



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



**20<sup>th</sup> STEERING COMMITTEE MEETING  
05-08 APRIL 2011, COLOMBO, SRI LANKA**

**REVIEW OF THE RECOMMENDATIONS OF THE 3<sup>rd</sup> AND 4<sup>th</sup> ARAST / 11<sup>th</sup> and 12<sup>th</sup>  
SARAST MEETINGS**

**EXECUTIVE SUMMARY**

Pursuant to Terms of Reference issued to SARAST/ARAST by the Steering Committee, safety intervention recommendations made by SARAST/ARAST needs to be presented for the SCM for review and approval. This paper summarizes the work performed by SARAST/ARAST during 2009 and 2010 and seeks approval from the SCM to pursue the matters further as per the recommendations.

**1.0. Introduction:**

**1.1 SARAST:** The ICAO Global Aviation Safety Plan (GASP), which was endorsed by the 32nd Session of the ICAO Assembly in 2001, stressed the need for a reduction in the rate of fatal accidents in air transport operations. GASP endorses the concept of concentrating on ICAO safety related activities planned or currently underway, which offer the best safety dividends in terms of reducing the accident rate. Additionally, GASP encourages States to foster regional and sub regional safety group.

Two major safety initiatives have been established which are in keeping with the broad objectives of GASP. The United States, as part of the FAA's Safer Skies agenda, established the Commercial Aviation Safety Team (CAST) in June 1998. Similarly, in 1998 the States represented by the JAA formed the Joint Strategic Safety Initiative (JSSI) which is now called ESSI after it is brought under EASA.

Both initiatives draw upon a broad base of experts from government agencies, airlines, manufacturers, aviation associations, labour unions, and other safety related organizations. The focus of their efforts resulted from a rigorous analysis of accidents, which occurred over the most recent ten year period for which significant data was available. Major causes of accidents were identified and categorized, and priorities were assigned to, for the purpose of pursuing remedial actions. Top accident categories being examined by these groups are:

- Controlled flight into terrain
- Approach and landing
- Loss of Control
- Uncontained engine failures
- Runway incursions/excursions
- Weather

CAST and ESSI work in close cooperation to analyze significant worldwide accidents/incidents, develop recommendations for improvement actions, and commit/monitor implementation completion. In addition, some members from each group actively participate in the other group on a regular basis.

At the 8th meeting of the Steering Committee held in 2001, an initial discussion paper on the formation of South Asia Regional Aviation Safety Team (SARAST) was presented by COSCAP for the consideration of the Steering Committee Members.

At its 9th meeting, the Steering Committee approved formation of SARAST with the need to reporting to the SCM on the work undertaken and its recommendations.

Consequently, the first ever meeting of SARAST was held in Bangkok on 12-13 June, 2002. SARAST has held twelve (12) meetings to date.

**1.2. ARAST:** At the 17<sup>th</sup> SCM held in Bangkok 06-08 November 2007, the Steering Committee decided that subject to the decisions of the relevant Steering Committee meetings of the COSCAP-NA and COSCAP-SEA, the SARAST should join with NARAST and SEARAST to form a combined Regional Aviation Safety Team (RAST) which will be designated as 'Asia Regional Aviation Safety Team (ARAST)' which may meet for the usual period of days with an additional day to deliberate on sub-regional issues specific to COSCAP South-Asia. ARAST has convened so far 04 meetings. Its Fourth meeting was held on 21-24 Feb 2011.

## 2.0. Discussion :

2.1. **Recommendations of 3<sup>rd</sup> and 4<sup>th</sup> ARAST:** The 3<sup>rd</sup> Meeting of the ARAST was held for a period of 03 days during 16-18 March 2010 and 4<sup>th</sup> meeting was held for a period of 04 days from 21-24 February 2011, devoting time on the first day on the workshop conducted by IATA on runway excursion. The 4<sup>th</sup> meeting of ARAST during the next three days had presentations and discussions on the implementation on GASR/GASP and review of interventions as identified in its earlier meetings. Recommendations of 3<sup>rd</sup> and 4<sup>th</sup> ARAST meetings ([Att-3 DP-20SCM-03](#) and [Att-4 DP-20SCM-03](#)) need approval of the SCM for implementation and further action.

2.3 **Recommendations of 11<sup>th</sup> and 12<sup>th</sup> SARAST:** The 11<sup>th</sup> and 12<sup>th</sup> SARAST meetings were held immediately following the ARAST meeting on 19 March 2010 and 25 February 2011, respectively to discuss sub regional issues. Recommendations of the 11<sup>th</sup> SARAST meeting ([Att-1 DP-20SCM-03](#)) and 12<sup>th</sup> SARAST meeting (Att-2 DP-20SCM-03) need the approval of the SCM for implementation and further action.

2.4 The SCM has approved at its previous meetings, implementation of CAST/ESSI Safety Enhancements in the Member States. Accordingly the Programme has been actively involved in the implementation of these Safety Enhancements in the Member States which are identified as South Asia Safety Issues (SASI). To date 20 out of 68 SASIs with 40, 11, 08 and 09 relating to Flight Operations, Air Traffic Management, Maintenance and subjects classified as General, respectively have been closed and progress reflected in the tracking system by COSCAP-SA on its website.

## 3.0. Recommendations

3.1 It is recommended that the Recommendations made by 3<sup>rd</sup> and 4<sup>th</sup> ARAST/ 11<sup>th</sup> and 12<sup>th</sup> SARAST be approved.