

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



COSCAP-South Asia



**RECORD OF DISCUSSIONS OF THE EIGHTH MEETING OF THE
FLIGHT OPERATIONS AND AIR TRAFFIC MANAGEMENT
COMPONENTS OF THE SOUTH ASIA REGIONAL
AVIATION SAFETY TEAM (SARAST)**

BANGKOK, THAILAND

19-20 NOVEMBER 2007

1. Present

The Eighth Meeting of the Flight Operations and Air Traffic Management Components of the South Asia Regional Aviation Safety Team (SARAST) was attended by the nominated representatives from the Civil Aviation Authorities and Airlines of the participating Member States, representatives from ICAO, FAA, DGAC France, EASA, Airbus, Boeing and Bombardier. There were a total of 32 participants. The list of participants is attached at Annexure I.

2. Venue

The Meeting was held during 19-20 November 2007 at the ICAO Regional Office, Asia Pacific, Bangkok Thailand.

3. Welcome Address (Opening Remarks)

Mr Chandrasena Nimalsiri, the Regional Programme Coordinator (RPC), COSCAP-SA gave an introductory deliberation on COSCAP-SA, highlighting the events that took place during the recently conducted Steering Committee Meeting of COSCAP-SA in Bangkok and discussed issues pertaining to SARAST. He extended a warm welcome to all the delegates and representatives for coming to Bangkok to participate in the Eighth Meeting of the South Asia Regional Aviation Safety Team (SARAST).

4. Address by the Regional Director, ICAO Regional Office - APAC

Captain Fareed Ali Shah from Regional Officer, Flight safety, ICAO Asia and Pacific (APAC) Office, welcomed the participants on behalf of the ICAO.

He highlighted the importance of the SARAST in improving safety under the ICAO GASP.

4. **Adoption of Agenda**

Capt Salahuddin M Rahmatullah, Regional Flight Operations Expert (RFOE), COSCAP-SA exposed the Agenda for the meeting that was unanimously adopted and the Meeting conducted by him progressed in accordance with the Agenda. A copy of the Agenda (Programme) is placed at Annexure II.

5. **Self Introduction of Participants**

The participants at the Meeting introduced themselves.

6. **Review of the Implementation of COSCAP-SA Steering Committee Conclusions Concerning SARAST (Status Report)**

The RFOE, at the outset, gave a brief on the emergence of SARAST in COSCAP-SA and went on to highlight the new **Initiative** undertaken by COSCAP-SA on the system of the Implementation on the Recommendations of the Steering Committee on the issues related to SARAST. The following Conclusions & Recommendations emerged during the proceeding of the Steering Committee Meeting for Implementation by the COSCAP-SA as well as the Member States :

6.1 **17th Steering Committee Meeting of COSCAP-SA**

Consistence with the approval by the 17th Steering Committee Meeting of COSCAP-SA, held in Bangkok during 6-8 November 2007, the following points have been emphasized :

6.1.1 The Steering Committee approved the implementation of the **SARAST Tracking System;**

6.1.2 The SCM authorized the Programme Management to take appropriate action for the **implementation of the 7th SARAST Conclusions & Recommendations;**

6.1.3 The SCM suggested that the **nominees** attending the SARAST meetings should be **appropriately qualified and sufficiently experienced** staff to take part at such meeting consistently without discontinuity;

- 6.1.4 The SCM directed **Sub-SARAST Meetings** to take place in States with the participation of Regulators and Operators to include a wider cross section of all local Stake-holders involved and relevant COSCAP-SA Regional Experts to facilitate effective implementation of the Safety Enhancements requirements;
- 6.1.5 The SCM decided to identify the Safety Enhancement approved by the Steering Committee to be South Asia Safety Issue (**SASI**);
- 6.1.6 The SCM decided that subject to the decisions of the relevant Steering Committee Meetings of the COSCAP-NA and COSCAP-SEA, the SARAST should join 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-SA;
- 6.1.7 The SCM decided that implementation of the relevant items (Action items 44/1, 44/2, 44/3, 44/4, 44/5, 44/6, 44/7, 44/11) of the **44th DGCA Conference Asia/Pacific** are to be processed through COSCAP-SA; and,

Note : Implementation Worksheet shall prevail as the required tracking information for implementation of SASIs by the States and Regional Office.

7. Presentations

Presentations were made by various organizations as follows. SARAST expressed its gratitude and thanked all the presenters.

- | | |
|---|----------------|
| • Global Aviation Safety Plan | ICAO |
| • Safety Management System | ICAO |
| • Wrong Runway Departures/Runway Confusion | FAA |
| • Update of FAA CAST | FAA |
| • EASA and the European Safety Strategic Initiative | EASA |
| • Engine Stalls and Surges | BOEING |
| • Challenges and Opportunities for COSCAP Regional Safety Teams | BOEING& AIRBUS |
| • Presentation on ECCAIRS | ICAO/FAA |

7.1 ICAO Global Aviation Safety Plan & Safety Management System

Captain Fareed Shah from Regional Officer Flight Safety, ICAO Asia and Pacific (APAC) Office, briefly provided presentation of ICAO GASP and Safety Management System to the meeting. He introduced the ICAO GASP and the Global Aviation Safety Roadmap to the participants as well as the relationship of the Roadmap and the GASP. He mentioned about the BEST PRACTICES associated with Global Aviation Safety Plan. The navigational link between GASP and GANP (Global Aviation Navigation Plan by ICAO) was highlighted by him. He mentioned that the Road Map has also been integrated with ATM. He emphasized that all agencies are working together with the path towards Aviation Safety. The 12 focus areas comprising the States, Regions and Industries were broadly described by Capt Fareed where he mentioned that the three agencies work together with consistent use of all means to enhance Safety.

Capt Fareed covered the Implementation process of the Roadmap using the Best Practices at the Regional level. That the oversight objectives by States require the States to have adequate fund, procedure and objective was stressed upon by Capt Fareed according to the GASP concept. He highlighted on the implementation of the eight Critical Elements (CE) of ICAO Universal Safety Oversight Audit Procedure through the process of using the best practices as per the Roadmap.

As far as the Safety Management System is concerned, Capt Fareed emphasized a great need for an over all harmonized SMS incorporated in all areas of programme due to the fact that there has been a rapid increase on the volume of aviation activity. While describing about SMS he mentioned about business Government system. Maximum elimination of accident is the key aim we should aim for as total elimination of accident is impossible. He mentioned that Management of Risk should come through the process and culture of SMS. He referred to the concept of Prof James and explained about the concept of accident causation. He explained the data system Pre-active and Reactive systems with a proactive approach to reduce accident. His deliberation also included the fragile system of pre 70s, the safe period of 70-90s, the Ultra-safe system (today) on accidents and eight Safety

Blocks of SMS. Finally he mentioned about the four components that ICAO has introduced for the Implementation of SMS.

7.2 Wrong Runway Departure/Runway Confusion

Capt Glenn W Michael, Manager, Boston ARTC, FAA made a presentation on runway safety. The presentation provided the background information of the “Call to Actions on Runway Safety” and introduced the short-term actions that could be accomplished in the US which could help to improve runway safety. His presentation provided, among other information, a runway safety briefing concerning Runway Confusion Issues. His presentation contained various examples depicting certain peculiar ground layouts geometry of runways and taxiways imposing doubts and confusion for smooth operations of aircraft and vehicle movements. He gave examples whereby aircraft departed from wrong runways, not once, but a number of times – sometimes un-noticed. He explained that wrong runway and runway confusions are major issues that need to be addressed to for greater interest of flight safety. He gave specific example to the accident that took place at Lexington, Kentucky. He quoted many examples of flights that took off from wrong runway and hence emphasized that pilots are required to have a look at the runway heading/compass prior to take off. Last but not the least Capt Glenn reviewed the ICAO Runway Safety Toolkit and provided information on that as well.

7.3 EASA and the European Safety Strategic Initiative by Capt GUYOT Gerard

Capt GUYOT Gerard introduced to the meeting the evolution and the Vision, Aim and Mission of the ESSI as well as its three components, which are: ECAST, EHEST and EGAST. ESSI offers a new approach to regional safety and is looking forward to cooperating with Asia-Pacific RAST.

7.4 "Engine Stalls and Surges: History, Recognition & the Recovery Process" by Captain Robert Johnson

Capt Robert discussed the reasons for the engine surge/stall and how the manufacturers found the need to develop the Engine Surge/Stall checklists. He mentioned about the problems of recognizing the event and some undesired flight crew response to engine surge/stalls. He indicated that most of these events are solved without pilot

intervention; however, there are instances where the crew needs to make quick decisions to avert an incident or accident. He mentioned about some instances where the pilot acted too hastily and shut down the wrong engine or made unwarranted decisions that resulted in aggravating the situation. Last but not the least, he discussed the differences between Strategic and Tactical Decision Making and when to use each.

7.5 Challenges and Opportunities for COSCAP RAST

The presentation was provided jointly by Mr. Gerard Guyot from Airbus and Mr Handry Reed from Boeing. The presentation covered, in general terms, the current world wide Aviation Safety Situation, discussion on risks in the Asia Region and some suggestions about what can be done combined to continue to improve Commercial Aviation Safety. They mentioned that worldwide commercial jet fleet is growing but there are limits to the growth. The presentation highlighted that safety is a shared responsibility of manufacturers, operators and governments. COSCAP Regional Safety Teams and similar Safety Organizations can help to reduce accident risk and consideration should be given to implementing appropriate CAST safety enhancements to reduce fatality risk. Airbus and Boeing are committed to help enhance aviation safety. As for next steps, SARAST was suggested to measure implementation levels and effectiveness of processes and procedures already put in place (e.g. adopted CAST Safety Enhancements), to integrate appropriate elements of the Global Aviation Safety Roadmap, to identify gaps that exist and form plans to address, and, to establish an information-sharing process to better gauge effectiveness of enhancements and identify emerging threats.

7.6 Update of FAA CAST by Mr Kyle Olsen

Mr Kyle Olsen refreshed the participants with the Vision, Mission, Goals and Structure of CAST. The new development of the CAST was introduced by Mr. Kyle Olsen. States were encouraged to implement the Safety Enhancements of CAST. The presentation also highlighted airport safety call to action.

7.7 Presentation on ECCAIRS by Mr Kyle Olsen

Mr Kyle Olsen gave a presentation on the European Coordination Centre for Aviation Incident Reporting System (ECCAIRS) and highlighted the importance of DATA storing for Accident/Incident.

8. The RFOE reviewed the Implementation of COSCAP-SA Steering Committee Conclusions Concerning SARAST (Status Report) as under :

8.1 CONCLUSIONS/RECOMMENDATIONS FROM 8th SARAST MEETING

8.2 Important Note :

Implementation Status by Member States in respect of each SASI (as applicable) indicated below is to be recorded in accordance with the format given in the SARAST TRACKING SYSTEM in conformity with the 'Statement of Work' specified for each SASI. Member States are required to provide feedback to COSCAP-SA as early as possible, but not later than 29 February 2008.

SASI NDEX OPS	SOUTH ASIA SAFETY ISSUES - [SE/AP/RSI] OPERATIONS (OPS)
SASI/OPS/001	<p>Terrain Avoidance Warning System (TAWS) [SE-1 CFIT / AP 1.01]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • Issued AB and AC 001 on TAWS in December, 2002. • Issued IB 001 on STC in March, 2003. <p>Recommendation :</p> <p>(a). As per Para 8.2 (Important Note) above.</p> <p>(b). COSCAP-SA to contact Honeywell and seek their guidance on the possibility of modification to software to reduce the instances of false warnings for VFR aircraft operating in Nepal at low level.</p>
SASI/OPS/002	<p>Standard Operating Procedures (SOP) [SE-2 CFIT/ AP 1.06]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • AB 002 and AC 002 on SOPs issued in December 2002. • Revised AB 002A and AC 002A issued in November 2003. • AC 006 on Stabilized Approach issued in July 2004. <p>Recommendation :</p> <p>(a). As per Para 8.2 (Important Note) above.</p>

<p>SASI/OPS/003</p>	<p>Precision-Like Approach Implementation (“21st Century Instrument Approaches”) (Vertical Angles – PAI 1-7, 11) [SE-3 CFIT/ AP 1.03]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • AB 002 and AC 002 on SOPs issued in December 2002. • Revised AB 002A and AC 002A issued in November 2003. • AC 006 on Stabilized Approach issued in July 2004. <p>Recommendation :</p> <p>(a). As per Para 8.2 (Important Note) above.</p> <p>(b).COSCAP-SA to organize seminar/workshop on CDFA on request of member states.</p> <p>(c). SARAST focus to be on safety aspects such as elimination of the dive and drive technique in non-precision approaches through implementation of APV approaches (RNP and RNP AR approach), as well as implementation of RNAV departures and arrivals, in accordance with the PBN concept. APANPRIRG PBN Task Force to kindly provide support.</p> <p>(d). ICAO Regional Office kindly requested to provide inputs to the PBN Task Force on the Safety Enhancements related to SARAST efforts to eliminate non-precision approaches and dive and drive approach techniques and the importance of these initiatives from a safety perspective.</p> <p>(e). ICAO Regional Office kindly requested to provide a briefing to the SARAST meeting on the developments from the PBN Task Force.</p> <p>(f). ENAC will give a training course on PBN procedure design in Sri Lanka during the time period of 3rd to 14th June of 2008. Member States are strongly requested to kindly send minimum two participants to attend the course.</p> <p>(g). States are requested to nominate their representatives to the PBN Task Force and inform COSCAP-SA and Regional Office as soon as possible. First PBN Task Force Meeting will take place on 9-11 January 2008.</p>
<p>SASI/OPS/004</p>	<p>Airline Proactive Safety Programs (FOQA & ASAP) [SE-10</p>

	<p>CFIT / AP 1.08]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • AB and AC 009 on FDA programme issued in July 2004. • AC 010 on Flight Safety Documents System issued in July 2004. • COSCAP-SA issued a generic manual on 'FDA Programme' in January 2006. <p>Recommendation :</p> <p>(a). As per Para 8.2 (Important Note) above.</p> <p>(b). States are kindly requested to provide COSCAP-SA on the Implementation status of FDA programmes in their States by 29 February 2008</p>
<p>SASI/OPS/005</p>	<p>Implementation Plan For Training – CRM [SE-11 CFIT/ AP 1.05]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • AB and AC 003 on CRM issued in December 2002. • Revised AB and AC 003A issued in October 2003. • AC 004 on Flight Deck / Cabin Crew Communication issued in December 2002. • AC 005 on LOFT and SPOT issued in December 2002. • AC 007 on Dispatcher /FOO Resource Management Training issued in February 2004. <p>Recommendation :</p> <p>(a). As per Para 8.2 (Important Note) above.</p>
<p>SASI/OPS/006</p>	<p>Training CFIT Prevention [SE-12/AP 1.04 CFIT]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • AC 013 on ALAR and CFIT Prevention training issued in December 2004.Example CFIT training programme issued. • ALAR CDs provided to States in sufficient quantity. • ALAR workshops conducted to some States. • COSCAP-SA arranged for FSF to conduct an ALAR Workshop in India in January 2006 and in Bangladesh in

	<p>December 2007.</p> <p>• Recommendation :</p> <p>(a). As per Para 8.2 (Important Note) above.</p> <p>(b). Bangladesh is to kindly provide COSCAP-SA with a report of the ALAR workshop by 15 December 2007.</p>
SASI/OPS/007	<p>Policies for ALAR (Safety Culture- CEOs & DOS More Visible) [SE-14/AP 2.05 ALAR]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • AC 008 on Safety Department issued in March 2004. • Draft sample letter and related safety material also provided to States. • IB 002A issued in May 2005. • Revised IB 002B on Access to information on Aircraft Manufacturer's website issued in April 2006. • Information Bulletin issued. <p>• Recommendation :</p> <p>(a). As per Para 8.2 (Important Note) above.</p>
SASI/OPS/008	<p>Policies for ALAR (Safety Culture – Safety Information in Manuals) [SE-15/ AP2.05 ALAR]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • AC 008 on Safety Department issued in March 2004. • Draft sample letter and related safety material also provided to States. • IB 002A issued in May 2005. • Revised IB 002B on Access to information on Aircraft Manufacturer's website issued in April 2006. • Information Bulletin issued. <p>• Recommendation :</p> <p>(a). As per Para 8.2 (Important Note) above.</p>
SASI/OPS/009	<p>Policies for ALAR (Safety Culture – AFM Database for</p>

	<p>Inspectors) [SE -16 / AP 2.05 ALAR]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • AC 008 on Safety Department issued in March 2004. • Draft sample letter and related safety material also provided to States. • IB 002A issued in May 2005. • Revised IB 002B on Access to information on Aircraft Manufacturer's website issued in April 2006. • Information Bulletin issued. <p>• Recommendation :</p> <p>(a). As per Para 8.2 (Important Note) above.</p>
SASI/OPS/010	<p>Approach & Landing Accident Reduction (Flight Crew Training) [SE-23/AP 2.01]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • AB 013 on ALAR and CFIT Prevention Training issued in December 2004. <p>• Recommendation :</p> <p>(a). As per Para 8.2 (Important Note) above.</p>
SASI/OPS/011	<p>Loss of Control (SOPs) [SE-26 / AP 3.03]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • AC 002A reviewed. It covers all SOP subjects, including those that were not followed during loss of control accidents. <p>• Recommendation :</p> <p>(a). As per Para 8.2 (Important Note) above.</p>
SASI/OPS/012	<p>Loss of Control (Risk Assessments and Management) [SE-27 / AP 3.01]</p> <p>COSCAP-SA INITIATIVES :</p>

	<ul style="list-style-type: none"> • The product that resulted from CAST SE-27 was a risk assessment manual published under the GAIN programme. A copy of the "Guide to Methods & Tools for Airline Flight Safety Analysis" ; the "Role of Analytical Tools in Airline Flight Safety Management Systems"; and "Survey of Analytical Processes and Requirements for Airline Flight Safety Management" provided by FAA were sent to all States through e mail. • The THREE Documents were supposed to be reviewed in the 7th SARAST meeting. • CAST / FAA have advised that work was still in progress and it is expected that action on SE 27 will be delayed. <p>Recommendation :</p> <p>Awaiting further feedback from CAST/FAA</p>
<p>SASI/OPS/013</p>	<p>Loss of Control - Policies and Procedures (Process to Inform Personnel / Flight crew) [SE-28 / AP 3.05]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • AC 008 on Safety Department reviewed – no further action required. • AC 010 on Flight Safety Documents System issued in July 2004 adequately addresses the aspects of timely dissemination of safety information. • AB and AC 009 on FDA Programme issued in July 2004. • AC on FDA addresses relevant issues highlighted by SE-29. <p>Recommendation :</p> <p>(a). As per Para 8.2 (Important Note) above.</p>
<p>SASI/OPS/014</p>	<p>Loss of Control – Policies and Procedures (Process to Enhance Pilot Proficiency) [SE- 29 / AP 3.05]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • AC 008 on Safety Department reviewed – no further action required. • AC 010 on Flight Safety Documents System issued in July 2004 adequately addresses the aspects of timely dissemination of safety information.

	<ul style="list-style-type: none"> • AB and AC 009 on FDA Programme issued in July 2004. • AC on FDA addresses relevant issues highlighted by SE-29. <p>Recommendation :</p> <p>(a). As per Para 8.2 (Important Note) above.</p>
SASI/OPS/015	<p>Loss of Control Training (Human Factors and Automation) [SE-30 / AP 3.02]</p> <p>COSCAP-SA INITIATIVES :</p> <p>Recommendation :</p> <p>Additional information is awaited from CAST / FAA.</p>
SASI/OPS/016	<p>Loss of Control Training - Advance Maneuver (Implement Ground and Flight Training) [SE-31 /AP 3.01]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • States had been provided with the Airplane Upset Recovery CD Revision 1 (August 2004). <p>Recommendation :</p> <p>(a). As per Para 8.2 (Important Note) above.</p>
SASI/OPS/017	<p>Runway Incursion – Pilot Training [SE-60]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> ■ AC 017 on Ground Vehicle Operations on Aerodromes issued in December 2006. <p>Recommendation :</p> <p>(a). As per Para 8.2 (Important Note) above.</p>
SASI/OPS/018	<p>Cabin Injury Reduction During Turbulence [SE-78]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • AC 018 on Preventing Injuries Caused by Turbulence issued on 01 November 2006

	<ul style="list-style-type: none"> • Recommendation : <p>(a). As per Para 8.2 (Important Note) above.</p>
SASI/OPS/019	<p>Map Shift Detection/Prevention, GPS Installation & TAWS Enhancements [SE-120]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • COSCAP-SA has developed the draft of an Advisory Circular AC # 019 on TAWS-EGPWS and has issued the same during the 8th SARAST Meeting. States are requested to provide comment on the AC by 29 February 2008 following which the final copy of the AC would be circulated to States by COSCAP-SA by 15 March 2008. <ul style="list-style-type: none"> • Recommendation : <p>(a). As per Para 8.2 (Important Note) above.</p> <p>(b). COSCAP-SA will prepare an AB on the subject for oversight requirement by the States on the issue.</p>
SASI/OPS/020	<p>Cargo – Cargo Loading Training and SOPs [SE-121]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • Recommendation : <p>Awaiting feedback from FAA/CAST.</p>
SASI/OPS/021	<p>Dangerous Goods Processing [SE-125]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • Recommendation : <p>(a). Awaiting feedback from CAST/FAA</p>
SASI/OPS/022	<p>Cargo – Fire Containment [SE-127]</p>

	<p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> Recommendation : <p>[Output 4 of the CAST DIP to be adopted for review by SARAST but awaiting additional information from FAA/ CAST.]</p>
SASI/OPS/023	<p>Regulation and Policy – Compliance, Enforcement and Restricted Operations [SE-129]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> Recommendation : <p>(a). COSCAP-SA to review the COSCAP-SA Generic Enforcement Manual and determine what amendments may be required to address the issues outlined in the Detailed Implementation Plan. The review is to also consider the ICAO SMS enforcement considerations.</p> <p>(b). ICAO Regional Office is kindly requested to provide assistance to COSCAP-SA on the issue.</p>
SASI/OPS/024	<p>Cargo - Regulation and Policy - Oversight [SE-130]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> Awaiting Information from CAST/FAA Recommendation : <p>To be adopted for implementation by SARAST, awaiting information.</p>
SASI/OPS/025	<p>Cargo – Safety Culture [SE-131]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> Recommendation : <p>Feedback awaited from FAA/CAST.</p>
SASI/OPS/026	<p>Icing - Turboprop Aircraft Ice Detection Systems [SE-133]</p> <p>COSCAP-SA INITIATIVES :</p>

	<ul style="list-style-type: none"> Recommendation : <p>Feedback awaited from FAA/CAST.</p>
SASI/OPS/027	<p>Icing – Training – Engine Surge Recovery [SE-136]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> States were advised by COSCAP-SA that air operators are to include Engine Failure Recognition and Response training material in their training programmes. More information required from CAST/FAA <p>Recommendation :</p> <p>(a). As per Para 8.2 (Important Note) above.</p>
SASI/OPS/028	<p>Midair – See-and-Avoid [SE-163]</p> <p>COSCAP-SA INITIATIVES :</p> <p>Recommendation :</p> <ul style="list-style-type: none"> Not applicable as the SE has been withdrawn from CAST in October 2007
SASI/OPS/029	<p>Midair – ACAS Installation [SE-164]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> COSCAP-SA advised States to ensure compliance with ICAO requirements on the carriage of ACAS equipment on board the aircraft. <p>Recommendation :</p> <p>(a). As per Para 8.2 (Important Note) above.</p>
SASI/OPS/030	<p>Midair – ACAS Policies and Procedures [SE-165]</p> <p>COSCAP-SA INITIATIVES :</p>

	<ul style="list-style-type: none"> Based on the ICAO ACAS material (Pans-Ops, Pans-ATM, ACAS Manual etc.), COSCAP-SA has developed the draft of an Advisory Circular (AC-020) that highlights the ICAO requirements for compliance with ACAS RAs; training related to compliance with RAs; and the need for the use of Flight Training Devices. The circular has been distributed during the 8th SARAST Meeting in CD and in as hard copies. Electronic copies will be sent to States in November 2007. <p>Recommendation :</p> <p>(a). States are requested to provide comment on the AC by 29 February 2008 preferably in consultation with NAST following which the final copy of the AC would be circulated to States by COSCAP-SA by 15 March 2008.</p> <p>(b). COSCAP-SA to send a notice to Member States with regard to procurement of Safety Bulletins issued by Euro-Control.</p>
SASI/OPS/031	<p>Runway Incursion Standard Operating Procedures – Runway Incursion Prevention [SE-49]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> AC 015 on Flight Crew Procedures During Taxi Operations issued in December 2005. AC 016 on Single Pilot Procedures During Taxi Operations issued in December 2005. FAA provided a set of ten CDs which to assist States in addressing Runway Incursion issues. CDs sent to States. <p>Recommendation :</p> <p>(a). As per Para 8.2 (Important Note) above.</p>
SASI/OPS/032	<p>Runway Incursion Prevention – Ground Operation – Ground General Aviation [SE-50]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> AC 015 on Flight Crew Procedures During Taxi Operations issued in December 2005. AC 016 on Single Pilot Procedures During Taxi Operations issued in December 2005. FAA provided a set of ten CDs which to assist States in

	<p>addressing Runway Incursion issues. CDs sent to States.</p> <ul style="list-style-type: none"> • Recommendation : <p>(a). As per Para 8.2 (Important Note) above.</p>
<p>SASI/OPS/033</p>	<p>Runway Incursion Prevention – Ground Operation – Best Practices - Towing, vehicle Movement [SE-51]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • AC 015 on Flight Crew Procedures During Taxi Operations issued in December 2005. • AC 016 on Single Pilot Procedures During Taxi Operations issued in December 2005. • FAA provided a set of ten CDs which to assist States in addressing Runway Incursion issues. CDs sent to States. <ul style="list-style-type: none"> • Recommendation : <p>(a). As per Para 8.2 (Important Note) above.</p>
<p>SASI/OPS/034</p>	<p>Runway Incursion Prevention – Ground Operation – Best Practices - Vertical Movement of Aircraft [SE-52]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • AC 015 on Flight Crew Procedures During Taxi Operations issued in December 2005. • AC 016 on Single Pilot Procedures During Taxi Operations issued in December 2005. • FAA provided a set of ten CDs which to assist States in addressing Runway Incursion issues. CDs sent to States. <ul style="list-style-type: none"> • Recommendation : <p>(a). As per Para 8.2 (Important Note) above.</p> <p>(b) Member States are requested to establish a Runway Safety Programme if they have yet to do so.</p> <p>(c). To support this effort FAA kindly offered to provide a Runway Incursion Prevention Workshop in the Asia Pacific Region (target date March 2008).</p>

<p>SASI/OPS/035</p>	<p>ECCAIRS Workshop in South ASIA Region</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • Presentation on ECCAIRS was given at the 8th SARAST meeting on 20 November 2007. <p>Recommendation :</p> <p>(a). Member States are kindly requested to determine whether there is a need to have an ECCAIRS Workshop in the South Asia Region. Information to be communicated to COSCAP-SA by 15th December 2007.</p> <p>(b). ICAO Regional Office is kindly requested to coordinate the provision of the training.</p>
<p>SASI/OPS/036</p>	<p>Safety Management System (SMS)</p> <p>COSCAP-SA INITIATIVES :</p> <p>COSCAP-SA conducted SMS Courses in India and in Pakistan in February- March 2007.</p> <p>Recommendations:</p> <p>(a) COSCAP-SA to continue to provide support to Member States with regard to implementation of SMS.</p> <p>(b). A three day ICAO Workshop on States' Safety Programme and SMS Implementation will be convened at the Regional Office in September 2008. COSCAP-SA Member States are strongly encouraged to attend the Workshop.</p> <p>(c). COSCAP-SA, in coordination with COSCAP-NA and COSCAP-SEA to organize an Air Operator SMS Implementation Seminar (Best Practice Exchange) tentatively scheduled for April 2008.</p>

SASI NDEX ATM	SOUTH ASIA SAFETY ISSUES - [SE/AP/RSI] AIR TRAFFIC MANAGEMENT (ATM)
SASI/ATM/001	<p>CFIT – “Minimum Safe Altitude Warning”(MSAW) [SE 9 / AP 1.07]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • MSAW Course conducted in Sri Lanka by FAA in February 2006. • Participants – 14 from three States. • COSCAP-SA has reminded in writing both CAD Maldives and CAA Sri Lanka on 19 September 2007 to do the needful and waiting for further feedback. So far, no response received. • CAA Sri Lankan kindly offered to provide training to Maldives ATC when requested. <p>• Recommendation :</p> <p>COSCAP-SA requests both Sri Lanka and Maldives to conduct the training at the earliest.</p>
SASI/ATM/002	<p>ATC CFIT Training – CFIT Prevention [SE-13 / AP]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • AB 014 on Issuance of Safety Alert / Warning issued in December 2005. <p>• Recommendation :</p> <p>(a). As per Para 8.2 (Important Note) above.</p>
SASI/ATM/003	<p>Runway Incursions – Air Traffic Control Training - Training Programme, Course curriculum & situational Awareness [SE-46]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> ■ ATTE course was conducted in Sri Lanka by FAA in February 2006. ■ Participants - 14 from 3 States. ■ Memory Enhancement training material (NATPRO) awaited from FAA.

	<ul style="list-style-type: none"> ■ FAA provided a CD on Memory Retention to all participants at the 6th SARAST meeting. ■ COSCAP-SA requested Bangladesh to provide feedback which was received in October 2007 <p>• Recommendation :</p> <p>(a). As per Para 8.2 (Important Note) above.</p>
SASI/ATM/004	<p>Runway Incursions – Air Traffic Control Training – CRM Training [SE-47]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> ■ NATPRO (National Air Traffic Controller Professionalism) has been a subject for discussion for over two years now. NATPRO is being used in the United States as a controller memory enhancement tool. It is a course taken on a computer after having received the initial training by an instructor. It is expected that FAA will release NATPRO to the COSCAPS for their use. Hopefully, COSCAP will get it soon. ■ SE-47 deals with ATC CRM and in January of 2006, the FAA, with ICAO assistance, provided a three day ATTE (Air Traffic Teamwork Enhancement) course in two locations in the far east. This was a "train the trainer" course designed to train instructors then to train controllers in their respective countries. <p>• Recommendation :</p> <p>FAA is kindly requested to provide the necessary feedback.</p>
SASI/ATM/005	<p>Runway Incursion – SOPs for Controllers Situational Awareness [SE-55]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • GM 001 on Enhancing Situational Awareness in the Control Tower issued in December 2006. • FAA provided a set of 13 CDs on ATM related issues –same provided to all States. <p>• Recommendation :</p>

	(a). As per Para 8.2 (Important Note) above.
SASI/ATM/006	<p>Runway Incursion – Controllers Shared Responsibility [SE-59]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • GM 001 on Enhancing Situational Awareness in the Control Tower issued in December 2006. • FAA provided a set of 13 CDs on ATM related issues –same provided to all States. <p>• Recommendation :</p> <p>(a). As per Para 8.2 (Important Note) above.</p>
SASI/ATM/007	<p>Midair – Airspace Design [SE-159]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • The Pakistani ATM Representative to SARAST was advised by COSCAO-SA to examine this matter in the context of South Asia and ICAO requirements to determine its applicability. Draft recommendations was to be forwarded to COSCAP-SA by 30 July, 2007 for consideration by the 8th SARAST Meeting. • Pursued the matter and obtained a hard copy. Requested for an electronic copy. <p>• Recommendation :</p> <p>Pakistan is requested to send the soft copy at the earliest.</p>
SASI/ATM/008	<p>Midair – Advanced Navigation [SE-162]</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • CAST : • This SE has been removed from CAST in October 2007.

SASI NDEX GEN	SOUTH ASIA SAFETY ISSUES - [SE/AP/RSI] GENERAL (GEN)
SASI/GEN/001	Minutes of NASTs - To be provided to COSCAP-SA

	<p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • Initiated in 5th SARAST as decided by Steering Committee • States were requested by COSCAP-SA provide COSCAP-SA with the minutes from their NAST meetings on a regular basis. • Recommendation : <p>(a). As per ‘Important Note’ (Para 6.2) above.</p> <p>(b). States are requested to continue with the practice of sending their NAST minutes to COSCAP-SA. States are also requested to kindly convene at least one NAST meeting before the end of the 2nd quarter of 2008 in coordination with COSCAP-SA office for possible attendance by the REs in their NAST meeting. This may be accomplished during the TA Missions by the REs.</p>
SASI/GEN/002	<p>COSCAP-SA Generated Audit Checklist (Revised)</p> <p>COSCAP-SA INITIATIVES :</p> <ul style="list-style-type: none"> • COSCAP-SA revised the Flight Operations Audit Checklist which was provided to States in June 2007. • Recommendation : <p>(a). States are kindly requested to customize the Flight Operations Revised Audit Checklist prepared by COSCAP-SA and insert the State Regulatory References. The Operators’ References are also to be updated accordingly to facilitate convenient auditing on the operators with minimum waste of time. States are requested to kindly accomplish the task by 30 June 2008.</p>
SASI/GEN/003	<p>Sub-Meetings on SARAST</p> <p>COSCAP-SA INITIATIVES :</p> <p>The 17th Steering Committee Meetings of COSCAO-SA approved that Sub-Meetings on SARAST are to be conducted in States during TA Missions by REs of COSCAP-SA, participated by Officials from Regulators and Operators.</p> <ul style="list-style-type: none"> • Recommendation :

	<p>(a). States are kindly requested to organize a Sub-SARAST Meeting in their respective States with the participation of all local Stake holders (regulators and operators) to be in coincidence with TA Missions by REs of COSCAP-SA. It is requested that this meeting be convened before the end of 1st quarter of 2008.</p>
SASI/GEN/004	<p>GASP/Roadmap Objectives/Best Practices</p> <p>COSCAP-SA INITIATIVES :</p> <p>• Recommendation :</p> <p>(a). SARAST to identify GSI in GASP/Roadmap objectives/best practices that are applicable to SASI.</p> <p>(b). COSCAP-SA to examine objectives/best practices of the GSI in GASP/Roadmap and identify areas where SARAST can assist member states' implementation of GASP.</p>
SASI/GEN/005	<p>Cooperation with ESSI to take initiatives on Safety Matters</p> <p>COSCAP-SA INITIATIVES :</p> <p>• Recommendation :</p> <p>(a). SARAST to cooperate with ESSI to take new initiatives from Europe to enhance safety in South Asia and COSCAP-SA member States to notify the COSCAP-SA on matters where they seek assistance from EC/ESSI for coordination purposes.</p> <p>(b). Member States indicated interest in attending the ESSI meetings. The proposal was warmly welcomed by ESSI. It is suggested that at one or more representative(s) from COSCAP-SA member States to attend the ESSI meetings</p> <p>(c). RO/COSCAP-SA to request invitation from ESSI.</p> <p>(d). Request was made to invite PAAST to attend future RAST Meetings through the Regional Office.</p>
SASI/GEN/006	<p>Ground Safety</p> <p>COSCAP-SA INITIATIVES :</p> <p>Recommendation :</p> <p>(a). Ground Accident Prevention Seminar with support from FSF</p>

	is tentatively planned for March, 2008. The seminar will be held in Beijing and Bangkok. They will be open to all States in the Asia and Pacific Region. The exact date for the seminar to be finalized in coordination with AAPA.
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Date of 1st ARAST/9th SARAST Meeting:

Tentative date : During the week of 18 August 2008 or week of 8 September 2008.

Venue :

Bangkok suggested as the venue for the 1st ARAST/9th SARAST meeting in consideration of the travel required by the external participants.
