

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)

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	RASG-APAC Decision 4/9 : That, the model Advisory Circulars for CFIT/3 and CFIT/8 and Runway Safety Maturity Checklist for SEI RS/1 as presented in the WP/32 are approved. CFIT 3 and CFIT 8 approved. RS/1 and SEI RE/7 were endorsed.
	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	RASG-APAC Decision 4/9 : That, the model Advisory Circulars for CFIT/3 and CFIT/8 and Runway Safety Maturity Checklist for SEI RS/1 as presented in the WP/32 are approved. CFIT 3 and CFIT 8 approved. RS/1 and SEI RE/7 were endorsed.
	8N	9	5.2.1 Members to submit any comments on the proposed amendment to the CTA by 15 January 2009.	2/23	RASG-APAC Decision 4/9 : That, the model Advisory Circulars for CFIT/3 and CFIT/8 and Runway Safety Maturity Checklist for SEI RS/1 as presented in the WP/32 are approved. CFIT 3 and CFIT 8 approved. RS/1 and SEI RE/7 were endorsed.

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

1A	9	6.8.2 COSCAP to issue a revised AC in consideration of comments received.	2/23	RASG-APAC Decision 4/9 : That, the model Advisory Circulars for CFIT/3 and CFIT/8 and Runway Safety Maturity Checklist for SEI RS/1 as presented in the WP/32 are approved. CFIT 3 and CFIT 8 approved. RS/1 and SEI RE/7 were endorsed.
1A	9	6.8.3 Administrations to review the revised AC and consider reissuance of the State ACs as necessary.	2/23	RASG-APAC Decision 4/9 : That, the model Advisory Circulars for CFIT/3 and CFIT/8 and Runway Safety Maturity Checklist for SEI RS/1 as presented in the WP/32 are approved. CFIT 3 and CFIT 8 approved. RS/1 and SEI RE/7 were endorsed.

COSCAP: AC CNA008A issued on 1 March 2009. **Completed**

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

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: **Open**

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

AC CNA008A under review.

2015-04-10:

CTA to update NARAST database to reflect revised implementation date of December 31, 2015

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	
	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	
	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	

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	IN	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: 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. 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. **Open**

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.

2010-01-15:

AB CNA015 translated and distributed for consultation.

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 ABO15 is included in the training programme for air traffic controllers and relevant training courses were conducted. **Completed**

ROK: 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. **Completed**

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.

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

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

Mongolia: Under Implementation. Open

2010-03-05:
In progress.

2011-02-01:
In progress.

ROK: 2011-02-18: Completed
(AC 017 - Ab-initio Pilot Training: Runway Incursion)
In progress

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

in June, 2010.

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

Awaiting Boeing's data in 18th NARAST

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:	<p>2010-03-19: Related to SSP / SMS implementation. COSCAP to provide data behind this SE to CAAC.</p> <p>2011-09-01: CAST CD provided to CAAC.</p> <p>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</p> <p>2016-01-06: Waiting data from boeing to be presented at 19th NARAST meeting.</p>
China:	<p>2015-04-10: Awaiting Boeing's data in 18th NARAST</p>
DPRK:	<p>2015-04-10: Awaiting Boeing's data in 18th NARAST</p>
Mongolia:	<p>2015-04-10: Awaiting Boeing's data in 18th NARAST</p>
ROK:	<p>2015-04-10: Awaiting Boeing's data in 18th NARAST</p>

Open

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Open

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Open

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

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**

ROK: 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

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				
	2016-01-06: To discuss at 19th NARAST regarding relevance of GASP/R given that we have GASP 2013 and APAC strategic objective CTA to present information to the 19th 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

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
 2016-01-06:
 CTA to present information at 19th NARAST recommending closer of this item.

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
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

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	

COSCAP:	2015-05-13 Update : CTA to present update to COSCAP-NA 15th Steering Committee recommending assessed as Completed for ROK.	Completed
	2016-01-06: CTA to work with Member States to implement Runway Safety initiative as requested.	
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

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
			2015-05-13 Update : CTA to present update to COSCAP-NA 15th Steering Committee recommending assessed as Completed for ROK Completed upon delivery of FDA workshop.		
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

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

Sub_S/N	RAST SC	Recommendation/Conclusion	APRAST	RASG Decisions	
86.0401				That, APRAST monitor the implementation of TCAS II Version 7.1 requirements in the APAC region That, APRAST develop and distribute implementation guidance to harmonise implementation of TCAS II Version 7.1 requirements in the APAC region.	
	COSCAP:	COSCAP-NA CTA to monitor progress during regular missions			Completed
		2016-01-06: TCAS II v7.1 Introductory booklet FAA posted on COSCAP-NA website under Publications / Advisory Circulars & Bulletins.			
	China:				Open
	DPRK:				Open
	Mongolia:				Open
	ROK:				Open
