



**Cooperative Development of Operational Safety
and Continuing Airworthiness Programme
(Under ICAO Technical Co-operation Programme)**

COSCAP – South Asia



**19th Meeting of the Steering Committee
26th – 28th January 2010
Bangkok, Thailand**

Review of the Recommendations of the 2nd ARAST /10th SARAST meetings

EXECUTIVE SUMMARY

Pursuant to Terms of Reference issued to SARAST/ARAST by the Steering Committee, safety intervention recommendations made by SARAST/ARAST needs to be presented for the SCM for review and approval. This paper summarizes the work performed by SARAST/ARAST during 2009 and seeks approval from the SCM to pursue the matters further as per the recommendations.

1. Introduction:

1.1 SARAST: The ICAO Global Aviation Safety Plan (GASP), which was endorsed by the 32nd Session of the ICAO Assembly in 2001, stressed the need for a reduction in the rate of fatal accidents in air transport operations. GASP endorses the concept of concentrating on ICAO safety related activities planned or currently underway, which offer the best safety dividends in terms of reducing the accident rate. Additionally, GASP encourages States to foster regional and sub regional safety groups for the purpose of furthering the global safety effort.

Two major safety initiatives have been established which are in keeping with the broad objectives of GASP. The United States, as part of the FAA's Safer Skies agenda, established the Commercial Aviation Safety Team (CAST) in June 1998. Similarly, in 1998 the States represented by the JAA formed the Joint Strategic Safety Initiative (JSSI) which is now called ESSI after it is brought under EASA.

Both initiatives draw upon a broad base of experts from government agencies, airlines, manufacturers, aviation associations, labour unions, and other safety related organizations. The focus of their efforts resulted from a rigorous analysis of accidents, which occurred over the most recent ten year period for which significant data was available. Major causes of accidents were identified and categorized, and priorities were assigned to, for the purpose of pursuing remedial actions. Top accident categories being examined by these groups are:

- Controlled flight into terrain

- Approach and landing
- Loss of Control
- Uncontained engine failures
- Runway incursions
- Weather

CAST and ESSI work in close cooperation to analyze significant worldwide accidents/incidents, develop recommendations for improvement actions, and commit/monitor implementation completion. In addition, some members from each group actively participate in the other group on a regular basis.

At the 8th meeting of the Steering Committee held in 2001, an initial discussion paper on the formation of South Asia Regional Aviation Safety Team (SARAST) was presented by COSCAP for the consideration of the Steering Committee Members.

At its 9th meeting, the Steering Committee approved formation of SARAST with the need to reporting to the SCM in regards its work and recommendations.

Consequently, the first ever meeting of SARAST was held in Bangkok on 12-13 June, 2002 heralding the formation of SARAST. SARAST has held ten (10) meetings to-date.

1.2 ARAST: At the 17th SCM held in Bangkok 06-08 November 2007, the Steering Committee decided that subject to the decisions of the relevant Steering Committee meetings of the COSCAP-NA and COSCAP-SEA, the SARAST should join with NARAST and SEARAST to form a combined Regional Aviation Safety Team (RAST) which will be designated as 'Asia Regional Aviation Safety Team (ARAST)' which may meet for the usual period of days with an additional day to deliberate on sub-regional issues specific to COSCAP South-Asia. The First meeting of ARAST was held on 19-20 Nov 2008 and the second meeting was held on 15-19 July 2009.

The Recommendations of the 1st ARAST meeting (1st meeting of combined RAST 19-21 Nov 2008) and 8th and 9th SARAST meetings were presented to the 18th SCM for approval.

2. Discussion :

2.1 Recommendations of M-RAST: On 05th June 2009 a meeting of Maintenance component of ARAST (M-RAST) –was held and the recommendations ([Attachment - 19SCM-DP2-Att-1](#)) of this meeting need approval of the Steering Committee for implementation and further action.

2.2 Recommendations of 2nd ARAST: The 2nd Meeting of the ARAST was held for a period of five days during 15-19 July 2009, devoting time on the first day on Maintenance subjects, 2nd and 3rd days on GASR/GASP matters and 4th and 5th days on Flt Ops/ATM matters. Recommendations of this meeting ([Attachment - 19SCM-DP2-Att-2](#)) need approval of the SCM for implementation and further action.

2.3 Recommendations of 10th ARAST: The 10th SARAST meeting was also held on the 5th day immediately following the ARAST meeting to discuss sub regional issues. Recommendations of the 10th SARAST ([Attachment - 19SCM-DP2-Att-3](#)) meeting need the approval of the SCM for implementation and further action.

2.4 The SCM has approved at its previous meetings, implementation of CAST/ESSI Safety

Enhancements in the Member States. Accordingly the Programme has been actively involved in the implementation of these Safety Enhancements in the Member States which are identified as South Asia Safety Issues (SASI). There are 37, 07 and 08 SASI in the fields of Flight Operations, Air Traffic Management and Maintenance, respectively. Summary of status of SASI implementations in the Member States is given in the [\(Attachment - 19SCM-DP2-Att-4\)](#)

The Programme has provided Member States with technical assistance for the full implementation of 26 SASI in Flight Operations whilst attempting to organize necessary support for the implementation of the balance 11 SASI which are yet in the 'open' stage.

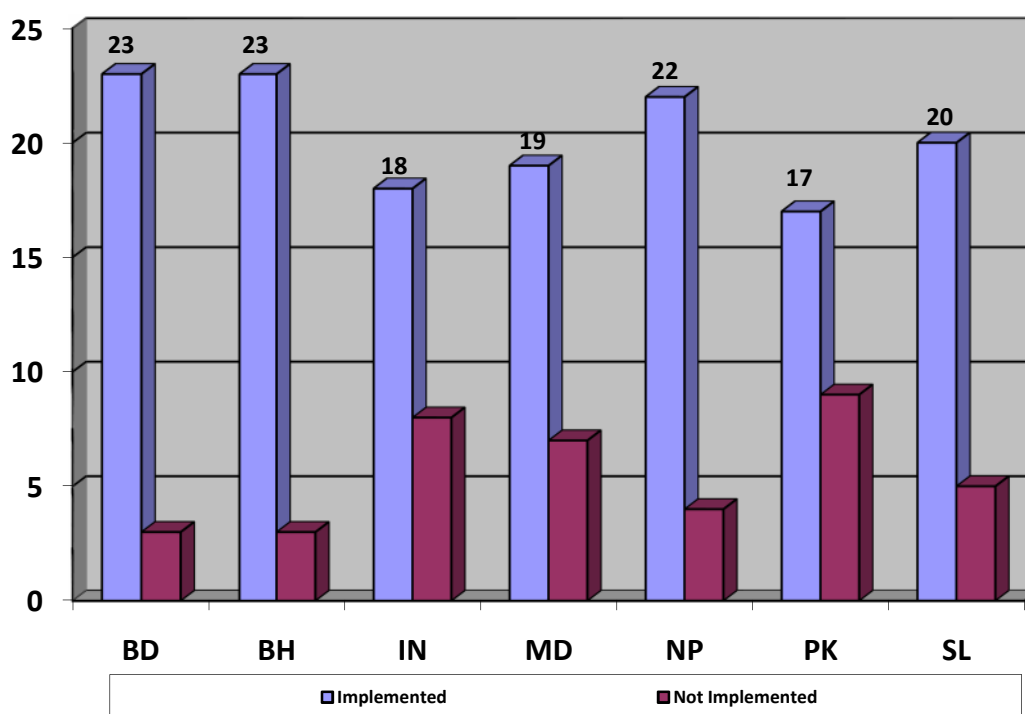


Figure 1- Status of SASI implementation - Flight Operations

In the field of Air Traffic Management, the Programme has provided the States with technical assistance for the full implementation of 4 SASI whilst organizing support for the implementation of the balance 3 in liaison with external agencies concerned.

The Programme is yet to provide the States with necessary support for the implementation of the SASI relating to Maintenance.

2.5 Recommendations of ARAST-AIG: A sub meeting of ARAST (ARAST-AIG) was held on 23-24 November 2009 in Bangkok, Thailand to discuss matters related to Reporting and Aircraft Accident Investigations. Recommendations of this meeting [\(Attachment - 19SCM-DP2-Att-5\)](#) need approval of the SCM for implementation and further action.

3. Recommendations:

It is recommended that the Recommendations made by M-RAST, 2nd ARAST, 10th SARAST and ARAST-AIG be approved.