATS and Aerodrome Operators, will be determined by February audit.

ROK: ROK air operators have established safety departments that meet the requirements of AC 003.

Completed

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
15.0302	4N	5	CTA COSCAP-NA to develop guidance material on Enhancing Situational Awareness in the Control Tower.	Runway WG	
COSCAP:	15.0302	AB 015	“Enhancing Situational Awareness in the Control Tower”	was issued on 28th October 2006.	Completed
China:	<p>In China, ATMB of CAAC has not taken systematic action as to situation awareness, because it involves human factors, construction and layout of towers, input and display of the data of weather/facility/runway and of other relevant operational data. However, some of the requirements are included in CAAC regulations and Regional Air Traffic Control Manuals. Relevant requirements of the AB have also been duly considered in construction. ATMB of CAAC is planning to improve the Human Factor Training by using the Tower View Simulating System and relevant training requirements have been included in the Tower Training Programme of the ATMB. ATMB of CAAC will incorporate applicable requirements with regard to Situation Awareness and Human Factors into its regulation when the regulation is amended.</p> <p>2009-01-20 update: Human factors related issues have been incorporated into the training. ATMB is implementing the programme of runway incursion prevention and developing the training material. In progress.</p> <p>2009-04-03 Update: ATMB of CAAC not only included situational Awareness training requirements in the Tower Training Programme, but also conducted related training by using the Tower View Simulating System. ATMB of CAAC will incorporate applicable requirements with regard to Situation Awareness and Human Factors into its regulation when the regulation is amended. ATMB is implementing the programme of runway incursion prevention and developing the training material. All the tower controllers are about to be trained. This programme will be completed in the mid of year.</p> <p>2010-01-15: AB CNA015 translated and distributed for consultation.</p>				Open
DPRK:	12 June 2009:	DPR KOREA has already developed the Manual on Enhancing Situational Awareness in the Control Tower.			Completed
Mongolia:	In Mongolia, the requirement of COSCAP-NA AB015 is included in the training programme for air traffic controllers and relevant training courses were conducted.				Completed
ROK:	<p>In ROK, contents of AB 015 have been partially adapted by the “ATS operations & administration manual”. ROK is going to publish integrated national regulation of human factor on ATCOs. For this purpose, manager level and ATCOs are attending training and seminars.</p> <p>2011-02-18: The ROK has amended “Regulation for ATS Operation and Management” applying the requirements of COSCAP-NA AB 015 (Enhancing Situational Awareness in the Control Tower). According to its regulation, controllers are receiving the training concerned.</p>				Completed

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

S/N **CAST SE/Regional Safety Issue**

18	SE-60	Runway Incursion - Pilot Training
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Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
18.1003	5N	6	COSCAP-NA to review the draft Advisory Circular (runway incursion ab-initio) provided by FAA and provide a final draft for review of the 6th NARAST Meeting.		
	6N	7	COSCAP-NA developed Draft Advisory Circular 017 on “Prevention of Runway Incursion in Abinitio Training” to be provided to States for review and comments. States to forward comments to COSCAP-NA by 31 March, 2007 after which it will be finalized.		

COSCAP: 18.1003 AC 017 issued to States on 10 October 2007. **Completed**

China: 2010-01-15:
Distributed for consultation. **Open**

2012-02-24:
CAAC considering whether to add training for pilots under CCAR61.

2014-04-28:
China indicated that the CAAC has issued a regulation requiring the inclusion of training for pilots.

DPRK: 12 June 2009:
In progress. **Completed**

2010-03-11:
In progress.

2012-02-24:
Completed. Training is delivered to the flight crew in line with AC 900 and COACAP-NA-17 and being implemented.

Mongolia: Under Implementation. **Open**

2010-03-05:

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

In progress.

2011-02-01:

In progress.

ROK:

2011-02-18:

(AC 017 - Ab-initio Pilot Training: Runway Incursion)

In progress

Completed

2012-04-28:

ROK informed the meeting that work continues on developing the necessary materials.

2014-09-19:

ROK informed the meeting that work is complete. Recommend assessing Completed.

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

ROK: ROK has established the system to collect information and also a forum to research the ACAS/TCAS Advisory related issues.

Completed

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

S/N	CAST SE/Regional Safety Issue	
28	SE-131	Cargo - Safety Culture

Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
28.0101	6N	7	To be adopted for implementation by NARAST but awaiting developments from FAA CAST.		

COSCAP: 2010-03-19: **Open**
 Related to SSP / SMS implementation. COSCAP to provide data behind this SE to CAAC.

2011-09-01:
 CAST CD provided to CAAC.

2015-04-10:
 Awaiting Boeing's data in 18th NARAST
 CTA to present information to the 18th NARAST for recommendation to the 16th Steering Committee meeting

China: 2015-04-10: **Open**
 Awaiting Boeing's data in 18th NARAST

DPRK: 2015-04-10: **Open**
 Awaiting Boeing's data in 18th NARAST

Mongolia: 2015-04-10: **Open**
 Awaiting Boeing's data in 18th NARAST

ROK: 2015-04-10: **Open**
 Awaiting Boeing's data in 18th NARAST

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

S/N CAST SE/Regional Safety Issue

29	SE-136	Engine Event Recovery Training
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Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
29.0101	6N	7	APRAST LOC 5 Detailed Implementation Plan approved by RASG/3.	2/54	APRAST to forward DIP for LOC 5 to RASG-APAC for review and approval.
	7N	8	On hold. Awaiting FAA to provide more information in this respect.	2/54	

COSCAP: 6th NARAST/7th SC Captain Robert E. Johnson from Boeing gave a presentation on engine surge at the 7th NARAST meeting. Completed **Open**
 7th NARAST/8th SC Open

2010-03-19:
 This SE has developed beyond Icing-related surge to all sources. COSCAP to seek further information from Manufacturers and provide to States.

2012-05-07:
 Has been integrated into APRAST activities.

2014-09-19:
 COSCAP to continue to monitor progress.

2015-04-10:
 Title changed to match SE136
 Boeing will provide the data for discussion at 18th NARAST
 CTA to present information to the 18th NARAST for recommendation to the 16th Steering Committee meeting

China: 2015-04-10:
 Boeing will provide the data for discussion at 18th NARAST **Open**

DPRK: 2015-04-10:
 Boeing will provide the data for discussion at 18th NARAST **Open**

Mongolia: 2015-04-10:
 Boeing will provide the data for discussion at 18th NARAST **Open**

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

ROK: 2015-04-10: Boeing will provide the data for discussion at 18th NARAST **Open**

S/N	CAST SE/Regional Safety Issue	
41	NARAST	ICAO Global Aviation Safety Plan

Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
41.0101	7N	8	NARAST to identify GASP/Roadmap objectives/best practices that are applicable to NARAST safety enhancement.		

COSCAP: GASP/R has been incorporated into ARAST. **Open**
 2015-04-10:
 To discuss at 18th NARAST regarding relevance of GASP/R given that we have GASP 2013 and APAC strategic objective CTA to present information to the 18th NARAST for recommendation to the 16th Steering Committee meeting

China: 2015-04-10:
 To discuss at 18th NARAST regarding relevance of GASP/R given that we have GASP 2013 and APAC strategic objective **Open**

DPRK: 2015-04-10:
 To discuss at 18th NARAST regarding relevance of GASP/R given that we have GASP 2013 and APAC strategic objective **Open**

Mongolia: 2015-04-10:
 To discuss at 18th NARAST regarding relevance of GASP/R given that we have GASP 2013 and APAC strategic objective **Open**

ROK: 2015-04-10:
 To discuss at 18th NARAST regarding relevance of GASP/R given that we have GASP 2013 and APAC strategic objective **Open**

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

S/N CAST SE/Regional Safety Issue

46	SE-17,18,19,20	Maintenance Procedures			
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Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
46.0401	1M	9	9.1.4 COSCAPs (Kyle Olsen) to review output 4 and provide further detail at the next Maintenance RAST meeting.		
	2M	10	M09.04: MRAST to reconsider this matter after completion of the work related to SE-18 and SE-19 to determine if additional guidance material is required.		

COSCAP:	Ongoing.	Open
China:		NAR
DPRK:		NAR
Mongolia:		NAR
ROK:		NAR

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

S/N CAST SE/Regional Safety Issue

50	RSI	Report on ATC HF's and MSAW training
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Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
50.0201	1A	9	6.5.2 Administrations to advise their respective COSCAP regarding their installation and use of MSAW. This relates to both the installation and the procedures for its use.		

COSCAP: 2015-04-10:
CTA to present update to COSCAP-NA 15th Steering Committee recommending this item be assessed as Completed for DPRK. **NAR**

China: 2012-02-24:
Published short term collision alert function. June 2001- training course provided on an annual basis. **Completed**

DPRK: 2015-02-09:
The MSAW has already been installed at the Pyongyang International Airport. The GACA has developed and implemented the procedure regarding the installation and use of MSAW described in the "Manual of ATS". Reference : Manual of ATS (5th Edition, Chapter 8.8) **Completed**

Mongolia: **Open**

ROK: 2011-02-18:
In the ROK, the airports such as Incheon, Gimhae, Jeju, etc. installed the MSAW. **Completed**

In addition, KCAO has developed and implemented "Regulation for ATS Operation and Management" applying the procedures for MSAW use.

2012-02-24:
All implemented. ROK's final status of MSAW installation is as follows.
- Incheon(RKSI), Gimhae(RKPK), Jeju(RKPC), Pohang(RKTH), Gwangju(RKJJ), Daegu(RKTN), Sacheon(RKPS)

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

S/N

CAST SE/Regional Safety Issue

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
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Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
60.0101	2A	10	G09.03: States to implement Annex 6, amendment 32 regarding Foreign Air operators by revision to regulations, procedures and guidance material.		
COSCAP:			COSCAPs have developed Model Regulation, Manual and provided training in July 2010.		NAR
China:			CAAC issued CCR 129.		Completed
DPRK:			Implemented.		Completed
Mongolia:			2011-02-01: MCAA will consider a renewal of MCAR-129. Currently MCAA issue a Foreign Air Operator Certificate and conduct a ramp inspection to certified operators.		Open
ROK:			2010-03-19: Regulation in place since 2009-09.		Completed
			2012-02-24: ROK participated in ICAO Global Runway Safety Symposium in 2011 and have a plan to take part in the Regional Runway Safety Seminar scheduled to be held in May 2012 as well.		

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
60.0301	2A	10	G09.05: COSCAP to continue to monitor and support effective implementation of the requirements.		

COSCAP:	Ongoing.	Open
China:		NAR
DPRK:		NAR
Mongolia:		NAR
ROK:		NAR

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

S/N

CAST SE/Regional Safety Issue

61	GSI BP 2a-3	BP 2a-3 – State applies the principles of risk management to its safety related activities
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Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
61.0101	2A	10	G09.06: States to implement a State Safety Programme (SSP), including the requirement for Safety Management Systems (SMS) implementation by service providers.		

- COSCAP:** **NAR**
 - China:** 2012-02-24: **Completed**
Published regulations for ATM SMS CCAR-83. Published AC and procedures.
 - DPRK:** 2012-02-24: **Open**
In progress.
 - Mongolia:** 2011-02-01: **Open**
Ongoing.
 - ROK:** 2011-02-18: **Completed**
The ROK has developed “Standards for the State Safety Programme” firstly in 2008 in accordance with the 1st version of ICAO Doc. 9859 (Safety Management Manual)

And, the ROK plans to revise the standards in 2011 in accordance with the 2nd version of ICAO Doc. 9859, which was published in 2009.
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IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
61.0201	2A	10	G09.07: COSCAPs to support SSP development and SMS implementation through provision of training courses.		

COSCAP:	Ongoing.				Open
China:					NAR
DPRK:					NAR
Mongolia:					NAR
ROK:					NAR

Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
61.0301	2A	10	G09.08: COSCAPs to assist States through the development of generic models and guidance.		

COSCAP:	Ongoing.				Open
China:					NAR
DPRK:					NAR
Mongolia:					NAR
ROK:					NAR

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

S/N CAST SE/Regional Safety Issue

62	GSI BP 3a-3	BP 3a-3 – The State encourages voluntary reporting
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Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
62.0101	2A	10	G09.09: AIG / Reporting sub-team to examine requirements and procedures and best practices for the establishment of effective voluntary reporting.		

COSCAP:	Open
China:	NAR
DPRK:	NAR
Mongolia:	NAR
ROK:	NAR

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

S/N CAST SE/Regional Safety Issue

68	RSI	CAST TAWS – EGPWS Study
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Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
68.0101	2A	10	009.05: COSCAP will distribute the TAWS report to COSCAP Member States and Administrations when available.		

COSCAP:	Open
China:	NAR
DPRK:	NAR
Mongolia:	NAR
ROK:	NAR

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

S/N **CAST SE/Regional Safety Issue**

73	SE-172	SE-172 Gap Analysis of Existing Airplane Maintenance Process & Follow on Action Plan			
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Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
73.0101	1M	9	SE-172: 9.4.1 Not applicable for action by the Maintenance RAST. However COSCAP to monitor results from CAST activity.		
	3A	10	A10.09: ARAST to continue to follow up with CAST for latest development.		

COSCAP: Ongoing. **Open**

China: **NAR**

DPRK: **NAR**

Mongolia: **NAR**

ROK: **NAR**

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

S/N	CAST SE/Regional Safety Issue				
75	RSI	State Safety Programme (SSP)			
Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
75.0101	3A	10	A10.03: COSCAP to support SSP implementation as a means to implement the GASP / R.		
COSCAP:	Ongoing.				Open
China:					NAR
DPRK:					NAR
Mongolia:					NAR
ROK:					NAR

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
75.0401	4A	11	All.25 COSCAP to provide a workshop on methods and indicators to be utilize in development of State safety measurement and service provider safety performance measurement.		

COSCAP: Open

China: NAR

DPRK: NAR

Mongolia: NAR

ROK: NAR

Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
75.0601	4A	11	All.27 Member Administrations requested COSCAPs support for the implementation of SSP Framework elements 1.4, 2.2, 3.1 and 3.2.		

COSCAP: Open

China: NAR

DPRK: NAR

Mongolia: NAR

ROK: NAR

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

S/N CAST SE/Regional Safety Issue

76	SE-176	Runway Safety Action Teams
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Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
76.0301	3A	10	A10.26: COSCAPs to survey member States on the existence of Runway Safety teams, and how these have been established (Note: USOAP data indicates 70% of States had not established runway safety teams).	2/36	APRAST deletes RI/4.

COSCAP:	Open
China:	NAR
DPRK:	NAR
Mongolia:	NAR
ROK:	NAR

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
76.0401	3A	10	A10.27: COSCAP to provide a report and recommendations for next ARAST meeting.	2/36	APRAST deletes RI/4.

COSCAP: Open

China: NAR

DPRK: NAR

Mongolia: NAR

ROK: NAR

Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
76.0501	4A	11	All.14 Member Administrations who have yet to do so to review the ICAO Guidance material and establish a Runway Safety Programme with priority on International Airports.	2/36	APRAST deletes RI/4.

COSCAP: NAR

China: Open

DPRK: 2012-02-24:
In progress. Open

Mongolia: Open

ROK: 2014-09-19:
ROK informed the meeting that work is complete. Recommend assessing Completed. Completed

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

S/N

CAST SE/Regional Safety Issue

78	SE-179	Scenario Based Training for Pilots			
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Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
78.0101	3A	10	A10.31: FAA to provide full report related to SE-179 to COSCAP for review.	2/37	APRAST to place this SEI in the Registry of Emerging Issues.

COSCAP: Open

China: NAR

DPRK: NAR

Mongolia: NAR

ROK: NAR

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

S/N **CAST SE/Regional Safety Issue**

79	SE-180	Scenario Based Training for Tower Controller
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Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
79.0101	3A	10	A10.33: Update to be provided by the FAA at the next ARAST Meeting to determine possible action in Asia Pacific.	2/38	APRAST to place this SEI in the Registry of Emerging Issues.

COSCAP:	Open
China:	NAR
DPRK:	NAR
Mongolia:	NAR
ROK:	NAR

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
79.0201	4A	11	A11.22 FAA to provide Tower Controller Runway Training CD to the COSCAP programmes for review and consideration.	2/38	APRAST to place this SEI in the Registry of Emerging Issues.

COSCAP: Open

China: NAR

DPRK: NAR

Mongolia: NAR

ROK: NAR

Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
79.0301	4A	11	A11.23 COSCAP to provide a briefing at the next ARAST/APRAST Meeting.	2/38	APRAST to place this SEI in the Registry of Emerging Issues.

COSCAP: Open

China: NAR

DPRK: NAR

Mongolia: NAR

ROK: NAR

IMPLEMENTATION OF RAST RECOMMENDATIONS AND STEERING COMMITTEE CONCLUSIONS - All Members - Open Items

Sub_S/N	RAST	SC	Recommendation/Conclusion	APRAST	RASG Decisions
85.0201	4A	11	All.02COSCAPs to convene a workshop or seminar, concerning methods and policies related to data collection, analysis and sharing of data, possibly concurrent with the next ARAST (APRAST) Meeting.		
COSCAP:			2012-05-07: Taken over by APRAST-SRG.		Open
China:					Open
DPRK:					Open
Mongolia:					Open
ROK:			Recommended to be assessed as completed for ROK after a planned FDA Workshop November 12-13, 2014 To be closed upon completion of FDA Workshop November 12-13, 2014 in ROK.		Completed
