

26th COSCAP-SA STEERING COMMITTEE MEETING

Regional Aviation Safety Teams (RASTs) Reports and Proposed Actions Discussion Paper 3 (DP-3)

(Presented by CTA)

SUMMARY

The purpose of this paper is to present to the Steering Committee the conclusions and proposed actions from the 19th SARAST meeting. The Record of Conclusions arising from this meeting is located in Appendix I.

1 Background

- 1.1 The objective of the SARAST is to recommend accident prevention interventions to the Steering Committee. The recommendations, once approved by the Steering Committee, may be implemented through the coordinated efforts of the regulatory authorities, in consonance with service providers, airlines and aircraft manufacturers. When such actions are endorsed by the Steering Committee, the Team Members will serve as focal points for introducing the interventions within their respective Administrations and for coordinating their government's efforts with industry.
- 1.2 To accomplish the objectives, the team will undertake its deliberations in full consideration of the work of the RASG / APRAST. The priority for the Team will be to introduce, support, and develop actions which have the potential to effectively reduce regional aviation risks to enhance aviation safety.
- 1.3 Since the 25th Meeting of the Steering Committee, the APRAST has completed three meetings (9 to 11th APRAST).
- 1.4 The 11th APRAST was conducted 20 – 24 November 2017 in Bangkok, Thailand.
- 1.5 Although the ICAO Regional Office acts as Secretariat for the RASG / APRAST, the CTA COSCAP SA is actively engaged in an *ad hoc* working group (LOCi) established under the APRAST for developing safety improvements to reduce the risk of Loss of Control in flight.
- 1.6 For information, a copy of the Report of the 11th Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST) can be found at:
https://www.icao.int/APAC/Meetings/2017%20APRAST11/Final%20Report%20on%20APRAST_11.pdf
- 1.7 The 19th SARAST meeting took place on the 24-25 August in Bangkok, Thailand. The Record of Conclusions and actions can be found in **Appendix I**.

2 Discussion

Highlights of the 19th SARAST meeting discussions involved the following:

2.1 The SARAST meeting was restructured as follows:

- Duration: Two days long minimum.
- Timing: SARAST Meetings are being held at least 1-2 months prior to APRAST in order for Member States to be well prepared and current on issues prior to attending APRAST.
- Frequency: SARAST are being held twice a year to fit with the same frequency of APRAST. One meeting is conducted face to face and the other by teleconference. The next teleconference meeting is scheduled for March 15, 2018
- The last SARAST meeting was held right after the NC meeting. Most NCs were able to participate on the SARAST meeting hence keeping in touch with their State safety issues.
- The practice of conducting the NC and SARAST meeting back to back will continue with next meetings to be scheduled in September 2018 (at least one month prior to the fall 2018 APRAST).

2.2 The three key activities of the 19th SARAST involved the following:

- Review and discussion of each Member State status towards the development and implementation of APRAST Safety Tools. Member State's progress on the implementation of the APRAST SEI Safety Tools, both at the State and Industry level are tracked on the "APRAST Safety Tool Implementation Tracker". In addition, the tracker identifies which area(s) and State(s) require support from the COSCAP SA office. Member States are progressing well on the development and implementation of the APRAST Safety Tools. A copy of each member State progress on the APRAST Safety Tools can be found in **Appendix II**.
- The CTA provided a status report on each of the new SEIs Safety Tools and also encouraged each Member State to provide additional input/concerns as necessary. Member States are required to address these new tools accordingly. A copy of the new APRAST SEI Safety Tools can be found in **Appendix III**.
- Review and discussion of each Member State - National Aviation Safety Team (NAST) safety issues was conducted. In addition to sharing national safety issues, one of the key objectives was to identify areas of safety concerns that were **common** among Member States. The CTA collated the information, analyzed and coordinated with other APAC COSCAPs in order to determine if a regional safety concern had been identified.. The concern(s) were then brought forward to APRAST for discussion and action as deemed necessary.
- In relation to the above, two areas of safety concern were identified by Member States for presentation at the 11th APRAST:
 - EGPWS disconnection in mountainous terrain (to be presented by Nepal)
 - Runway Safety – Runway Incursions (by vehicles) (to be presented by Pakistan)

- Nepal was not able to present their paper (to the 11th APRAST) due to travel restriction caused by the Nepalese elections. They will present it at the next APRAST scheduled in the May 2018
- Pakistan presented a working paper at the 11th APRAST – “Runway Safety Programme Implementation”. A copy of the presentation can be found in **Appendix IV**.

2.3 For the next fall 2018 20th SARAST face-to-face meeting, it was proposed to invite key industry speakers such as Honeywell, Airbus, Boeing etc. Also time permitting an occasional field trip would be added on the second half of the SARAST meeting. This field trip could involve a visit to an ATC facility, Aerodrome, Air Operator, and Approved Training Organization etc.

3 Action of the Meeting

- 3.1 The Steering Committee is invited to review and take note of the Record of Conclusions and Actions of the 19th Meeting of the South Asia Regional Aviation Safety Team (SARAST).
- 3.2 As directed by the Steering Committee, COSCAP-SA will support Member States implementation of the safety action(s)

