



Cooperative Development of Operational Safety and Continuing Airworthiness Programme COSCAP - SOUTH ASIA



International Civil Aviation Organization

Record of Conclusions and Actions of the 20th Meeting of the South Asia Regional Aviation Safety Team (SARAST)

**Bangkok, Thailand
October 11-12, 2018**

SA1 - Venue

- The meeting was held on October 11-12, 2018 at the ICAO APAC office located in Bangkok, Thailand. The meeting was scheduled for a two-day period in order to allow fruitful discussions among member States and to be better prepared for the upcoming APRAST, which is scheduled for December 3-7, 2018.

SA2 - Welcome and opening remarks

- The CTA welcomed participants to the 20th SARAST meeting. She explained the restructuring of SARAST in order to make the meeting meaningful and effective for the COSCAP SA Member States.

SA3 - Adoption of the Programme

- The Programme was presented (Appendix 1) and accepted. The CTA explained the new format of SARAST which involves the following key activities:
 - The member States are to present the status of the implementation of the APRAST Safety Tools. COSCAP SA can provide assistance/support to member States in need
 - Member States present any significant issue requiring attention identified during their NAST meetings. The CTA will identify these issues and determine if they need to be presented to APRAST.

SA4 - Introduction of participants

- The 20th meeting of South Asia Regional Aviation Safety Team (SARAST) was attended by representatives from the participating Member States Civil Aviation Administrations of COSCAP-SA, being Bangladesh, Bhutan, India, Nepal and Sri Lanka. There were a total of 12 participants. Pakistan and the Maldives were unable to attend.

SA5 - Review of 19th SARAST Decision Record

- A review of the 19th SARAST Decision Record was conducted. The SARAST structure is now stable and follows the same pattern where Member States provide an update on the progress of the implementation of the APRAST Safety Tools, and also an update on their NAST meetings and/or key safety issues within their aviation sectors.
- A brief discussion took place on the following issues:
 - Recruitment and retention of inspectors – still a big problem within South Asia. Difficult subject to deal with. The CTA gave a demonstration of the E-SACBM which could be used by other States to obtain assistance in terms of training and Technical Assistance. Eventually, once the legal framework has been established, inspectors on missions to other States may also conduct oversight activities accordingly.



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- Helicopter operations in Mountainous areas workshop to be arranged by the COSCAP SA since the EU SA Partnership Project is under going some difficulties. Note: Nepal to provide contact person from the Int'l Helicopter group
- Bird strikes are still a problem for many States. Measures are being taken to try to reduce them.
- Laser lights for entertaining purposes (i.e. bar/celebrations/festivals) can cause a problem for aircraft. Education required for the people who put on laser light shows
- SMS implementation still required work. COSCAP SA will arrange for OJT to be provided to the States in terms of assessing the effectiveness of operators SMS
- UAVs are starting to become a problem for most States. Stricter regulations are being put in place before situation deteriorates.
- Bangladesh described an incident where two aircraft who have been cleared to altitudes (with 1000 ft separation in between) received both a TCAS RA to level off. After a discussion, it was decided that it was important to provide training to ATC and the pilots in terms of possible TCAS RA alerts in such a situation. In addition, trending this type of incident would be important to determine if this is a more significant problem.
- India provided a reference for the categorization of TCAS RA related incidence: ASC 5-2009 located on the India DGCA website.

SA6 - State Presentations on the Status of their APRAST Safety Tools Implementation.

The following States presented the status of the implementation of their tools:

- 1) Sri Lanka
 - 2) Nepal
 - 3) Bhutan
 - 4) Bangladesh
- Most States are progressing well in the implementation of their APRAST Safety Tools.
 - The CTA explained the FMA and CDA subjects. These subjects are integrated into all modern glass aircraft initial and recurrent syllabus. CAAs should verify that the training programmes contain these subjects accordingly.
 - Bhutan to provide an update on their trackers next week
 - CTA will email copies of the new trackers to all States so that they can be updated for the next SARAST teleconference (March 2019)
 - The CTA reminded that the status of a safety tool cannot be closed until the operator has fully implemented the tool and that it has been **verified** by the authority through a surveillance activity as deemed applicable (i.e. inspection/audit).
 - Most States have updated the APRAST ICAO tracker which reflects the work done on the SEIs. Note that the password for the ICAO tracker can be obtain by writing to Susantha de Silva (Secretary for APRAST)



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SA8 – Member State Presentations on NAST

The following States presented their NAST updates with the following key safety issues:

- 1) India:
 - Invited stakeholders to provide input into their National Aviation Safety Plan
 - Renamed their SS plan as National Aviation Safety Plan (NASP). Note that the State Safety **Programme** (versus Plan) incorporates the NASP. The NASP also takes into consideration the goals and objectives of the ICAO GASP. The NASP includes the State's SPIs, SPTs and associated CAPs and ALOS. The NASP forms part of the State's SSProgramme. Note: that there has been a lot of confusion in this area. ICAO is currently taking measure to come up with guidance to States in order to clarify.
 - Operators in India have demonstrated an improvement with their abilities to conduct Safety risk assessments.
- 2) Sri Lanka
 - Recruitment and retention still a big problem for Sri Lanka
 - Drones are becoming an issue for Sri Lanka. Regulations have been developed to restrict drone operations.
- 3) Nepal
 - Presentation made on Nepal's new structure for NAST (PPT attached)
 - Presentation made on CAAN regulatory structure, Safety teams, overview of operations in Nepal, helicopter high mountainous areas operations, STOL aircraft
- 4) Bangladesh
 - Update on ICVM
 - 50% increase in EI since 2012 and present EI is 77.46%. As a result Bangladesh received the ICAO Council President award
 - CAAB NAST organization/structure
 - Helicopter operations are problematic. Departures now at 500 feet, and arrivals at 1000 ft
 - Increase in the height of the Dhaka Control Zone
 - Poor Runway conditions at some domestic airports
 - ATC Fatigue to be addressed
 - Publication of revised runway length and other data at CXB airport
 - Controller – pilot coordination meeting taking place
 - Summary of incidences (PPT)
 - Updates on PBN approaches – RNP approaches to all airports
 - Discussion on HF radio onboard helicopters not effective at times. Pilots to call ATC on phone prior to departure to provide ETA
 - B2 tracker installation on helicopter
 - Elevated Helipads



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- India: Medevac's on fix wing and rotorcraft. Need an AOC and special clearance from DGCA: Reference - CARs section 8 Series S Part 7 Operations of Medical Transportation
- 5) Bhutan
 - Admission to flight deck issue. Note: The regulator may develop National regulations to restrict access to the flight deck. If the regulator allows the Operator/PIC to decide, then operator should outline procedures in the OM for who is allowed into the flight deck
 - Drones operations in Bhutan are restricted only for recreational purposes, however for the government projects requiring the usage of the UAV, approvals are issued case by case only.
 - Sunset timing – Day VFR Sun ride to Sun Set still an issue in Bhutan. Some contraventions among pilots. Difficult to enforce.
 - Helicopter – Single pilot operations – P2 is a problem. Not allowed in several countries (i.e. Canada)
 - RNP AR procedures not approved as of yet. Airlines to submit their procedures and ops demo flight required.
 - LPC – EFB approval being issued to Bhutan Airlines (within 6 months)
 - ATR 42 ASR – after take off compartment open
 - Special approvals for medevac – AOC with OPS SPEC for medevac or sling operations, fire fighting

SA9 – Field trip

- A field trip was conducted in the afternoon of October 12, 2018 to the Thai Area Control Center

SA9 - Venue of next meeting

- Teleconference to be held in March 14, 2019 at 1500 hrs (Bhutan time)
- Next face-to-face meeting to be conducted back to back with the next NC meeting in October 10-11, 2019. The NC meeting will be held October 8-9, 2019 (to be confirmed at a later date)
- Meeting to be held in Bangkok, Thailand at the APAC ICAO office (space permitting)

Meeting concluded at noon.