



**Cooperative Development of Operational Safety and
Continuing Airworthiness Programme
COSCAP-SOUTH ASIA
International Civil Aviation Organization**



**20th STEERING COMMITTEE MEETING
05-08 APRIL 2011, COLOMBO, SRI LANKA**

EXECUTIVE SUMMARY

Attachment -2 to Discussion Paper (DP-20SCM-03) presents the recommendations made by the South Asia Regional Aviation Safety Team (SARAST) during its 12th meeting held at the ICAO Asia Pacific Regional Office, Bangkok, Thailand on 25 February 2011.

RECOMMENDATIONS 12th SARAST

OPERATIONS

SASI NO.	SOUTH ASIA SAFETY ISSUES - [SE/AP/RSI] OPERATIONS (OPS)
SASIO	TERRAIN AVOIDANCE WARNING SYSTEM (TAWS) [SE-1 CFIT / AP 1.01]

PS 001	<p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> • AB (SA) 001 on TAWS issued in December, 2002 • AC (SA) 001 on TAWS issued in December, 2002. • IB (SA) 001 on STC (Supplemental Type Certificates) issued in March, 2003 • Nepal has been provided with improvised TAWS Data by Honeywell and the Terrain Clearance Floor (TCF) has been improved to reduce false alert. • Mr Glenn Michael, FAA kindly provided presentation on TAWS/EGPWS on 18 June 2009 during 2nd ARAST in Bangkok. </div> <p>Recommendation :</p> <p>Action completed as regards to SARAST Tracking System</p>
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SASIO PS 002	<p>STANDARD OPERATING PROCEDURES (SOP) [SE-2 CFIT/ AP 1.06]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> • AB (SA) 002 on SOP issued in October 2003 • AC (SA) 002 on SOP issued in October 2003 </div> <p>Recommendation :</p> <p>All actions are completed including SARAST Tracking System</p>
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SASIO PS 003	<p>PRECISION-LIKE APPROACH IMPLEMENTATION (“21ST CENTURY INSTRUMENT APPROACHES”) (VERTICAL ANGLES – PAI 1-7, 11) [SE-3 CFIT/ AP 1.03]</p> <p>A. COSCAP-SA Initiative:</p>
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- AB (SA) 004 on Stabilized Approach issued in July 2004
- AC (SA) 010 RNAV (GNSS) Non-precision Approach based on GPS information
- AC (SA) 011 CDFA for non-precision approach

Recommendation :

1. Action completed by all States as regards to SARAST Tracking System **except Pakistan.**
2. **Pakistan** is requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System [Pending area - incorporation of AC (SA) 010 and implementation action]

B. COSCAP-SA Initiative:

- Requirement for an amended AC on CDFA was stressed upon in the 1st ARAST Meeting held during 19-20 November 2008
- AC (SA) 011 on CDFA was prepared and distributed to States on 25 February 2009 for comments
- Final **Revised Copy** of the AC (SA) 011 on CDFA was distributed to States on 20 March 2010 for implementation by States

Recommendation :

Except Sri Lanka and Nepal, States are kindly requested to implement **by 30 June 2011** the AC (SA) 011 on CDFA in accordance with the requirements of SARAST Tracking System.

C. COSCAP-SA Initiative:

- 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.

Recommendation :

1. APANPRIRG PBN Task Force is requested to kindly continue to provide support.

2. ICAO Regional Office kindly requested to continue 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 this Initiative from a safety perspective

D. COSCAP-SA Initiative:

As per the decision of 1st Task Force, States were advised to provide information on 'Approaches' used for International as well as Domestic Runways by June and December 2008 respectively.

Recommendation :

ICAO APAC office is continuing with the task.

E. COSCAP-SA Initiative:

1. Need to provide 'Briefings' on the developments from the PBN Task Force to RAST Meetings on a regular basis has been stressed upon
2. Capt Fareed Ali Shah, Regional Officer Flight Safety, APAC kindly provided briefing during the 2nd ARAST on 18 June 2009 in Bangkok.

Recommendation :

ICAO Regional Office is kindly requested to continue providing briefings to RAST Meetings on the developments from the PBN Task Force.

F. COSCAP-SA Initiative:

1. DGCA France/ENAC conducted training course on PBN procedure design in Delhi, India during 02-13 June 2008
2. DGCA France/ENAC has kindly agreed to provide Basic Course on PBN Procedure to be conducted in Toulouse sometimes in 2009 for 07 persons for countries in South Asia.
3. Selection process for 03 representatives from South Asia (02 from India and 01 from Pakistan) has been finalized for Instructional Training Course in Toulouse, France to be held sometimes in November 2009.
4. The Instructional Training Course on PBN Procedure Design in Toulouse, France was conducted in November 2009
5. Capt Len Cormier provided on 22 February 2011 during 4th ARAST more updates and upcoming training Programmes on the Procedure Designing and Operational Implementation of PBN;
6. COSCAP-SA has distributed the PBN Operational Approval Handbook and the Draft Text for Operational Approval and incorporation into Regulatory Framework on PBN of the States.

	<p>Recommendation :</p> <ol style="list-style-type: none"> 1. COSCA-SA is requested to organize the basic course on PBN procedure design in cooperation with DGCA India and CAA Pakistan for the benefit to other States. 2. COSCAP-SA is requested to re-distribute the PBN Operational Approval Handbook and the Draft Text for incorporation into Regulatory Framework on PBN of the States and Operational Approval for the Operators. <p>G. COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>Asia Pacific Regional Office is continuing holding the Task Force Meetings on regular basis</p> </div> <p>Recommendation :</p> <p>States are kindly requested to continue with their participation in the TFs.</p>
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<p>SASIO PS 004</p>	<p>AIRLINE PROACTIVE SAFETY PROGRAMS (FOQA & ASAP) [SE-10 CFIT / AP 1.08]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <ul style="list-style-type: none"> • AB (SA) 005 on FDA Programme issued in July 2004 • AC (SA) 008 on FDA Programme issued in July 2004 • AC (SA) 009 on Flight Safety Documents System issued in July 2004 • COSCAP-SA issued a Generic Manual on 'FDA Programme' in January 2006 </div>
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	<p>Recommendation :</p> <ol style="list-style-type: none"> 1. Adaption of AB and AC has been completed by all States except Maldives. CAD Maldives is requested to adapt the AB and AC at the earliest. 2. All States are kindly requested to provide COSCAP-SA on the implementation status of FDA programs in their States <i>by 30 June 2011</i>.
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<p>SASIO PS 005</p>	<p>IMPLEMENTATION PLAN FOR TRAINING – CRM [SE-11 CFIT/ AP 1.05]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> AB (SA) 003 on CRM issued in October 2003. AC (SA) 003 on CRM issued in October 2003. AC (SA) 004 on Flight Deck / Cabin Crew Communication issued in December 2002. AC (SA) 005 on LOFT and SPOT issued in December 2002. AC (SA) 006 on Dispatcher /FOO Resource Management Training issued in Feb 2004. </div> <p>Recommendation :</p> <p>Action completed by all States as regards to SARAST Tracking System</p>
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<p>SASIO PS 006</p>	<p>TRAINING CFIT PREVENTION [SE-12/AP 1.04 CFIT]</p> <p>COSCAP-SA Initiative :</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> AB (SA) 006 on ALAR and CFIT Prevention training issued in December 2004. 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 COSCAP-SA arranged an ALAR Workshop on 05 December 2007 conducted by FSF </div>
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	<p>Recommendation :</p> <ol style="list-style-type: none"> 1. Action completed by all States as regards to SARAST Tracking System except Maldives 2. Maldives is requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System by December 2011.
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<p>SASIO PS 007</p>	<p>POLICIES FOR ALAR (SAFETY CULTURE- CEOS & DOS MORE VISIBLE) [SE-14/AP 2.05 ALAR]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> AC (SA) 007 on Development of Safety Department issued in March 2004. IB (SA) 002 on Access to Information on A/C Manufacturer's website issued in April 2006. AB (SA) 009 on Access to Information on A/C Manufacturer's website issued in March 2010 </div> <p>Recommendation :</p> <ol style="list-style-type: none"> 1. All actions are completed including SARAST Tracking System in relation to the IB issued. 2. All States except Sri Lanka and Bhutan are requested to reconfirm action taken in accordance with AB (SA) 009 by 30 June 2011.
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<p>SASIO PS 008</p>	<p>POLICIES FOR ALAR (SAFETY CULTURE – SAFETY INFORMATION IN MANUALS) [SE-15/ AP2.05 ALAR]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> AC (SA) 007 on Development of Safety Department issued in March 2004. IB (SA) 002 on Access to Information on A/C Manufacturer's website issued in April 2006. </div>
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	<p>Recommendation :</p> <p>All actions are completed including SARAST Tracking System.</p>
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<p>SASIO PS 009</p>	<p>POLICIES FOR ALAR (SAFETY CULTURE – AFM DATABASE FOR INSPECTORS) [SE -16 / AP 2.05 ALAR]</p> <p>COSCAP-SA Initiative:</p> <table border="1" style="width: 100%;"> <tr> <td> <ul style="list-style-type: none"> • AC (SA) 007 on Development of Safety Department issued in March 2004. • IB (SA) 002 on Access to Information on A/C Manufacturer’s website issued in April 2006. </td> </tr> </table> <p>Recommendation :</p> <p>All actions are completed including SARAST Tracking System</p>	<ul style="list-style-type: none"> • AC (SA) 007 on Development of Safety Department issued in March 2004. • IB (SA) 002 on Access to Information on A/C Manufacturer’s website issued in April 2006.
<ul style="list-style-type: none"> • AC (SA) 007 on Development of Safety Department issued in March 2004. • IB (SA) 002 on Access to Information on A/C Manufacturer’s website issued in April 2006. 		

<p>SASIO PS 010</p>	<p>APPROACH & LANDING ACCIDENT REDUCTION (FLIGHT CREW TRAINING) [SE-23/AP 2.01]</p> <p>COSCAP-SA Initiative:</p> <table border="1" style="width: 100%;"> <tr> <td> <ul style="list-style-type: none"> • AB (SA) 006 on ALAR and CFIT Prevention training issued in December 2004. </td> </tr> </table> <p>Recommendation :</p> <p>1. All actions are completed by States as regards to SARAST Tracking System except Maldives.</p>	<ul style="list-style-type: none"> • AB (SA) 006 on ALAR and CFIT Prevention training issued in December 2004.
<ul style="list-style-type: none"> • AB (SA) 006 on ALAR and CFIT Prevention training issued in December 2004. 		

	<p>2. Maldives is requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System as soon as possible (Pending area - updating of Legislation/Regulation and implementation action).</p> <p>3. Mr Glenn will provide further information on this whenever applicable.</p>
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<p>SASI SASIO PS 011</p>	<p>LOSS OF CONTROL (SOPS) [SE-26 / AP 3.03]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>H. AC (SA) 002 reviewed. It covers all SOP subjects, including those that were not followed during loss of control accidents</p> </div> <p>Recommendation :</p> <p>All actions are completed including SARAST Tracking System</p>
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<p>SASIO PS 012</p>	<p>LOSS OF CONTROL (RISK ASSESSMENTS AND MANAGEMENT) [SE-27 / AP 3.01]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <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. • The THREE Documents were reviewed in the 7th SARAST meeting. </div>
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	<ul style="list-style-type: none"> CAST has issued, "Guide To Methods & Tools For Airline Flight Safety Analysis" which is available at http://204.108.6.79/products/guide_analytical.cfm. <p>Recommendation :</p> <p>The adaption of this would be pursued under SMS</p>
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<p>SASIO PS 013</p>	<p>LOSS OF CONTROL - POLICIES AND PROCEDURES (PROCESS TO INFORM PERSONNEL / FLIGHT CREW) [SE-28 / AP 3.05]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> AC (SA) 007 on Safety Department reviewed – no further action required. AC (SA) 009 on Flight Safety Documents System issued in July 2004 adequately addresses the aspects of timely dissemination of safety information. AB (SA) 005 on FDA Programme issued in July 2004. AC (SA) 008 on FDA Programme issued in July 2004. AC on FDA addresses relevant issues highlighted by SE-29 (SASI/OPS/014). </div> <p>Recommendation :</p> <p>All actions are completed by States as regards to SARAST Tracking System</p>
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<p>SASIO PS 014</p>	<p>LOSS OF CONTROL – POLICIES AND PROCEDURES (PROCESS TO ENHANCE PILOT PROFICIENCY) [SE- 29 / AP 3.05]</p> <p>COSCAP-SA Initiative:</p>
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	<ul style="list-style-type: none"> • AC (SA) 007 on Safety Department reviewed – no further action required. • AC (SA) 009 on Flight Safety Documents System issued in July 2004 adequately addresses the aspects of timely dissemination of safety information. • AB (SA) 005 on FDA Programme issued in July 2004. • AC (SA) 008 on FDA Programme issued in July 2004. • AC on FDA addresses relevant issues highlighted by SE-29 (SASI/OPS/014). <p>Recommendation :</p> <p>All actions are completed by States as regards to SARAST Tracking System.</p>
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<p>SASIO PS 015</p>	<p>LOSS OF CONTROL TRAINING (HUMAN FACTORS AND AUTOMATION) MODE AWARENESS AND ENERGY STATE MANAGEMENT ASPECTS OF FLIGHT DECK AUTOMATION [SE-30 / AP 3.02]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 5px;"> <ol style="list-style-type: none"> 1. Mode Awareness and Energy State Management Aspects of Flight Deck Automation was discussed in the 1st ARAST by Capt Johnson of Boeing 2. COSCAP-SA prepared the AC (SA) 018 on Awareness and Energy State Management Aspects of Flight Deck Automation and reviewed at the 2nd ARAST/10 SARAST. The AC was sent to States on 11 March 2009 for comments with a request for feedback by mid-April 2009. 3. The Draft AC (SA) 018 has been finalized in 3rd ARAST on 16 March 2010 to be implemented by States </div> <p>Recommendation :</p> <p>States are kindly requested to implement AC (SA) 018 on Awareness and Energy State Management Aspects of Flight Deck Automation by 30 September 2011.</p>
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<p>SASIO PS 016</p>	<p>LOSS OF CONTROL TRAINING - ADVANCE MANEUVER (IMPLEMENT GROUND AND FLIGHT TRAINING [SE-31 /AP 3.01]</p> <p>COSCAP-SA Initiative:</p>
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	<ul style="list-style-type: none"> • States had been provided with the Airplane Upset Recovery CD Revision 1 in August '04 <p>Recommendation :</p> <p>All actions are completed including SARAST Tracking System</p>
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SASIO PS 017	<p>RUNWAY INCURSION – PILOT TRAINING [SE-60]</p> <p>COSCAP-SA Initiative:</p> <ul style="list-style-type: none"> • AC (SA) 014 on Ground Vehicle Operations on Aerodromes issued in December 2006 <p>Recommendation :</p> <ol style="list-style-type: none"> 1. All actions are completed by States as regards to SARAST Tracking System 2. States are requested to discuss the issue during NASTs 3. During the State visits by REs of COSCAP-SA, the aspect may be attended.
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SASIO PS 018	<p>CABIN INJURY REDUCTION DURING TURBULENCE [SE-78]</p> <p>COSCAP-SA Initiative:</p> <ul style="list-style-type: none"> • AC (SA) 015 on Preventing Injuries Caused by Turbulence issued on 01 November 2006
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	<p>Recommendation :</p> <p>All actions are completed including SARAST Tracking System</p>
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<p>SASIO PS 019</p>	<p>MAP SHIFT DETECTION/PREVENTION, GPS INSTALLATION & TAWS ENHANCEMENTS [SE-120]</p> <p>COSCAP-SA Initiative:</p> <div data-bbox="256 815 1501 927" style="border: 1px solid black; padding: 5px;"> <p>I. AB (SA) 008 on TAWS/EGPWS was sent to States on 14 May 2008 for feedback by 30 June 2008.</p> <ul style="list-style-type: none"> • AC (SA) 016 on TAWS/EGPWS was issued to States on 14 May 2008 for Implementation by 30 June 2008. </div> <p>Recommendation :</p> <p>All actions are completed including SARAST Tracking System</p>
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<p>SASIO PS 020</p>	<p>CARGO – CARGO LOADING TRAINING AND SOPS [SE-121]</p> <p>COSCAP-SA Initiative:</p> <div data-bbox="256 1809 1501 1890" style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> • Presentation was given by Korean Airlines on the subject in the 1st ARAST Meeting held in Bangkok during 19-20 November 2008 </div>
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	<p>Recommendation :</p> <p>ARAST/SARAST is to wait for further information from the FAA.</p>
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<p>SASIO PS 021</p>	<p>DANGEROUS GOODS PROCESSING [SE-125]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> • Mr Glenn Michael provided the SE-125 to COSCAP-SA for dissemination and consideration by the States • Mr Kyle Olsen kindly provided feedback on FAAs accomplishment of the observation as outlined in recommendation underneath. </div> <p>Recommendation :</p> <p>States are requested to ensure the development and implementation in the aviation industry, including the offices of security and organizations dealing with Hazardous Material improved regulations, methods, technology and training to detect and prevent undeclared hazardous materials from entering the shipping system. States are to provide necessary feedback on this to COSCAP-SA.</p> <p>States are once again requested to provide the necessary feedback.</p>
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<p>SASIO PS 022</p>	<p>CARGO – FIRE CONTAINMENT [SE-127]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> • Note : This issue was not taken on by the other COSCAPs since it is related to the construction and certification of cargo containers that include fire suppression or fire containment systems. • Improved containers have been made and individual companies are taking care of this in USA. </div> <p>Recommendation :</p> <p>States are requested to obtain information on this from the manufacturers and provide feedback to CAOSCAP-SA</p>
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SASIO PS 023	<p>REGULATION AND POLICY – COMPLIANCE, ENFORCEMENT AND RESTRICTED OPERATIONS [SE-129]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> • COSCAP-SA has reviewed the COSCAP-SA Generic Enforcement Manual and has made amendments required to address issues concerning the ICAO SMS enforcement considerations. The Generic Enforcement Manual is in the COSCAP-SA webpage (www.coscap.org). </div> <p>Recommendation :</p> <p>Bangladesh, Bhutan and Maldives are requested to kindly customize and incorporate the information outlined in the Generic Manual suiting States’ requirements by <i>December 2011</i>.</p>
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SASIO PS 024	<p>CARGO - REGULATION AND POLICY - OVERSIGHT [SE-130]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> • Presentation was given by Korean Airlines on the subject in the 1st ARAST Meeting held in Bangkok during 19-20 November 2008 </div> <p>Recommendation :</p> <p>COSCAP-SA is to pursue the issue in SSP</p>
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SASIO PS 025	<p>CARGO – SAFETY CULTURE [SE-131]</p> <p>COSCAP-SA Initiative:</p>
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	<ul style="list-style-type: none"> • Presentation was given by Korean Airlines on the subject in the 1st ARAST Meeting held in Bangkok during 19-20 November 2008 <p>Recommendation :</p> <p>a. COSCAP-SA is to wait for further information from the FAA.</p> <p>b. COSCAP-SA will request IATA to provide necessary feedback on this.</p>
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SASIO PS 026	<p>ICING - TURBOPROP AIRCRAFT ICE DETECTION SYSTEMS [SE-133]</p> <p>COSCAP-SA Initiative:</p> <ul style="list-style-type: none"> • CAST is still working on the output. Turboprop aircraft ice detection systems would be designed and certified by manufacturers and manufacturing States. <p>Recommendation :</p> <p>COSCAP-SA is to wait for further information from the FAA.</p>
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SASIO PS 027	<p>ICING – TRAINING – ENGINE SURGE RECOVERY [SE-136]</p> <p>COSCAP-SA INITIATIVE :</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 • Presentation was given by Capt Johnson of Boeing on Engine Surge/Recovery in 8th SARAST held in Bangkok during 19-20 November 2007 <p>Recommendation :</p>
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	COSCAP-SA is to wait for further information from the FAA.
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SASIO PS 028	MIDAIR – SEE-AND-AVOID [SE-163] CAST : Withdrawn from CAST in October 2007 COSCAP-SA : No further action required
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SASIO PS 029	MIDAIR – ACAS INSTALLATION [SE-164] COSCAP-SA Initiative: <table border="1" data-bbox="256 1144 1501 1218"> <tr> <td data-bbox="256 1144 1501 1218"> <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. </td> </tr> </table> Recommendation : All actions are completed including SARAST Tracking System	<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.
<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. 		

SASIO PS 030	MIDAIR – ACAS POLICIES AND PROCEDURES [SE-165] A. COSCAP-SA Initiative:
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	<ul style="list-style-type: none"> Based on the ICAO ACAS material (Pans-Ops, Pans-ATM, ACAS Manual etc.), COSCAP-SA developed the Advisory Circular (AC-017) 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 was distributed on 03 March 2008 for necessary implementation by 30 June 2008. Glenn Michael provided presentation during 3rd ARAST on TCAS/ACAS report to US, Asia and elsewhere – for information to all. <p>Recommendation :</p> <p>All actions are completed in regard to SASI Tracking System</p> <p>B. COSCAP-SA Initiative:</p>
	<ul style="list-style-type: none"> Procurement of Safety Bulletins issued by Euro Control as was emphasized in the 8th SARAST Meeting held in Bangkok during 19-20 November 2007 <p>Recommendation :</p> <p>COSCAP-SA to continue sending notices to Member States with regard to procurement of Safety Bulletins issued by Euro-Control.</p>

<p>SASIO PS 031</p>	<p>RUNWAY INCURSION STANDARD OPERATING PROCEDURES – RUNWAY INCURSION PREVENTION [SE-49]</p> <p>COSCAP-SA Initiative:</p> <ul style="list-style-type: none"> AC (SA) 012 on Flight Crew Procedures during Taxi Operations issued in Dec '05. AC (SA) 013 on Single Pilot Procedures during Taxi Operations issued in Dec '05. FAA provided a set of ten CDs which to assist States in addressing Runway Incursion issues. CDs sent to States. FAA (Glenn Michael) kindly gave presentation on Runway Incursion in 8th SARAST held in Bangkok during 19-20 November 2007 The runway incursion workshop was held in Bangkok during 07-09 April 2009 by FAA.
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	<p>Recommendation :</p> <p>Action completed by all States as regards to SARAST Tracking System.</p>
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<p>SASIO PS 032</p>	<p>RUNWAY INCURSION PREVENTION – GROUND OPERATION – GROUND GENERAL AVIATION [SE-50]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> AC (SA) 012 on Flight Crew Procedures during Taxi Operations issued in Dec '05. AC (SA) 013 on Single Pilot Procedures during Taxi Operations issued in Dec '05. FAA provided a set of ten CDs which to assist States in addressing Runway Incursion issues. CDs sent to States. FAA (Glenn Michael) kindly gave presentation on Runway Incursion in 8th SARAST held in Bangkok during 19-20 November 2007 The runway incursion workshop was held in Bangkok during 07-09 April 2009 by FAA. </div> <p>Recommendation :</p> <p>Action completed by all States as regards to SARAST Tracking System</p>
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<p>SASIO PS 033</p>	<p>RUNWAY INCURSION PREVENTION – GROUND OPERATION – BEST PRACTICES - TOWING, VEHICLE MOVEMENT [SE-51]</p> <p>COSCAP-SA Initiative:</p>
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	<ul style="list-style-type: none"> • AC (SA) 012 on Flight Crew Procedures during Taxi Operations issued in Dec '05. • AC (SA) 013 on Single Pilot Procedures during Taxi Operations issued in Dec '05. • FAA provided a set of ten CDs which to assist States in addressing Runway Incursion issues. CDs sent to States. • FAA (Glenn Michael) kindly gave presentation on Runway Incursion in 8th SARAST held in Bangkok during 19-20 November 2007 • The runway incursion workshop was held in Bangkok during 07-09 April 2009 by FAA. <p>Recommendation :</p> <p>Action completed by all States as regards to SARAST Tracking System.</p>
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<p>SASIO PS 034</p>	<p>RUNWAY INCURSION PREVENTION – GROUND OPERATION – BEST PRACTICES [SE-52]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> • AC (SA) 012 on Flight Crew Procedures during Taxi Operations issued in Dec '05. • AC (SA) 013 on Single Pilot Procedures during Taxi Operations issued in Dec '05. • FAA provided a set of ten CDs which to assist States in addressing Runway Incursion issues. CDs sent to States. • FAA (Glenn Michael) gave a presentation on Runway Incursion in 8th SARAST held in Bangkok during 19-20 November 2007 • The runway incursion workshop was held in Bangkok during 07-09 April 2009 by FAA. </div> <p>Recommendation :</p> <p>Action completed by all States as regards to SARAST Tracking System</p>
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<p>SASIO PS 035</p>	<p>ECCAIRS WORKSHOP IN SOUTH ASIA REGION</p> <p>COSCAP-SA Initiative:</p>
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- Presentation on ECCAIRS was given at the 8th SARAST meeting on 20 November 2007
- The issue was also discussed in 1st ARAST held in Bangkok during 19-20 November 2008 for adoption of ECCAIRS in States

Recommendation :

1. COSCAP-SA isto arrange for ECCAIRS Workshop in the South Asia Region for adoption of ECCAIRS by all States.
2. COSCAP-SA will pursue BEA to conduct the workshop and venture elsewhere to get support.

**SASIO
PS 036**

SAFETY MANAGEMENT SYSTEM (SMS)

COSCAP-SA Initiative:

- COSCAP-SA conducted SMS Courses in India and in Pakistan in February- March, in Sri Lanka in July and in Nepal in November 2007.
- A three day ICAO Workshop on States' Safety Programme and SMS Implementation was convened at the Regional Office during 29-31 October 2008
- COSCAP-SA, COSCAP-NA and COSCAP-SEA in coordination, conducted the Air Operator SMS Implementation Seminar (Best Practice Exchange) during 26-29 May 2009 in Bangkok.
- COSCAP-SA has developed a Generic Manual on State Safety Programme and the same is in the Webpage of COSCAP-SA (www.coscapsa.org)
- Mr Kim Trethewey CTA COSCAP-NA kindly provided presentation on SMS and SSP during the 3rd ARAST on 18 March 2010 in Bangkok in connection with the GSI-7.
- COSCAP-SA arranged for an SSP Course in Kuala Lumpur held during 23-25 March 2010.
- COSCAP-SA sent Pakistan's SSP Manual to Capt Len & Capt Kim for further feedback.
- CTA-SEA & NA provided feedback on the SSP manual of CAA Pakistan for possible assistance in preparing the SSP of other SA-States
- CTA-NA, Capt Kim provided guidelines to attend to the Gap Analysis Checklist on developing SSP in States.
- CAA Singapore provided presentation on the establishment of SSP and implementation of SMS within its operator.

Recommendation :

1. COSCAP-SA to continue to provide support to Member States with regard to implementation of SMS.

	<ol style="list-style-type: none"> 2. States are kindly requested to take appropriate action as necessary with the information and guidance material provided at the Workshop on States' Safety Programme and SMS Implementation at different places at different times as above. 3. Member States are also requested to customize the Generic SSP Manual developed by COSCAP-SA as applicable. 4. All States except Nepal and Sri Lanka are to provide their Gap Analysis in respect of SSP to COSCAP-SA for further information & development of SSP. States are requested to nominate State representatives to accomplish the task. 5. States are requested to provide presentation on the development of SSP in their States and Implementation being taken during the 1st APRAST.
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SASIO PS 037	<p>AVIATION SAFETY INFORMATION ANALYSIS & SHARING SYSTEM (ASIAS)</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> • FAA (Mr Kyle Olsen) kindly gave a presentation on the Aviation Safety Information Analysis and Sharing (ASIAS) in the 1st ARAST where he mentioned that anMoU will be signed by US Operators with FAA in the near future. • Mr Glenn Michael gave presentation on ASIAS during 4th ARAST on 22 February 2011 wherein he mentioned that CAST is looking forward to Fatality Risk Reduction based on data collection and developing Safety Mitigation Strategies for accident prevention. </div> <p>Recommendation :</p> <ol style="list-style-type: none"> 1. States are kindly requested to participate at the APRAST/next SARAST to secure the benefit of ASIAS. 2. Mr Glenn Michael will provide further information to COSCAP-SA for distribution to States on the issue.
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SASIO PS 038	RUNWAY SAFETY
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	<p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> • FAA has confirmed to ICAO that they will provide runway safety programme in 2009 (tentative dates established in early 2009). • FAA (Glenn Michael) kindly briefed in the 3rd ARAST on the work of the Flight Safety Foundation to reduce runway excursions • Mr Geoff Sartori and Mr Anthony Houston of IATA conducted Runway Excursion Risk Reduction workshop on 21 February 2011 during 4th ARAST. • CDs related to this issue were distributed to all participants during 4th ARAST. </div> <p>Recommendations :</p> <p>CAAC to provide a copy of the runway safety programme to COSCAP-SA</p>
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<p>SASIO PS 039</p>	<p>CREW FATIGUE RISK MANAGEMENT</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> • Hong Kong China is to share the results of its study once released. • COSCAP-SA is to arrange workshop in CFRM, linked to the proposed ICAO provisions on CFRM. • Capt Johnson gave a presentation on the subject in the 1st ARAST • Note : (Subject matter has been transferred from SASI/GEN/007 following 3rd ARAST) </div> <p>Recommendation :</p> <p>COSCAP-SA will request ICAO for information on CFRM</p>
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<p>SASIO PS 040</p>	<p>SCENARIO BASED TRAINING FOR PILOTS; Policies, Procedures and Implementation Guidelines for Pilot Training Programs to Prevent Wrong Runway Departures [SE-179]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> • Mr Glenn provided report related to SE-179 to COSCAP-SA for review </div> <p>Recommendation :</p> <p>COSCAP is to review the 4th ARAST Recommendations for further update.</p>
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GENERAL

SASI NO.	SOUTH ASIA SAFETY ISSUES - [SE/AP/RSI] GENERAL (GEN)																
SASIG EN 001	<p>NATIONAL AVIATION SAFETY TEAM (NAST)</p> <p>COSCAP-SA Initiative:</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. <p>States' up to date Statistics on NASTs :</p> <table border="1"> <thead> <tr> <th style="text-align: left;">State</th> <th style="text-align: left;">Statistics</th> </tr> </thead> <tbody> <tr> <td>Bangladesh</td> <td>5th NAST, Minutes received</td> </tr> <tr> <td>Bhutan</td> <td>3rd NAST on 26 August 2010</td> </tr> <tr> <td>India</td> <td>1st NAST on 07 November 2007, Minute received</td> </tr> <tr> <td>Maldives</td> <td>21st MASTs, Minutes received.</td> </tr> <tr> <td>Nepal</td> <td>23th NASTs on 18 January 2011, Minutes received</td> </tr> <tr> <td>Pakistan</td> <td>2nd NAST on 03 March 2010, Minutes received</td> </tr> <tr> <td>Sri Lanka</td> <td>4rd SLAST, 16 February 2010, Minutes received</td> </tr> </tbody> </table>	State	Statistics	Bangladesh	5 th NAST, Minutes received	Bhutan	3 rd NAST on 26 August 2010	India	1 st NAST on 07 November 2007, Minute received	Maldives	21 st MASTs, Minutes received.	Nepal	23 th NASTs on 18 January 2011, Minutes received	Pakistan	2 nd NAST on 03 March 2010, Minutes received	Sri Lanka	4 rd SLAST, 16 February 2010, Minutes received
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	<p>Recommendation :</p> <ol style="list-style-type: none"> 1. States are requested to kindly continue sending the Minutes of NASTs to COSCAP-SA 2. States are requested to kindly amend the Terms of Reference (TOR) of the NASTs to include implementation of GASP ROADMAP in their respective State.
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SASIG EN002	<p>COSCAP-SA GENERATED AUDIT CHECKLIST (EDITION-2)</p> <p>COSCAP-SA Initiative :</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> • COSCAP-SA revised the Flight Operations Audit Checklist Edition-2 (February 2008) which was provided to States in June 2007. States were requested to customize the Checklist, insert the State Regulatory References and procure Operators' document references to facilitate convenient auditing on the operators with minimum waste of time. States were requested to kindly accomplish the task by 30 June 2008. </div> <p>Recommendation :</p> <p>States are kindly requested that to continue updating the COSCAP-SA generated Audit Checklist with the relevant updated Annexes to the convention and use the document for conducting audits and on the air operators.</p>
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SASIG EN 003	<p>SUB-SARAST MEETINGS</p> <p>COSCAP-SA Initiative :</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> • The 17th Steering Committee Meetings of COSCAO-SA approved that Sub- SARAST Meetings are to be conducted in States during TA Missions by REs, participated by Officials from Regulators and Operators. </div>
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States' up to date Statistics on Sub-SARASTs :	
State	Statistics
Bangladesh	Conducted on 06 & 10 December 2007
Bhutan	Conducted on 26 th August 2010
India	Conducted on 28 November 2007 & on 26 June 2008
Maldives	Conducted on 26 May 2008
Nepal	Conducted on 13 January 2009
Pakistan	Conducted on 19 June 2008
Sri Lanka	Conducted on 12 August 2009

Recommendation :

States are kindly requested to continue 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 applicable REs of COSCAP-SA.

SASIG EN004	<p>CREW FATIGUE RISK MANAGEMENT</p> <p>Note : (Subject matter has been transferred to SASI/OPS/039 following 3rd ARAST)</p> <p>No action required on SASI/GEN/004</p>
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SASIG EN 005	<p>CO-OPERATION WITH ESSI TO TAKE INITIATIVE ON SAFETY MATTERS</p> <p>COSCAP-SA Initiative:</p> <ul style="list-style-type: none"> • ESSI invited participation from COSCAPs, one member from each programme. Requests were made by COSCAP-SA to Member States for the ESSI Meeting held in Bangkok during 10-12 June 2008
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	<ul style="list-style-type: none"> • Request was made to invite PAAST to attend future RAST Meetings through the Regional Office. • Mr Gurard Guyot of Airbus kindly gave presentation during the 3rd ARAST on 17 March 2010 on European Strategic Safety Initiatives (ISSI) on European Commercial Aviation Safety Initiatives (ECAST)/ESSI pledge while mentioning about the official website of ESSI – www.SKYbrary.com and www.easa.europa.eu/essi/ecastEN.html for information to all. <p>Recommendation :</p> <ol style="list-style-type: none"> 1. States are once again kindly requested to advise COSCAP-SA of their interest in this regard. 2. Mr Glenn Michael will represent RASG-PA to attend future RAST Meetings and will represent COSCAP-SA at RASG-PA meetings.
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<p>SASIG EN 006</p>	<p>GROUND SAFETY</p> <p>COSCAP-SA Initiative :</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> • Ground Accident Prevention Seminar with support from FSF was conducted in Bangkok during 27-28 March 2008. </div> <p>Recommendation :</p> <p>Action completed</p>
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<p>SASIG EN 007</p>	<p>GASP/GASR OBJECTIVES/BEST PRACTICES</p> <p>Note : (Subject matter has been transferred to SASI/GASP-GASR following 3rd ARAST)</p> <p>No action required on SASI/GEN/007</p>
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SASI GEN 008	PERFORMANCE BASED NAVIGATION (PBN) COSCAP-SA Initiative: <div style="border: 1px solid black; padding: 5px;"><ul style="list-style-type: none">• Ms Yoe-Jin Jang from CASA Korea gave presentation in the 1st ARAST on PBN held in Bangkok during 19-20 November 2008• Capt Fareed Ali Shah kindly gave a presentation on the subject in 2nd ARAST on 18 June 2009</div> Recommendation : <ol style="list-style-type: none">1. CASA to kindly provide copies of PBN guidance material to COSCAP-SA2. CAAC (Jiang Rui) to kindly provide copies of PBN guidance material to COSCAP3. COSCAP-SA to pursue development of guidance material related to operational approval of PBN implementation.
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SASI GEN 009	ACCEPTABLE AND UNACCEPTABLE BEHAVIOUR (SMS) COSCAP-SA Initiative: COSCAP-SA is requested to issue Advisory Circular AC (SA) 019 and circulate to States for necessary action at the earliest.
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AIR TRAFFIC MANAGEMENT (ATM)

<p>SASIA TMNO</p>	<p align="center">SOUTH ASIA SAFETY ISSUES-AIR TRAFFIC MANAGEMENT (ATM)</p>
<p>SASIA TM 001</p>	<p>CFIT- “Minimum safe Altitude Warning” (MSAW) [SE-9]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <ul style="list-style-type: none"> • MSAW Course conducted in Sri Lanka by FAA in February 2006. • 14 participants from three States (Bangladesh, Nepal & Sri Lanka) attended the course. • COSCAP-SA gave presentation on ICAO requirements for MSAW during 2ndARAST • CAA Sri Lanka was requested during 8th SARAST to offer its services to impart MSAW training to Maldives </div> <p>Recommendation :</p> <ol style="list-style-type: none"> 1. CAD Maldives will coordinate with CAA Sri Lanka, prior to MSAW feature is made operational on the currently available radar system, for conducting MSAW training for its ATCOs tentatively in third quarter of 2011. 2. CAASL noted the request from CAAB for training on MSAW to ATCOs in Bangladesh. CAAB is requested to coordinate in this regard with CAASL. 3. States are kindly requested to advise COSCAP-SA regarding installation and operational status on MSAW.
<p>SASIA TM 002</p>	<p>ATC CFIT Training- CFIT Prevention [SE-13]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <ul style="list-style-type: none"> • Advisory Bulletin AB (SA) 009 on Safety Alert/Warning issued in December 2005 </div>

	<p>Recommendation:</p> <p>States are requested to kindly facilitate interaction between Air Operators and ANSPs for participation of ATCOs in the CRM training sessions conducted by the Air Operators or Civil Aviation Regulatory Authorities.</p>
<p>SASIA TM 003</p>	<p>Runway Incursions – Air Traffic Control Training - Training Programme, Course curriculum & situational Awareness [SE-46]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <ul style="list-style-type: none"> • FAA conducted Air Traffic Teamwork Enhancement (ATTE) course in Sri Lanka in February 2006. 14 participants attended the Course • FAA provided a CD on Memory Retention to all participants at the 6th SARAST meeting. • FAA conducted Runway Safety Programme Seminar for Asia Pacific at ICAO APAC Regional Office Bangkok, Thailand from 07 - 09 April 2009. </div> <p>Recommendation:</p> <p>States are requested to reinforce their training program by adopting ATC best practices on prevention of runway incursions provided in the ICAO guidance material (Doc 9870/AN463) and ICAO Runway Safety toolkit.</p>
<p>SASIA TM00</p>	<p>Runway Incursions – Air Traffic Control Training – CRM Training [SE47]</p>

<p>4</p>	<p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <ul style="list-style-type: none"> • 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. FAA is pursuing for release of NATPRO for COSCAPs. • COSCAP-SA conducted CRM (Human Factors in Air Traffic Control) in all South Asian States in 2008. The goals of CRM are to engage the Controllers in the outgoing efforts to reduce errors and accidents, to improve individual and team performance and to strengthen operational safety cultures. • FAA conducted Runway Safety Programme Seminar for Asia Pacific at ICAOAPAC Regional Office Bangkok, Thailand from 07 - 09 April 2009. </div> <p>Recommendation:</p> <p>FAA has developed scenario based training for Tower Controllers expected to be released in May 2011. FAA will hand over the training package to COSCAPs, once available, for distribution to States. It will replace NATPRO.</p>
<p>SASIA TM 005</p>	<p>Runway Incursion- SOPs for Controllers Situational Awareness [SE-55]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <ul style="list-style-type: none"> • Guidance material GM (SA) 001 on enhancing situational awareness in Control Tower issued in December 2006 • FAA provided a set of 13 CDs on ATM related issues which were provided to all States. • FAA conducted Runway Safety Programme Seminar for Asia Pacific at ICAOAPAC Regional Office Bangkok, Thailand from 07 - 09 April 2009 </div> <p>Recommendation:</p> <p>States are requested to reinforce their training program by adopting ATC best practices on prevention of runway incursions provided in the ICAO guidance material (Doc 9870/AN463) and ICAO Runway Safety Toolkit.</p>

<p>SASIA TM 006</p>	<p>Runway Incursion- Controllers Shared Responsibility [SE-59]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <ul style="list-style-type: none"> • Guidance material GM (SA) 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 were provided to all States. • FAA conducted Runway Safety Programme Seminar for Asia Pacific in Bangkok, Thailand from 07 - 09 April 2009. </div> <p>Recommendation:</p> <p>States are requested to reinforce their training program by adopting ATC best practices on prevention of runway incursions provided in the ICAO guidance material (Doc 9870/AN463) and ICAO Runway Safety Toolkit.</p>
<p>SASIA TM 007</p>	<p>Midair---Airspace Design [159]</p> <p>COSCAP-SA Initiative:</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <ul style="list-style-type: none"> • ATM representative Pakistan to SARAST was advised by COSCAP- SA to examine this matter in the context of South Asia and ICAO requirements to determine its applicability. Pakistan CAA has submitted a Working Paper "Special Procedures for VFR flights". </div> <p>Recommendation:</p> <p>1. CAD Maldives will further study the recommendations as proposed during deliberations on the Working Paper and present its views/comments at 13th SARAST meeting.</p>

<p>SASI ATM 008</p>	<p>Runway Safety Action Team [SE-176]</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <ul style="list-style-type: none"> • This Safety Enhancement, as identified by CAST and deliberated in ARAST meetings, is to be implemented in South Asia Region as SASI/ATM/008. Purpose is to create Runway Safety Action Team and use FAA Wrong Runway Departure Study and its Part 139 Airport Threat Assessment </div> <p>Recommendation:</p> <ol style="list-style-type: none"> 1. COSCAP-SA States that have not promulgated the Runway Safety Programme and have yet to establish Runway Safety Action Teams will take measures at respective airports to ensure that the same are implemented at an early date.
<p>SASIA TM 009</p>	<p>Enhanced Safety Marking & Lighting [SE-178]</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <ul style="list-style-type: none"> • This Safety enhancement, as identified by CAST and deliberated in the ARAST meetings, is to be implemented in South Asia Region under SASI/ATM/009. The purpose of this enhancement is to determine an acceptable level of implementation of enhanced runway and taxiway signage marking and lighting at airports identified as high threat airports in the Wrong Runway Departure Study. </div> <p>Recommendation:</p> <ol style="list-style-type: none"> 1. FAA to kindly provide detailed information related to this Safety Enhancement for review by COSCAP to determine its applicability to Asia Pacific Region.

<p>SASIA TM 010</p>	<p>Scenario Based Training for Tower Controller [SE-180]</p> <div data-bbox="301 327 1388 510" style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> • This Safety enhancement identified by the CAST and deliberated in the ARAST meetings is under study for implementing in South Asia Region as SASI/ATM/010. It provides scenario based training for (distinct awareness) controllers highlighting the contributing factors that have led to wrong runway departures. </div> <p>Recommendation:</p> <p style="text-align: center;">FAA has developed scenario based training for Tower Controllers expected to be released in May 2011. FAA will hand over the training package to COSCAPs once available for distribution to States.</p>
<p>SASIA TM01 1</p>	<p>Taxiway and Runway Configuration [SE-181]</p> <div data-bbox="301 1106 1410 1505" style="border: 1px solid black; padding: 10px;"> <p>This Safety enhancement is to address hazards identified in the Wrong Runway Departure Report relating to airport construction and runway/taxiway location. It came up during deliberation in the ARAST meetings and is under study for implementing in South Asia Region as SASI/ATM/011. The purpose of this SE is to determine risk factors associated with airport geometry and complexity. Airports that have multiple runway thresholds in close proximity may be a hazard that could be mitigated by physically moving the runway and/or taxiway.</p> </div> <p>Recommendation:</p> <p style="text-align: center;">FAA to kindly provide update at the next APRAST/SARAST Meeting.</p>