


SARAST SAFETY TOOL IMPLEMENTATION TRACKER

**NAME OF MEMBER STATE: BHUTAN**

State Input Criteria:

- 1- Legislation/Regulations have been customized/updated by the State.
- 2- Advisory circular/information/guidance has been customized by the State.
- 3- Advisory circular/information/guidance has been provided to Operator.
- 4- Operators have not started to implement.
- 5- Operators have partially implemented.
- 6- Operators have fully implemented.
- 7- N/A (Not Applicable)
- 8- No Action
- 9 - Partially completed

*Input your number(s) here, and/or use your own words*



Note: You may also use your own words to describe the implementation status

| SEI/SAST (new #)                                    | PRIORITY | SAFETY TOOLS<br>LINK: <a href="http://www.icao.int/APAC/Pages/edocs.aspx">http://www.icao.int/APAC/Pages/edocs.aspx</a><br>(Under FS) | State Implementation Status<br>(State Input)   | Operator Implementation Status<br>(State Input) | Support Required<br>(COSCAP INPUT) | Closure Status<br>(COSCAP Input) |
|---|----------|---|--|---|------------------------------------|----------------------------------|
| CFIT 1/SAST 01<br>GPWS with Forward Looking Feature | 1        | <ul style="list-style-type: none"> <li>• Model Regulation on Ground Proximity Warning System (GPWS)</li> </ul>                        | 1/9<br>Notice of proposal sent to operator for comment. Comments due; 25 March, 2016 | 4   |                                    | Open                             |
|   |          | <ul style="list-style-type: none"> <li>• Model AC - Guidance for Operators to Ensure Effectiveness of GPWS Equipment</li> </ul>       | 8  | 4   |                                    | Open                             |

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|--|---|--|--|-----|--|------|
|  |   | <ul style="list-style-type: none"> <li>Guidance for Operators on Training Programme on the use of Ground Proximity Warning System (GPWS)</li> </ul>        | 2/9 – Partial. Sent out to operators for comments<br>Comments due: 25 March , 2016                   | 4   |  | Open |
| <b>CFIT 3/SAST 02</b><br>Precision-Like Approach Standard Operating Procedures | 1 | <ul style="list-style-type: none"> <li>Model AC - Instrument Approach Procedures using Continuous Descent Final Approach Techniques</li> </ul>             | 2/9 – Partial Circulated for operator comments.<br>Comments due date: 25 March 2016.                 | 4   |  | Open |
| <b>CFIT 5/SAST 03</b><br>Crew Resource Management Training                     | 1 | <ul style="list-style-type: none"> <li>Model AC - Crew Resource Management Training Programme</li> </ul>   | 3/9 – Partial: Implemented however GAP analysis with model AC required                               | 6   |  | Open |
| <b>CFIT 6/SAST 04</b><br>CFIT/ALAR Training                                    | 3 | <ul style="list-style-type: none"> <li>Model AC - Development and Conduct of ALAR and CFIT Training Programme</li> </ul>                                   | 3/9 - Implemented however GAP analysis with model AC required  | 6 * |  | Open |
| <b>CFIT 7/SAST 11</b>  |   | <ul style="list-style-type: none"> <li>Guidance for Air Operators in Establishing a Flight Safety Documentations System Model Advisory Circular</li> </ul> | 8 - States are to review the new guidance to determine any potential GAPs with what currently exists | 4   |  | Open |

|   |   |  |  |   |   |        |
|---|---|--|--|---|---|--------|
| <b>CFIT 8/SAST 05</b><br>Minimum Safe Altitude Warning (MSAW)   | 3 | <ul style="list-style-type: none"> <li>Model AC - Issuance of Terrain or Obstacle Alert / Warning</li> </ul>   | 7 N/A: Bhutan does not have radar  | 7 |   | Open   |
| <b>LOC 5/SAST 06</b><br>Human Factors and Automation  | 1 | <ul style="list-style-type: none"> <li>Model AC - Mode Awareness and Energy State Management Aspects of Flight Deck Automation</li> </ul>  | 8 - States to review and implement as necessary  | 8 | COSCAP to support all States<br>Note: Airbus has clarified to indicate that this is already fully integrated within Airbus Type training programmes | Open   |
| <b>RE 2/SAST 07</b><br>Identify Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches | 1 | <ul style="list-style-type: none"> <li>Guidance material, titled "Unstable Approaches ATC Considerations"; and<br/>LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a></li> </ul>                                      | 8 - ATC controlled by Military. Difficult to communicate and coordinate. No delegation given by BCAA | 8 | COSCAP to support Bhutan CAA. CTA to initiate a dialogue with the ATC organization  | Open   |
|   |   | <ul style="list-style-type: none"> <li>Two flyers titled "Runway Excursions" and "Avoiding Unstable Approaches" are available on CANSO's website at<br/>LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a></li> </ul> | 3 - Sent out website address to operator   | 6 |   | Closed |
| <b>RE 6/SAST 08</b><br>Timely and Accurate Notification about   | 1 | <ul style="list-style-type: none"> <li>Industry Best Practices Manual on Timely and Accurate Reporting of Runway Condition by ATS/AIS to Flight Crew. Note: Please be advised that this is out of date</li> </ul>                              | 8 - States to wait for new updated manual to be produced   | 8 |   | Open   |

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|---|---|--|--|---|--|------|
| Runway Conditions by AIS and ATS  |   |  |  |   |  |      |
| <b>RE 7/SAST 09</b><br>Improve Runway Conditions in accordance with the Guidelines Provided in Annex 14 | 2 | <ul style="list-style-type: none"> <li>Guidance on runway maintenance and operations, which can be found in the "ACI Runway Safety Handbook". The handbook is now part of the ICAO Runway Safety Toolkit.</li> </ul> Link: <a href="http://www.icao.int/safety/runwaysafety/pages/rnwytlkt.aspx">http://www.icao.int/safety/runwaysafety/pages/rnwytlkt.aspx</a> | 9 - Runway Safety Team. Register safety team (description) with ICAO | 4 |  | Open |
|   |   | <ul style="list-style-type: none"> <li>An on-line training course on runway maintenance and operations can also be found at</li> </ul> Link: <a href="http://www.olc.aero/Courses/Runway-Safety-Management.aspx">http://www.olc.aero/Courses/Runway-Safety-Management.aspx</a>   | 8  | 8 |  | Open |
| <b>RS 1/SAST 10</b><br>Develop Runway Safety Checklist  | 1 | <ul style="list-style-type: none"> <li>A checklist - Runway Safety Maturity Checklist</li> </ul>   | 8 - All States to review and implement                               | 8 |  | Open |


## SARAST SAFETY TOOL IMPLEMENTATION TRACKER

**NAME OF MEMBER STATE: MALDIVES**

**State Input Criteria:**

- 1- Legislation/Regulations have been customized/updated by the State.
- 2- Advisory circular/information/guidance has been customized by the State.
- 3- Advisory circular/information/guidance has been provided to Operator.
- 4- Operators have not started to implement.
- 5- Operators have partially implemented.
- 6- Operators have fully implemented.
- 7- N/A (Not Applicable)
- 8- No Action
- 9- Partially

*Input your number(s) here, and/or use your own words*



Note: You may also use your own words to describe the implementation status

| SEI/SAST (new #)                                    | PRIORITY | SAFETY TOOLS<br>LINK: <a href="http://www.icao.int/APAC/Pages/edocs.aspx">http://www.icao.int/APAC/Pages/edocs.aspx</a><br>(Under FS) | State Implementation Status<br>(State Input)   | Operator Implementation Status<br>(State Input) | Support Required<br>(COSCAP INPUT) | Closure Status<br>(COSCAP Input) |
|---|----------|---|--|---|------------------------------------|----------------------------------|
| CFIT 1/SAST 01<br>GPWS with Forward Looking Feature | 1        | <ul style="list-style-type: none"> <li>Model Regulation on Ground Proximity Warning System (GPWS)</li> </ul>                          | 1 - Captured within the State regulation Limitation:<br>No need to have GPWS for domestic VFR Day operations.<br>Exemption applied | 6   |                                    | Closed                           |

|  |   |   |   |   |  |   |
|--|---|---|---|---|--|---|
|  |   | <ul style="list-style-type: none"> <li>Model AC - Guidance for Operators to Ensure Effectiveness of GPWS Equipment</li> </ul>                       | 3 - AMC captures the Model AC   | 6 |  | Closed  |
|  |   | <ul style="list-style-type: none"> <li>Guidance for Operators on Training Programme on the use of Ground Proximity Warning System (GPWS)</li> </ul> | 3 - Guidance Material (GM) captures the training                                    | 6 |  | Closed  |
| <b>CFIT 3/SAST 02</b><br>Precision-Like Approach Standard Operating Procedures | 1 | <ul style="list-style-type: none"> <li>Model AC - Instrument Approach Procedures using Continuous Descent Final Approach Techniques</li> </ul>      | 2/9 - Implemented in regulations however not allowed in Male. GAP analysis required | 6 |  | Open  |
| <b>CFIT 5/SAST 03</b><br>Crew Resource Management Training                     | 1 | <ul style="list-style-type: none"> <li>Model AC - Crew Resource Management Training Programme</li> </ul>  | 1 - complete  | 6 |  | Closed  |
| <b>CFIT 6/SAST 04</b><br>CFIT/ALAR Training                                    | 3 | <ul style="list-style-type: none"> <li>Model AC - Development and Conduct of ALAR and CFIT Training Programme</li> </ul>                            | 3/9 - Partially implemented Subject to further discussion by the CAA                | 9 |  | Incorporated in MCAR AIR OPS and regulation will be effective from 01st Jan 2017. Implementation status will be checked during audits and inspections |

|   |   |  |  |   |  |   |
|---|---|--|--|---|--|---|
| <b>CFIT 7/SAST 11</b>   |   | <ul style="list-style-type: none"> <li>Guidance for Air Operators in Establishing a Flight Safety Documentations System Model Advisory Circular</li> </ul> | 8 – All States to review                     | 8 |  | Incorporated in MCAR AIR OPS and regulation will be effective from 01st Jan 2017. Implementation status will be checked during audits and inspections |
| <b>CFIT 8/SAST 05</b><br>Minimum Safe Altitude Warning (MSAW) | 3 | <ul style="list-style-type: none"> <li>Model AC - Issuance of Terrain or Obstacle Alert / Warning</li> </ul>   | 2/9 Partially<br>Further discussion required | 9 |  | Incorporated in MCAR AIR OPS and regulation will be effective from 01st Jan 2017. Implementation status will be checked during audits and inspections |
| <b>LOC 5/SAST 06</b><br>Human Factors and Automation          | 1 | <ul style="list-style-type: none"> <li>Model AC - Mode Awareness and Energy State Management Aspects of Flight Deck Automation</li> </ul>                  | 8 - States to review                         | 8 | COSCAP to support<br>Note: Airbus has clarified to indicate that this is already fully integrated within Airbus Type |   |

|   |   |  |                               |                              |                     |   |
|---|---|--|-------------------------------|------------------------------|---------------------|---|
|   |   |  |                               |                              | training programmes |   |
| <b>RE 2/SAST 07</b><br>Identify Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches | 1 | <ul style="list-style-type: none"> <li>Guidance material, titled "Unstable Approaches ATC Considerations"; and</li> </ul> LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a>                                      | 8 – to be reviewed            | 8                            | COSCAP to support   | <b>COSCAP will arrange the training to be held in Maldives February/March 2017. Open to all COSCAP states to Participate. Except for the host country a minimum of 2 seats will be provided to the states</b> |
|   |   | <ul style="list-style-type: none"> <li>Two flyers titled "Runway Excursions" and "Avoiding Unstable Approaches" are available on CANSO's website at</li> </ul> LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a> | 3 - for operators and ATC     | 6                            |                     | <b>The Two flyers titled "Runway Excursions" and "Avoiding Unstable Approaches" have been distributed to the Operators and Air Traffic Control Units.</b>   |
| <b>RE 6/SAST 08</b>   | 1 | <ul style="list-style-type: none"> <li>Industry Best Practices Manual on Timely and Accurate Reporting of Runway Condition by</li> </ul>   | 1/3 - Regulation and circular | 6 - Implemented by operators |                     | Closed  |



|   |   |  |  |   |  |  |
|---|---|--|--|---|--|--|
| Timely and Accurate Notification about Runway Conditions by AIS and ATS                                 |   | ATS/AIS to Flight Crew. Note: Please be advised that this is out of date   | produced. Based on updated ICAO material |   |  |  |
| <b>RE 7/SAST 09</b><br>Improve Runway Conditions in accordance with the Guidelines Provided in Annex 14 | 2 | <ul style="list-style-type: none"> <li>Guidance on runway maintenance and operations, which can be found in the "ACI Runway Safety Handbook". The handbook is now part of the ICAO Runway Safety Toolkit.</li> </ul> Link: <a href="http://www.icao.int/safety/runwaysafety/pages/rnwytlkt.aspx">http://www.icao.int/safety/runwaysafety/pages/rnwytlkt.aspx</a> | 8  | 8 |  | Runway safety handbook and the ICAO runway safety tool kit distributed to aerodrome operators. |
|   |   | <ul style="list-style-type: none"> <li>An on-line training course on runway maintenance and operations can also be found at</li> </ul> Link: <a href="http://www.olc.aero/Courses/Runway-Safety-Management.aspx">http://www.olc.aero/Courses/Runway-Safety-Management.aspx</a>   | 8  | 8 |  | Aerodrome operators have been informed on the online training course                           |
| <b>RS 1/SAST 10</b><br>Develop Runway Safety Checklist  | 1 | <ul style="list-style-type: none"> <li>A checklist - Runway Safety Maturity Checklist</li> </ul>   | 8  | 8 |  | Open Runway Safety maturity checklist is being developed                                       |

**SARAST SAFETY TOOL IMPLEMENTATION TRACKER**

**NAME OF MEMBER STATE: NEPAL**

**State Input Criteria:**

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- 9 - Partially

*Input your number(s)  
here, and/or use your  
own words*

Note: You may also use your own words to describe the implementation status

| SEI/SAST (new #)                                    | PRIORITY | SAFETY TOOLS<br>LINK: <a href="http://www.icao.int/APAC/Pages/edocs.aspx">http://www.icao.int/APAC/Pages/edocs.aspx</a><br>(Under FS) | State Implementation Status<br>(State Input)                                  | Operator Implementation Status<br>(State Input)     | Support Required<br>(COSCAP INPUT) | Closure Status<br>(COSCAP Input) |
|---|----------|---|---|---|------------------------------------|----------------------------------|
| CFIT 1/SAST 01<br>GPWS with Forward Looking Feature | 1        | <ul style="list-style-type: none"> <li>• Model Regulation on Ground Proximity Warning System (EGPWS)</li> </ul>                       | 1 - applicable for 12500 lbs and above and more than 9 passengers             | 6 - Note: those who have not installed are grounded |                                    | Closed                           |
|   |          | <ul style="list-style-type: none"> <li>• Model AC - Guidance for Operators to Ensure Effectiveness of EGPWS Equipment</li> </ul>      | 3/9 - EGPWS AC developed and implemented. GAP analysis with Model AC required | 6/9   |                                    | Open                             |

|  |   |  |  |     |                                |      |
|--|---|--|--|-----|--------------------------------|------|
|  |   | <ul style="list-style-type: none"> <li>Guidance for Operators on Training Programme on the use of Ground Proximity Warning System (EGPWS)</li> </ul>       | 3/9 - Partially implemented. GAP analysis with the model GM required | 5   |                                | Open |
| <b>CFIT 3/SAST 02</b><br>Precision-Like Approach Standard Operating Procedures | 1 | <ul style="list-style-type: none"> <li>Model AC - Instrument Approach Procedures using Continuous Descent Final Approach Techniques</li> </ul>             | 8 *<br>Discuss with CAAN   | 8   | COSCAP Support may be required | Open |
| <b>CFIT 5/SAST 03</b><br>Crew Resource Management Training                     | 1 | <ul style="list-style-type: none"> <li>Model AC - Crew Resource Management Training Programme</li> </ul>   | 3/9 - Gap analysis with Model AC required                            | 6/9 |                                | Open |
| <b>CFIT 6/SAST 04</b><br>CFIT/ALAR Training                                    | 3 | <ul style="list-style-type: none"> <li>Model AC - Development and Conduct of ALAR and CFIT Training Programme</li> </ul>                                   | 3/9 - Partially implemented GAP analysis with Model AC required      | 5/9 |                                | Open |
| <b>CFIT 7/SAST 11</b>  |   | <ul style="list-style-type: none"> <li>Guidance for Air Operators in Establishing a Flight Safety Documentations System Model Advisory Circular</li> </ul> | 8 - States to review   | 8   |                                | Open |
| <b>CFIT 8/SAST 05</b><br>Minimum Safe Altitude Warning (MSAW)                  | 3 | <ul style="list-style-type: none"> <li>Model AC - Issuance of Terrain or Obstacle Alert / Warning</li> </ul>   | 8 - Need to review   | 8   |                                | Open |

|   |   |  |                               |    |  |        |
|---|---|--|-------------------------------|----|--|--------|
| <b>LOC 5/SAST 06</b><br>Human Factors and Automation  | 1 | <ul style="list-style-type: none"> <li>Model AC - Mode Awareness and Energy State Management Aspects of Flight Deck Automation</li> </ul>  | 8 - All States need to review | 8  | COSCAP Support required<br>Note: Airbus has clarified to indicate that this is already fully integrated within Airbus Type training programmes | Open   |
| <b>RE 2/SAST 07</b><br>Identify Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches | 1 | <ul style="list-style-type: none"> <li>Guidance material, titled "Unstable Approaches ATC Considerations"; and<br/>LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a></li> </ul>                                      | TBD*                          |    |  | Open   |
|   |   | <ul style="list-style-type: none"> <li>Two flyers titled "Runway Excursions" and "Avoiding Unstable Approaches" are available on CANSO's website at<br/>LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a></li> </ul> | TBD*                          |    |  | Open   |
| <b>RE 6/SAST 08</b><br>Timely and Accurate Notification about Runway Conditions by AIS and ATS                            | 1 | <ul style="list-style-type: none"> <li>Industry Best Practices Manual on Timely and Accurate Reporting of Runway Condition by ATS/AIS to Flight Crew. Note: Please be advised that this is out of date</li> </ul>                              | 3 - Material already in place | 6* |  | Closed |

|   |   |  |                                  |   |  |      |
|---|---|--|----------------------------------|---|--|------|
| <b>RE 7/SAST 09</b><br>Improve Runway Conditions in accordance with the Guidelines Provided in Annex 14 | 2 | <ul style="list-style-type: none"> <li>Guidance on runway maintenance and operations, which can be found in the "ACI Runway Safety Handbook". The handbook is now part of the ICAO Runway Safety Toolkit.</li> </ul> Link: <a href="http://www.icao.int/safety/runwaysafety/pages/rnwytlkt.aspx">http://www.icao.int/safety/runwaysafety/pages/rnwytlkt.aspx</a> | 8 - To be reviewed               | 8 |  | Open |
|   |   | <ul style="list-style-type: none"> <li>An on-line training course on runway maintenance and operations can also be found at</li> </ul> Link: <a href="http://www.olc.aero/Courses/Runway-Safety-Management.aspx">http://www.olc.aero/Courses/Runway-Safety-Management.aspx</a>   | 8                                | 8 |  | Open |
| <b>RS 1/SAST 10</b><br>Develop Runway Safety Checklist  | 1 | <ul style="list-style-type: none"> <li>A checklist - Runway Safety Maturity Checklist</li> </ul>   | 8 - Review and do a GAP analysis | 8 |  | Open |


**SARAST SAFETY TOOL IMPLEMENTATION TRACKER**

**NAME OF MEMBER STATE: SRI LANKA**

**STATE INPUT CRITERIA:**

- 1- Legislation/Regulations have been customized/updated by the State.
- 2- Advisory circular/information/guidance has been customized by the State.
- 3- Advisory circular/information/guidance has been provided to Operator.
- 4- Operators have not started to implement.
- 5- Operators have partially implemented.
- 6- Operators have fully implemented.
- 7- N/A (Not Applicable)
- 8- No Action
- 9 - Partially

*Input your number(s)  
here, and/or use your  
own words*



Note: You may also use your own words to describe the implementation status

| SEI/SAST (new #)  | PRIORITY | SAFETY TOOLS<br>LINK: <a href="http://www.icao.int/APAC/Pages/edocs.aspx">http://www.icao.int/APAC/Pages/edocs.aspx</a><br>(Under FS)          | State Implementation Status<br>(State Input) | Operator Implementation Status<br>(State Input) | Support Required<br>(COSCAP INPUT) | Closure Status<br>(COSCAP Input) |
|---|----------|--|--|---|------------------------------------|----------------------------------|
| CFIT 1/SAST 01<br>GPWS with<br>Forward Looking<br>Feature | 1        | <ul style="list-style-type: none"> <li>• Model Regulation on Ground Proximity Warning System (EGPWS)</li> </ul>                                | 1 Published IS 15                            | 6   |                                    | Closed                           |
|   |          | <ul style="list-style-type: none"> <li>• Model AC - Guidance for Operators to Ensure Effectiveness of EGPWS Equipment</li> </ul>               | 3 Published ASN 103                          | 6   |                                    | Closed                           |
|   |          | <ul style="list-style-type: none"> <li>• Guidance for Operators on Training Programme on the use of Ground Proximity Warning System</li> </ul> | 3 Published ASN 066                          | 6   |                                    | Closed                           |

|  |   |  |   |   |   |        |
|--|---|--|---|---|---|--------|
|  |   | (EGPWS)  |   |   |   |        |
| <b>CFIT 3/SAST 02</b><br>Precision-Like<br>Approach<br>Standard<br>Operating<br>Procedures | 1 | <ul style="list-style-type: none"> <li>Model AC - Instrument Approach Procedures using Continuous Descent Final Approach Techniques</li> </ul>             | 3/9*<br><br>ANS side has no regulations                     | 6   | Possible COSCAP assistance required<br>To be advised        | Open   |
| <b>CFIT 5/SAST 03</b><br>Crew Resource<br>Management<br>Training                           | 1 | <ul style="list-style-type: none"> <li>Model AC - Crew Resource Management Training Programme</li> </ul>   | 1   | 6   |   | Closed |
| <b>CFIT 6/SAST 04</b><br>CFIT/ALAR<br>Training   | 3 | <ul style="list-style-type: none"> <li>Model AC - Development and Conduct of ALAR and CFIT Training Programme</li> </ul>                                   | 1   | 6/9 Note:<br>surveillance<br>required to<br>confirm |   | Open   |
| <b>CFIT 7/SAST 11</b>  |   | <ul style="list-style-type: none"> <li>Guidance for Air Operators in Establishing a Flight Safety Documentations System Model Advisory Circular</li> </ul> | 8 – All States to review                                    | 8   |   | Open   |
| <b>CFIT 8/SAST 05</b><br>Minimum Safe<br>Altitude Warning<br>(MSAW)                        | 3 | <ul style="list-style-type: none"> <li>Model AC - Issuance of Terrain or Obstacle Alert / Warning</li> </ul>   | 3/9 System in place<br>Need to review the model AC for gaps | 6/9   |   | Open   |
| <b>LOC 5/SAST 06</b><br>Human Factors<br>and Automation                                    | 1 | <ul style="list-style-type: none"> <li>Model AC - Mode Awareness and Energy State Management Aspects of Flight Deck Automation</li> </ul>                  | 8 – All States need to review                               | 8   | COSCAP to support<br>Note: Airbus has clarified to indicate | Open   |

|   |   |  |   |   |  |      |
|---|---|--|---|---|--|------|
|   |   |  |   |   | that this is already fully integrated within Airbus Type training programmes |      |
| <b>RE 2/SAST 07</b><br>Identify Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches | 1 | <ul style="list-style-type: none"> <li>Guidance material, titled "Unstable Approaches ATC Considerations"; and<br/>LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a></li> </ul>  | 2   | 3 surveillance required to determine implementation |  | Open |
|   |   | <ul style="list-style-type: none"> <li>Two flyers titled "Runway Excursions" and "Avoiding Unstable Approaches" are available on CANSO's website at<br/>LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a></li> </ul>   | 8 - Need to receive the flyers for implementation                                       | 8   |  | Open |
| <b>RE 6/SAST 08</b><br>Timely and Accurate Notification about Runway Conditions by AIS and ATS                            | 1 | <ul style="list-style-type: none"> <li>Industry Best Practices Manual on Timely and Accurate Reporting of Runway Condition by ATS/AIS to Flight Crew. Note: Please be advised that this is out of date</li> </ul>  | 3/9 Already has material produced, Needs to be reviewed for gaps with new ICAO material | 5   |  | Open |
| <b>RE 7/SAST 09</b><br>Improve Runway Conditions in accordance with the Guidelines Provided in Annex 14                   | 2 | <ul style="list-style-type: none"> <li>Guidance on runway maintenance and operations, which can be found in the "ACI Runway Safety Handbook". The handbook is now part of the ICAO Runway Safety Toolkit.<br/>Link: <a href="http://www.icao.int/safety/runwaysafety/pages/rnwytlkt.aspx">http://www.icao.int/safety/runwaysafety/pages/rnwytlkt.aspx</a></li> </ul> | 8 Not using this Guidance material.   | 8   |  | Open |



|  |   |  |   |   |  |      |
|--|---|--|---|---|--|------|
|  |   |  |   |   |  |      |
|  |   | <ul style="list-style-type: none"> <li>An on-line training course on runway maintenance and operations can also be found at<br/>Link: <a href="http://www.olc.aero/Courses/Runway-Safety-Management.aspx">http://www.olc.aero/Courses/Runway-Safety-Management.aspx</a></li> </ul> | 8 | 8 |  | Open |
| <b>RS 1/SAST 10</b><br>Develop Runway Safety Checklist | 1 | <ul style="list-style-type: none"> <li>A checklist - Runway Safety Maturity Checklist</li> </ul>   | 8 | 8 |  | Open |

## SARAST SAFETY TOOL IMPLEMENTATION TRACKER

NAME OF MEMBER STATE:     Bangladesh

**State Input Criteria:**

- 1- Legislation/Regulations have been customized/updated by the State.
- 2- Advisory circular/information/guidance has been customized by the State.
- 3- Advisory circular/information/guidance has been provided to Operator.
- 4- Operators have not started to implement.
- 5- Operators have partially implemented.
- 6- Operators have fully implemented.
- 7- N/A (Not Applicable)
- 8- No Action

*Input your number(s)  
here, and/or use your  
own words*



Note: You may also use your own words to describe the implementation status

| SEI/SASI (new #)  | PRIORIT<br>Y | SAFETY TOOLS<br>LINK:<br><a href="http://www.icao.int/APAC/Pages/edocs.aspx">http://www.icao.int/APAC/Pages/<br/>edocs.aspx</a><br>(Under FS) | State Implementation<br>Status<br>(State Input) | Operator<br>Implementation<br>Status<br>(State Input) | Support Required<br><br>(COSCAP INPUT) | Closure Status<br><br>(COSCAP Input) |
|---|--------------|---|---|---|--|--------------------------------------|
| CFIT 1/SASI 01<br>GPWS with<br>Forward Looking<br>Feature | 1            | <ul style="list-style-type: none"> <li>Model Regulation on Ground Proximity Warning System (GPWS)</li> </ul>                                  | 1<br>CAR 84 Part VI- 109.4.M                    | 6   | No                                     |                                      |
|   |              | <ul style="list-style-type: none"> <li>Model AC - Guidance for Operators to Ensure Effectiveness of GPWS Equipment</li> </ul>                 | 3<br>AC No: CAAB AC019<br>Date- 01/05/2009      | 6   | No                                     |                                      |

|  |   |   |   |          |    |  |
|--|---|---|---|----------|----|--|
|  |   | <ul style="list-style-type: none"> <li>Guidance for Operators on Training Programme on the use of Ground Proximity Warning System (GPWS)</li> </ul> | <p style="text-align: center;"><b>3</b></p> AC No: 001<br>Date-25/09/2005   | <b>6</b> | No |  |
| <b>CFIT 3/SASI 02</b><br>Precision-Like Approach Standard Operating Procedures | 1 | <ul style="list-style-type: none"> <li>Model AC - Instrument Approach Procedures using Continuous Descent Final Approach Techniques</li> </ul>      | <p style="text-align: center;"><b>3</b></p> AC No: CAAB AC 021<br>Date- 01/05/2009  | <b>6</b> | No |  |
| <b>CFIT 5/SASI 03</b><br>Crew Resource Management Training                     | 1 | <ul style="list-style-type: none"> <li>Model AC - Crew Resource Management Training Programme</li> </ul>  | <p style="text-align: center;"><b>3</b></p> AC No: 003A<br>Date-27/09/2005  | <b>6</b> | No |  |
| <b>CFIT 6/SASI 04</b><br>CFIT/ALAR Training                                    | 3 | <ul style="list-style-type: none"> <li>Model AC - Development and Conduct of ALAR and CFIT Training Programme</li> </ul>                            | <b>3</b>  | <b>6</b> | No |  |
| <b>CFIT 8/SASI 05</b><br>Minimum Safe Altitude Warning (MSAW)                  | 3 | <ul style="list-style-type: none"> <li>Model AC - Issuance of Terrain or Obstacle Alert / Warning</li> </ul>  | <p style="text-align: center;"><b>8</b></p> Model AC available in APAC e-Doc.<br>Need to be adopted by CAAB and circulated. | 4        | No |  |
| <b>LOC 5/SASI 06</b><br>Human Factors and Automation                           | 1 | <ul style="list-style-type: none"> <li>Model AC - Mode Awareness and Energy State Management Aspects of Flight Deck Automation</li> </ul>           | <b>8</b>  | 4        | No |  |

|   |   |   |  |   |    |  |
|---|---|---|--|---|----|--|
|   |   |   |  |   |    |  |
| <b>RE 2/SASI 07</b><br>Identify Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches | 1 | <ul style="list-style-type: none"> <li>Guidance material, titled "Unstable Approaches ATC Considerations"; and</li> </ul> LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a>   | 8  | 4 | No |  |
|   |   | <ul style="list-style-type: none"> <li>Two flyers titled "Runway Excursions" and "Avoiding Unstable Approaches" are available on CANSO's website at</li> </ul> LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a>  |  | 4 | No |  |
| <b>RE 6/SASI 08</b><br>Timely and Accurate Notification about Runway Conditions by AIS and ATS                            | 1 | <ul style="list-style-type: none"> <li>Industry Best Practices Manual on Timely and Accurate Reporting of Runway Condition by ATS/AIS to Flight Crew. Note: Please be advised that this is out of date</li> </ul>   | 8<br>No action required as the Document is not up to date. <b>Refer to APRAST Decision 7/27.</b> | 8 | No |  |
| <b>RE 7/SASI 09</b><br>Improve Runway Conditions in accordance with the Guidelines Provided in Annex 14                   | 2 | <ul style="list-style-type: none"> <li>Guidance on runway maintenance and operations, which can be found in the "ACI Runway Safety Handbook". The handbook is now part of the ICAO Runway Safety Toolkit.</li> </ul> Link:<br><a href="http://www.icao.int/safety/runwaysafety/pages/rnwytltk.aspx">http://www.icao.int/safety/runwaysafety/pages/rnwytltk.aspx</a> | 8  | 4 | No |  |

|  |   |  |          |   |    |  |
|--|---|--|----------|---|----|--|
|  |   |  |          |   |    |  |
|  |   | <ul style="list-style-type: none"> <li>An on-line training course on runway maintenance and operations can also be found at</li> </ul> <p>Link:<br/> <a href="http://www.olc.aero/Courses/Runway-Safety-Management.aspx">http://www.olc.aero/Courses/Runway-Safety-Management.aspx</a></p> | <b>8</b> | 4 | No |  |
| <b>RS 1/SASI 10</b><br>Develop Runway Safety Checklist | 1 | <ul style="list-style-type: none"> <li>A checklist - Runway Safety Maturity Checklist</li> </ul>   | <b>8</b> | 4 | No |  |

**SARAST SAFETY TOOL IMPLEMENTATION TRACKER**

**NAME OF MEMBER STATE: DGCA INDIA**

**State Input Criteria:**

- 1- Legislation/Regulations have been customized/updated by the State.
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- 5- Operators have partially implemented.
- 6- Operators have fully implemented.
- 7- N/A (Not Applicable)
- 8- No Action

Note: You may also use your own words to describe the implementation status

*Input your number(s)  
here, and/or use your  
own words*

| SEI/SASI (new #)  | PRIORITY | SAFETY TOOLS<br>LINK: <a href="http://www.icao.int/APAC/Pages/edocs.aspx">http://www.icao.int/APAC/Pages/edocs.aspx</a><br>(Under FS) | State Implementation Status<br>(State Input) | Operator Implementation Status<br>(State Input) | Support Required<br>(COSCAP INPUT) | Closure Status<br>(COSCAP Input) |
|---|----------|---|--|---|------------------------------------|----------------------------------|
| CFIT 1/SAST 01<br>GPWS with Forward Looking Feature                     | 1        | • Model Regulation on Ground Proximity Warning System (GPWS)  | 1,2,3  | 6   |                                    |                                  |
|   |          | • Model AC - Guidance for Operators to Ensure Effectiveness of GPWS Equipment   | 2,3  | 6   |                                    |                                  |
|   |          | • Guidance for Operators on Training Programme on the use of Ground Proximity Warning System (GPWS)                                   | UNDER IMPLEMENTATION                         | 5   |                                    |                                  |
| CFIT 3/SAST 02<br>Precision-Like Approach Standard Operating Procedures | 1        | • Model AC - Instrument Approach Procedures using Continuous Descent Final Approach Techniques  | 2,3  | 6   |                                    |                                  |
| CFIT 5/SAST 03<br>Crew Resource   | 1        | • Model AC - Crew Resource Management Training Programme  | 1,3  | 6   |                                    |                                  |

|   |   |  |                      |   |  |  |
|---|---|--|----------------------|---|--|--|
| Management Training   |   |  |                      |   |  |  |
| <b>CFIT 6/SAST 04</b><br>CFIT/ALAR Training   | 3 | <ul style="list-style-type: none"> <li>Model AC - Development and Conduct of ALAR and CFIT Training Programme</li> </ul>   | 2,3                  | 6 |  |  |
| <b>CFIT 7/SAST 11</b>   |   | <ul style="list-style-type: none"> <li>Guidance for Air Operators in Establishing a Flight Safety Documentations System Model Advisory Circular</li> </ul>   | 1,2,3                | 6 |  |  |
| <b>CFIT 8/SAST 05</b><br>Minimum Safe Altitude Warning (MSAW)   | 3 | <ul style="list-style-type: none"> <li>Model AC - Issuance of Terrain or Obstacle Alert / Warning</li> </ul>   | 2,3                  | 6 |  |  |
| <b>LOC 5/SAST 06</b><br>Human Factors and Automation  | 1 | <ul style="list-style-type: none"> <li>Model AC - Mode Awareness and Energy State Management Aspects of Flight Deck Automation</li> </ul>  | 2,3                  | 6 |  |  |
| <b>RE 2/SASI 07</b><br>Identify Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches | 1 | <ul style="list-style-type: none"> <li>Guidance material, titled "Unstable Approaches ATC Considerations"; and<br/>LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a></li> </ul>                                      | UNDER IMPLEMENTATION | 5 |  |  |
|   |   | <ul style="list-style-type: none"> <li>Two flyers titled "Runway Excursions" and "Avoiding Unstable Approaches" are available on CANSO's website at<br/>LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a></li> </ul> | UNDER IMPLEMENTATION | 5 |  |  |
| <b>RE 6/SASI 08</b><br><br>Timely and Accurate Notification about Runway Conditions by AIS and ATS                        | 1 | <ul style="list-style-type: none"> <li>Industry Best Practices Manual on Timely and Accurate Reporting of Runway Condition by ATS/AIS to Flight Crew. Note: Please be advised that this is out of date</li> </ul>                              | 1,3                  | 6 |  |  |

|   |   |  |                      |  |  |  |
|---|---|--|----------------------|--|--|--|
| <b>RE 7/SASI 09</b><br>Improve Runway Conditions in accordance with the Guidelines Provided in Annex 14 | 2 | <ul style="list-style-type: none"> <li>Guidance on runway maintenance and operations, which can be found in the "ACI Runway Safety Handbook". The handbook is now part of the ICAO Runway Safety Toolkit.</li> </ul> Link: <a href="http://www.icao.int/safety/runwaysafety/pages/rnwylkt.aspx">http://www.icao.int/safety/runwaysafety/pages/rnwylkt.aspx</a> | 1,3                  | 6<br>Runway Safety Programme and formation of Runway Safety Teams. |  |  |
|   |   | <ul style="list-style-type: none"> <li>An on-line training course on runway maintenance and operations can also be found at</li> </ul> Link: <a href="http://www.olc.aero/Courses/Runway-Safety-Management.aspx">http://www.olc.aero/Courses/Runway-Safety-Management.aspx</a>   | UNDER IMPLEMENTATION | UNDER IMPLEMENTATION   |  |  |
| <b>RS 1/SASI 10</b><br>Develop Runway Safety Checklist  | 1 | <ul style="list-style-type: none"> <li>A checklist - Runway Safety Maturity Checklist</li> </ul>   | UNDER IMPLEMENTATION | UNDER IMPLEMENTATION   |  |  |



## SARAST SAFETY TOOL IMPLEMENTATION TRACKER

NAME OF MEMBER STATE: Pakistan

**State Input Criteria:**

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- 8- No Action

*Input your number(s)  
here, and/or use your  
own words*



Note: You may also use your own words to describe the implementation status

| SEI/SASI (new #)                                    | PRIORITY | SAFETY TOOLS<br>LINK: <a href="http://www.icao.int/APAC/Pages/edocs.aspx">http://www.icao.int/APAC/Pages/edocs.aspx</a><br>(Under FS)               | State Implementation Status<br>(State Input) | Operator Implementation Status<br>(State Input) | Support Required<br>(COSCAP INPUT) | Closure Status<br>(COSCAP Input) |
|---|----------|---|--|---|------------------------------------|----------------------------------|
| CFIT 1/SAST 01<br>GPWS with Forward Looking Feature | 1        | <ul style="list-style-type: none"> <li>Model Regulation on Ground Proximity Warning System (GPWS)</li> </ul>  | 1 (ANO-024-FSXX-6.2 Para D6.15),3            | 6   |                                    |                                  |
|   |          | <ul style="list-style-type: none"> <li>Model AC - Guidance for Operators to Ensure Effectiveness of GPWS Equipment</li> </ul>                       | 2 (ASC-006-FSXX-2.0),3                       | 6   |                                    |                                  |
|   |          | <ul style="list-style-type: none"> <li>Guidance for Operators on Training Programme on the use of Ground Proximity Warning System (GPWS)</li> </ul> | 2 (ASC-005-FSXX-2.0),3                       | 6   |                                    |                                  |

|  |   |  |                        |   |  |  |
|--|---|--|------------------------|---|--|--|
| <b>CFIT 3/SAST 02</b><br>Precision-Like<br>Approach<br>Standard<br>Operating<br>Procedures | 1 | <ul style="list-style-type: none"> <li>Model AC - Instrument Approach Procedures using Continuous Descent Final Approach Techniques</li> </ul>             | 2 (ASC-016-FSXX-2.0),3 | 6 |  |  |
| <b>CFIT 5/SAST 03</b><br>Crew Resource<br>Management<br>Training                           | 1 | <ul style="list-style-type: none"> <li>Model AC - Crew Resource Management Training Programme</li> </ul>   | 2(ANO 91.0014),3       | 6 |  |  |
| <b>CFIT 6/SAST 04</b><br>CFIT/ALAR<br>Training   | 3 | <ul style="list-style-type: none"> <li>Model AC - Development and Conduct of ALAR and CFIT Training Programme</li> </ul>                                   | 8                      | 8 |  |  |
| <b>CFIT 7/SAST 11</b>  |   | <ul style="list-style-type: none"> <li>Guidance for Air Operators in Establishing a Flight Safety Documentations System Model Advisory Circular</li> </ul> | 2 (ASC-001-FSXX-2.0),3 | 6 |  |  |
| <b>CFIT 8/SAST 05</b><br>Minimum Safe<br>Altitude Warning<br>(MSAW)                        | 3 | <ul style="list-style-type: none"> <li>Model AC - Issuance of Terrain or Obstacle Alert / Warning</li> </ul>   | 8                      | 8 |  |  |
| <b>LOC 5/SAST 06</b><br>Human Factors<br>and Automation                                    | 1 | <ul style="list-style-type: none"> <li>Model AC - Mode Awareness and Energy State Management Aspects of Flight Deck Automation</li> </ul>                  | 2 (ASC-020-FSXX-1.0),3 | 6 |  |  |

|   |   |  |  |  |  |  |
|---|---|--|--|--|--|--|
| <b>RE 2/SASI 07</b><br>Identify Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches | 1 | <ul style="list-style-type: none"> <li>Guidance material, titled "Unstable Approaches ATC Considerations"; and<br/>LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a></li> </ul>  | 8  | 8  |  |  |
|   |   | <ul style="list-style-type: none"> <li>Two flyers titled "Runway Excursions" and "Avoiding Unstable Approaches" are available on CANSO's website at<br/>LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a></li> </ul>   | 8  | 8  |  |  |
| <b>RE 6/SASI 08</b><br>Timely and Accurate Notification about Runway Conditions by AIS and ATS                            | 1 | <ul style="list-style-type: none"> <li>Industry Best Practices Manual on Timely and Accurate Reporting of Runway Condition by ATS/AIS to Flight Crew. Note: Please be advised that this is out of date</li> </ul>  | (1)<br>Air Navigation Order (ANO-007-DRAN-2.0) contains Notification about Runway Conditions by AIS and ATS  | (6)<br>Manual of Air Traffic services (MNL-001-OPAT-3.0) |  |  |
| <b>RE 7/SASI 09</b><br>Improve Runway Conditions in accordance with the Guidelines Provided in Annex 14                   | 2 | <ul style="list-style-type: none"> <li>Guidance on runway maintenance and operations, which can be found in the "ACI Runway Safety Handbook". The handbook is now part of the ICAO Runway Safety Toolkit.<br/>Link:<br/><a href="http://www.icao.int/safety/runwaysafety/pages/rnwylkt.aspx">http://www.icao.int/safety/runwaysafety/pages/rnwylkt.aspx</a></li> </ul> | Chapter_10<br>Aerodrome Standard Manual<br>MNL-003-DRAS_2.0<br>Contain maintenance of operational runway and allied facilities drive from Annex-14 (Vol-I) | 6  |  |  |

|  |   |  |   |  |  |  |
|--|---|--|---|--|--|--|
|  |   | <ul style="list-style-type: none"> <li>An on-line training course on runway maintenance and operations can also be found at<br/>Link: <a href="http://www.olc.aero/Courses/Runway-Safety-Management.aspx">http://www.olc.aero/Courses/Runway-Safety-Management.aspx</a></li> </ul> |   |  |  |  |
| <b>RS 1/SASI 10</b><br>Develop Runway Safety Checklist | 1 | <ul style="list-style-type: none"> <li>A checklist - Runway Safety Maturity Checklist</li> </ul>   | 7 – Maturity Checklist is not applicable in CAA Pakistan. However Safety Oversight Audit Programme is applicable with checklist contain in Aerodrome Inspector Handbook (AIHB) MNL-002-DRAS-3.0 |  |  |  |