

## CONCLUSIONS & RECOMMENDATIONS OF 9<sup>TH</sup> SARAST MEETING HELD ON 21 NOVEMBER 2008, BANGKOK

| SASI<br>NO.        | SOUTH ASIA SAFETY ISSUES - [SE/AP/RSI]<br>OPERATIONS (OPS)  |
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| SASI<br>OPS<br>001 | <p><b>TERRAIN AVOIDANCE WARNING SYSTEM (TAWS) [SE-1 CFIT / AP 1.01]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>AB (SA) 001 on TAWS issued in December, 2002</li> <li>AC (SA) 001 on TAWS issued in December, 2002.</li> <li>IB (SA) 001 on STC (Supplemental Type Certificates) issued in March, 2003</li> <li>Nepal has been provided with an improvised TAWS Data by Honeywell and the Terrain Clearance Floor (TCF) has been improved to reduce false alert.</li> </ul> </div> <p>The meeting noted that action is completed as regards to SARAST Tracking System</p> <p><b><u>Recommendation:</u></b><br/>FAA (Mr Glenn Michael) is requested to kindly contact Honeywell and provide further feedback on the possibility of modification to software to reduce the instances of false warnings for VFR aircraft operating in Nepal at low level.</p>  |
| SASI<br>OPS<br>002 | <p><b>STANDARD OPERATING PROCEDURES (SOP) [SE-2 CFIT/ AP 1.06]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>AB (SA) 002 on SOP issued in October 2003</li> <li>AC (SA) 002 on SOP issued in October 2003</li> </ul> </div> <p>The meeting noted that action is completed as regards to SARAST Tracking System</p> <p><b><u>Recommendation :</u></b> Nil</p>  |
| SASI<br>OPS<br>003 | <p><b>PRECISION-LIKE APPROACH IMPLEMENTATION (“21<sup>ST</sup> CENTURY INSTRUMENT APPROACHES”) (VERTICAL ANGLES – PAI 1-7, 11) [SE-3 CFIT/ AP 1.03]</b></p> <p><b>A. COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>AB (SA) 004 on Stabilized Approach issued in July 2004</li> <li>AC (SA) 010 RNAV (GNSS) Non-precision Approach based on GPS information</li> <li>AC (SA) 011 CDFA for non-precision approach</li> </ul> </div> <p>The meeting noted that action is completed by Bhutan, India, Maldives, Nepal and Sri Lanka as regards to SARAST Tracking System <b>except Bangladesh and Pakistan.</b></p> <p><b><u>Recommendation :</u></b></p> <ol style="list-style-type: none"> <li>1. <b>SARAST Team Leader - Bangladesh</b> is requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System (Pending area - approval of CAR and implementation action).</li> </ol> |

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|             | <p>2. <b>SARAST Team Leader - Pakistan</b> 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 &amp; 011 and implementation action]</p> <p><b>B. COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>Requirement for an amended AC on CDFA was stressed upon in the 1<sup>st</sup> ARAST Meeting held during 19-20 November 2008</li> </ul> </div> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>FAA is requested to kindly review the AC on CDFA and provides comments to COSCAP by 15 January 2009.</li> <li>COSCAP-SA is requested to issue a revised AC in consideration of comments received from FAA</li> <li>FAA is requested to review the revised AC and consider reissue of the AC to States as necessary.</li> </ol> <p><b>C. COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>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.</li> </ul> </div> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>APANPRIRG PBN Task Force is requested to kindly provide support.</li> <li>ICAO Regional Office is kindly requested 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</li> </ol> <p><b>D. COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>As per the decision of 1<sup>st</sup> Task Force, States were advised to provide information on 'Approaches' used for International as well as Domestic Runways by June and December 2008 respectively.</li> </ul> </div> <p><b>Recommendation :</b></p> <p>SARAST Team Leaders of all those States which have not yet provided the required information are requested to kindly provide feedback by 31 December 2008.</p> <p><b>E. COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>Need to provide 'Briefings' on the developments from the PBN Task Force to RAST Meetings on a regular basis has been stressed upon</li> </ul> </div> <p><b>Recommendation :</b></p> <p>ICAO Regional Office is kindly requested to continue providing briefings to RAST Meetings on the developments from the PBN Task Force.</p> <p><b>F. COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>DGCA France/ENAC conducted training course on PBN procedure design in Delhi, India during 02-13 June 2008</li> <li>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.</li> </ul> </div> |

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|                    | <p><b>Recommendation :</b><br/>Steering Committee Members of Member States are kindly requested to send their nominees to COSCAP-SA whose minimum educational qualification should be preferably Graduation in Science for the Basic Course on PBN Procedure to be conducted in Toulouse sometimes in 2009.</p> <p><b>G. COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• Asia Pacific Regional Office is continuing holding the Task Force Meetings on regular basis</li> </ul> </div> <p><b>Recommendation :</b><br/>Steering Committee Members of Member States are kindly requested to continue with their participation in the TFs.</p>   |
| SASI<br>OPS<br>004 | <p><b>AIRLINE PROACTIVE SAFETY PROGRAMS (FOQA &amp; ASAP) [SE-10 CFIT / AP 1.08]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• AB (SA) 005 on FDA Programme issued in July 2004</li> <li>• AC (SA) 008 on FDA Programme issued in July 2004</li> <li>• AC (SA) 009 on Flight Safety Documents System issued in July 2004</li> <li>• COSCAP-SA issued a Generic Manual on 'FDA Programme' in January 2006</li> </ul> </div> <p>The meeting noted that action is completed as regards to SARAST Tracking System <b>except India</b>.</p> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. <b>SARAST Team Leader - India</b> is requested to kindly provide feedback on the progress of SARAST Tracking System [Pending area – adoption of AC (SA) 009 and implementation action].</li> <li>2. SARAST Team Leaders of all Member States <b>except Maldives</b> are kindly requested to provide COSCAP-SA on the Implementation status of FDA programmes in their States by 31 December 2008.</li> <li>3. <b>SARAST Team Leader- Maldives</b> is requested to kindly provide such information whenever the FDA Programme becomes applicable.</li> </ol> |
| SASI<br>OPS<br>005 | <p><b>IMPLEMENTATION PLAN FOR TRAINING – CRM [SE-11 CFIT/ AP 1.05]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• AB (SA) 003 on CRM issued in October 2003.</li> <li>• AC (SA) 003 on CRM issued in October 2003.</li> <li>• AC (SA) 004 on Flight Deck / Cabin Crew Communication issued in December 2002.</li> <li>• AC (SA) 005 on LOFT and SPOT issued in December 2002.</li> <li>• AC (SA) 006 on Dispatcher /FOO Resource Management Training issued in Feb 2004.</li> </ul> </div> <p>The meeting noted that action is completed as regards to SARAST Tracking System <b>except India and Pakistan</b>.</p> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. <b>SARAST Team Leader - India</b> is requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System [Pending area – adoption of AC and implementation action].</li> <li>2. <b>SARAST Team Leader - Pakistan</b> is requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System [Pending area – adoption of AC and implementation action].</li> </ol>                 |

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| SASI<br>OPS<br>006 | <p><b>TRAINING CFIT PREVENTION [SE-12/AP 1.04 CFIT]</b></p> <p><b>COSCAP-SA Initiative :</b></p> <div data-bbox="253 405 1482 590" style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• AB (SA) 006 on ALAR and CFIT Prevention training issued in December 2004.</li> <li>• ALAR CDs provided to States in sufficient quantity.</li> <li>• ALAR workshops conducted to some States.</li> <li>• COSCAP-SA arranged for FSF to conduct an ALAR Workshop in India in January 2006</li> <li>• COSCAP-SA arranged an ALAR Workshop on 05 December 2007 conducted by FSF</li> </ul> </div> <p>The meeting noted that action is completed as regards to SARAST Tracking System <b>except Maldives</b></p> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. <b>Maldives</b> 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 Regulation and implementation action].</li> <li>2. <b>Bangladesh</b> is kindly requested to take appropriate action as necessary with the training, information and guidance material provided at the workshop.</li> </ol> |
| SASI<br>OPS<br>007 | <p><b>POLICIES FOR ALAR (SAFETY CULTURE- CEOS &amp; DOS MORE VISIBLE) [SE-14/AP 2.05 ALAR]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div data-bbox="253 1041 1468 1134" style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• AC (SA) 007 on Development of Safety Department issued in March 2004.</li> <li>• IB (SA) 002 on Access to Information on A/C Manufacturer’s website issued in April 2006.</li> </ul> </div> <p>The meeting noted that action is completed as regards to SARAST Tracking System</p> <p><b>Recommendation :</b> Nil</p>   |
| SASI<br>OPS<br>008 | <p><b>POLICIES FOR ALAR (SAFETY CULTURE – SAFETY INFORMATION IN MANUALS) [SE-15/ AP2.05 ALAR]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div data-bbox="253 1425 1451 1535" style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• AC (SA) 007 on Development of Safety Department issued in March 2004.</li> <li>• IB (SA) 002 on Access to Information on A/C Manufacturer’s website issued in April 2006.</li> </ul> </div> <p>The meeting noted that action is completed as regards to SARAST Tracking System</p> <p><b>Recommendation :</b> Nil</p>  |
| SASI<br>OPS<br>009 | <p><b>POLICIES FOR ALAR (SAFETY CULTURE – AFM DATABASE FOR INSPECTORS) [SE -16 / AP 2.05 ALAR]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div data-bbox="253 1810 1528 1877" style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• AC (SA) 007 on Development of Safety Department issued in March 2004.</li> <li>• IB (SA) 002 on Access to Information on A/C Manufacturer’s website issued in April 2006.</li> </ul> </div>   |

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|                   | <p>The meeting noted that action is completed as regards to SARAST Tracking System</p> <p><u>Recommendation</u> : Nil</p>   |
| SASI OPS 010      | <p><b>APPROACH &amp; LANDING ACCIDENT REDUCTION (FLIGHT CREW TRAINING) [SE-23/AP 2.01]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div data-bbox="251 533 1523 569" style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• AB (SA) 006 on ALAR and CFIT Prevention training issued in December 2004.</li> </ul> </div> <p>The meeting noted that action is completed as regards to SARAST Tracking System <b>except Maldives.</b></p> <p><u>Recommendation</u> :<br/> <b>SARAST Team Leader - Maldives</b> 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>  |
| SASI SASI OPS 011 | <p><b>LOSS OF CONTROL (SOPS) [SE-26 / AP 3.03]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div data-bbox="251 957 1471 1031" style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• AC (SA) 002 reviewed. It covers all SOP subjects, including those that were not followed during loss of control accidents</li> </ul> </div> <p>The meeting noted that action is completed as regards to SARAST Tracking System</p> <p><u>Recommendation</u> : Nil</p>  |
| SASI OPS 012      | <p><b>LOSS OF CONTROL (RISK ASSESSMENTS AND MANAGEMENT) [SE-27 / AP 3.01]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div data-bbox="251 1325 1466 1556" style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• 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 &amp; 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.</li> <li>• The THREE Documents were supposed to be reviewed in the 7th SARAST meeting.</li> <li>• The THREE Documents were reviewed in the 7th SARAST meeting.</li> </ul> </div> <p><u>Recommendation</u> :</p> <p>To await further inputs from CAST/FAA which have advised that work was still in progress and action will be delayed.</p> |
| SASI OPS 013      | <p><b>LOSS OF CONTROL - POLICIES AND PROCEDURES (PROCESS TO INFORM PERSONNEL / FLIGHT CREW) [SE-28 / AP 3.05]</b></p> <p><b>COSCAP-SA Initiative:</b></p>   |

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|                    | <ul style="list-style-type: none"> <li>• AC (SA) 007 on Safety Department reviewed – no further action required.</li> <li>• AC (SA) 009 on Flight Safety Documents System issued in July 2004 adequately addresses the aspects of timely dissemination of safety information.</li> <li>• AB (SA) 005 on FDA Programme issued in July 2004.</li> <li>• AC (SA) 008 on FDA Programme issued in July 2004.</li> <li>• AC on FDA addresses relevant issues highlighted by SE-29 (SASI/OPS/014).</li> </ul> <p>The meeting noted that action is completed as regards to SARAST Tracking System <b>except India</b>.</p> <p><b>Recommendation :</b><br/> <b>SARAST Team Leader - India</b> is requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System as soon as possible (Pending area – adoption of AC (SA) 007, AC (SA) 008 and AC (SA) 009 and implementation action on these).</p>   |
| SASI<br>OPS<br>014 | <p><b>LOSS OF CONTROL – POLICIES AND PROCEDURES (PROCESS TO ENHANCE PILOT PROFICIENCY) [SE- 29 / AP 3.05]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• AC (SA) 007 on Safety Department reviewed – no further action required.</li> <li>• AC (SA) 009 on Flight Safety Documents System issued in July 2004 adequately addresses the aspects of timely dissemination of safety information.</li> <li>• AB (SA) 005 on FDA Programme issued in July 2004.</li> <li>• AC (SA) 008 on FDA Programme issued in July 2004.</li> <li>• AC on FDA addresses relevant issues highlighted by SE-29 (SASI/OPS/014).....</li> </ul> <p>The meeting noted that action is completed as regards to SARAST Tracking System <b>except India</b>.</p> <p><b>Recommendation :</b><br/> <b>SARAST Team Leader - India</b> is requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System as soon as possible (Pending area – adoption of AC (SA) 007, AC (SA) 008 and AC (SA) 009 and implementation action on these).</p> |
| SASI<br>OPS<br>015 | <p><b>LOSS OF CONTROL TRAINING (HUMAN FACTORS AND AUTOMATION) [SE-30 / AP 3.02]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• Mode Awareness and Energy State Management Aspects of Flight Deck Automation was discussed in the 1<sup>st</sup> ARAST by Capt Johnson of Boeing</li> </ul> <p><b>Recommendation :</b><br/> COSCAP-SA is requested to prepare an AC on Awareness and Energy State Management Aspects of Flight Deck Automation for review at the next ARAST/SARAST</p>  |
| SASI<br>OPS<br>016 | <p><b>LOSS OF CONTROL TRAINING - ADVANCE MANEUVER (IMPLEMENT GROUND AND FLIGHT TRAINING [SE-31 / AP 3.01]</b></p> <p><b>COSCAP-SA Initiative:</b></p>  |

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|                    | <ul style="list-style-type: none"> <li>• States had been provided with the Airplane Upset Recovery CD Revision 1 in August '04</li> </ul> <p>The meeting noted that action is completed as regards to SARAST Tracking System</p> <p><b>Recommendation</b> : Nil</p>   |
| SASI<br>OPS<br>017 | <p><b>RUNWAY INCURSION – PILOT TRAINING [SE-60]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• AC (SA) 014 on Ground Vehicle Operations on Aerodromes issued in December 2006</li> </ul> <p>The meeting noted that action is completed as regards to SARAST Tracking System <b>except India and Sri Lanka.</b></p> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. <b>SARAST Team Leader - India</b> is requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System as soon as possible (Pending area – adoption of AC (SA) 014 and implementation action).</li> <li>2. <b>SARAST Team Leader - Sri Lanka</b> is requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System (Pending area – Operators’ compliance on implementation action).</li> </ol>   |
| SASI<br>OPS<br>018 | <p><b>CABIN INJURY REDUCTION DURING TURBULENCE [SE-78]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• AC (SA) 015 on Preventing Injuries Caused by Turbulence issued on 01 November 2006</li> </ul> <p>The meeting noted that action is completed as regards to SARAST Tracking System</p> <p><b>Recommendation</b> : Nil</p>   |
| SASI<br>OPS<br>019 | <p><b>MAP SHIFT DETECTION/PREVENTION, GPS INSTALLATION &amp; TAWS ENHANCEMENTS [SE-120]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• AB (SA) 008 on TAWS/EGPWS was sent to States on 14 May 2008 for feedback by 30 June 2008.</li> <li>• AC (SA) 016 on TAWS/EGPWS was issued to States on 14 May 2008 for Implementation by 30 June 2008.</li> </ul> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. <b>Respective SARAST Team Leader - Bangladesh, India, Maldives and Pakistan</b> are requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System by 31 January 2009</li> <li>2. <b>Respective SARAST Team Leader - Bhutan Nepal and Sri Lanka</b> are requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System by 31 January 2009 (Pending area – Operators’ compliance on implementation action).</li> </ol> |

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| SASI OPS 020 | <p><b>CARGO – CARGO LOADING TRAINING AND SOPS [SE-121]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <ul style="list-style-type: none"> <li>• Presentation was given by Korean Airlines on the subject in the 1<sup>st</sup> ARAST Meeting held in Bangkok during 19-20 November 2008</li> </ul> </div> <p><b><u>Recommendation :</u></b></p> <p>ARAST/SARAST is advised to await further information from the FAA.</p>   |
| SASI OPS 021 | <p><b>DANGEROUS GOODS PROCESSING [SE-125]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <ul style="list-style-type: none"> <li>• Awaited</li> </ul> </div> <p><b><u>Recommendation :</u></b></p> <p>ARAST/SARAST is advised to await further information from the FAA.</p>  |
| SASI OPS 022 | <p><b>CARGO – FIRE CONTAINMENT [SE-127]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <ul style="list-style-type: none"> <li>• Awaited</li> </ul> </div> <p><b><u>Recommendation :</u></b></p> <p>ARAST/SARAST is advised to await further information from the FAA.</p>  |
| SASI OPS 023 | <p><b>REGULATION AND POLICY – COMPLIANCE, ENFORCEMENT AND RESTRICTED OPERATIONS [SE-129]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <ul style="list-style-type: none"> <li>• COSCAP-SA to 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 (<a href="http://www.coscapsa.org">www.coscapsa.org</a>).</li> <li>•</li> </ul> </div> <p><b><u>Recommendation :</u></b></p> <p>Steering Committee Members of the Member States are requested to kindly customize and incorporate the information outlined in the Generic Manual suiting States’ requirements. States are requested to kindly provide feedback to COSCAP-SA by 30 June 2009.</p> |
| SASI OPS 024 | <p><b>CARGO - REGULATION AND POLICY - OVERSIGHT [SE-130]</b></p> <p><b>COSCAP-SA Initiative:</b></p>  |



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|                    | <ul style="list-style-type: none"> <li>• Presentation was given by Korean Airlines on the subject in the 1<sup>st</sup> ARAST Meeting held in Bangkok during 19-20 November 2008</li> </ul> <p><b>Recommendation :</b><br/>ARAST/SARAST is advised to await further information from the FAA.</p>  |
| SASI<br>OPS<br>025 | <p><b>CARGO – SAFETY CULTURE [SE-131]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• Presentation was given by Korean Airlines on the subject in the 1<sup>st</sup> ARAST Meeting held in Bangkok during 19-20 November 2008</li> </ul> <p><b>Recommendation :</b><br/>ARAST/SARAST is advised to await further information from the FAA.</p>  |
| SASI<br>OPS<br>026 | <p><b>ICING - TURBOPROP AIRCRAFT ICE DETECTION SYSTEMS [SE-133]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• Awaited</li> </ul> <p><b>Recommendation :</b><br/>ARAST/SARAST is advised to await further information from the FAA.</p>  |
| SASI<br>OPS<br>027 | <p><b>ICING – TRAINING – ENGINE SURGE RECOVERY [SE-136]</b></p> <p><b>COSCAP-SA INITIATIVE :</b></p> <ul style="list-style-type: none"> <li>• States were advised by COSCAP-SA that air operators are to include Engine Failure Recognition and Response training material in their training programmes</li> <li>• Presentation was given by Capt Johnson of Boeing on Engine Surge/Recovery in 8<sup>th</sup> SARAST held in Bangkok during 19-20 November 2007</li> </ul> <p><b>Recommendation :</b><br/>ARAST/SARAST is advised to wait further information from the FAA.</p> |
| SASI<br>OPS<br>028 | <p><b>MIDAIR – SEE-AND-AVOID [SE-163]</b></p> <p><b>CAST :</b> Withdrawn from CAST in October 2007</p> <p><b>Recommendation :</b><br/>COSCAP-SA is advised to remove this item from its action plan</p>  |

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| SASI OPS 029 | <p><b>MIDAIIR – ACAS INSTALLATION [SE-164]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• COSCAP-SA advised States to ensure compliance with ICAO requirements on the carriage of ACAS equipment on board the aircraft.</li> </ul> <p>The meeting noted that action is completed as regards to SARAST Tracking System</p> <p><b>Recommendation :</b> Nil</p>   |
| SASI OPS 030 | <p><b>MIDAIIR – ACAS POLICIES AND PROCEDURES [SE-165]</b></p> <p><b>A. COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. <b>Respective SARAST Team Leader - India, Maldives and Pakistan</b> are requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System on this SASI by 30 March 2009</li> <li>2. <b>Respective SARAST Team Leader - Bangladesh, Bhutan, Nepal and Sri Lanka</b> are requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System by 30 March 2009 (Pending area – Operators’ compliance on implementation action).</li> </ol> <p><b>B. COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• Procurement of Safety Bulletins issued by Euro Control as was emphasized in the 8<sup>th</sup> SARAST Meeting held in Bangkok during 19-20 November 2007</li> </ul> <p><b>Recommendation :</b><br/>COSCAP-SA is advised to continue sending notices to Member States with regard to procurement of Safety Bulletins issued by Euro-Control.</p> |
| SASI OPS 031 | <p><b>RUNWAY INCURSION STANDARD OPERATING PROCEDURES – RUNWAY INCURSION PREVENTION [SE-49]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• AC (SA) 012 on Flight Crew Procedures during Taxi Operations issued in Dec ‘05.</li> <li>• AC (SA) 013 on Single Pilot Procedures during Taxi Operations issued in Dec ‘05.</li> <li>• FAA provided a set of ten CDs which to assist States in addressing Runway Incursion issues. CDs sent to States.</li> <li>• FAA (Glenn Michael) kindly gave presentation on Runway Incursion in 8<sup>th</sup> SARAST held in Bangkok during 19-20 November 2007</li> </ul>  |

| SASI<br>NO.        | SOUTH ASIA SAFETY ISSUES - [SE/AP/RSI]<br>OPERATIONS (OPS)   |
|--------------------|--|
|                    | <p>The meeting noted that action is completed as regards to SARAST Tracking System <b>except India</b>.</p> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. <b>SARAST Team Leader - India</b> is requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System [Pending area – adoption of AC (SA) 012 &amp; AC (SA) 013 and implementation action on these].</li> <li>2. FAA is kindly requested to provide a Runway Incursion Prevention Workshop in the Asia Pacific Region</li> </ol>  |
| SASI<br>OPS<br>032 | <p><b>RUNWAY INCURSION PREVENTION – GROUND OPERATION – GROUND GENERAL AVIATION [SE-50]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• AC (SA) 012 on Flight Crew Procedures during Taxi Operations issued in Dec '05.</li> <li>• AC (SA) 013 on Single Pilot Procedures during Taxi Operations issued in Dec '05.</li> <li>• FAA provided a set of ten CDs which to assist States in addressing Runway Incursion issues. CDs sent to States.</li> <li>• FAA (Glenn Michael) kindly gave presentation on Runway Incursion in 8<sup>th</sup> SARAST held in Bangkok during 19-20 November 2007</li> </ul> </div> <p>The meeting noted that action is completed as regards to SARAST Tracking System <b>except India</b></p> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. <b>SARAST Team Leader- India</b> is requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System [Pending area – adoption of AC (SA) 012 &amp; AC (SA) 013 and implementation action on these].</li> <li>2. FAA is kindly requested to provide a Runway Incursion Prevention Workshop in the Asia Pacific Region</li> </ol>  |
| SASI<br>OPS<br>033 | <p><b>RUNWAY INCURSION PREVENTION – GROUND OPERATION – BEST PRACTICES - TOWING, VEHICLE MOVEMENT [SE-51]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• AC (SA) 012 on Flight Crew Procedures during Taxi Operations issued in Dec '05.</li> <li>• AC (SA) 013 on Single Pilot Procedures during Taxi Operations issued in Dec '05.</li> <li>• FAA provided a set of ten CDs which to assist States in addressing Runway Incursion issues. CDs sent to States.</li> <li>• FAA (Glenn Michael) kindly gave presentation on Runway Incursion in 8<sup>th</sup> SARAST held in Bangkok during 19-20 November 2007</li> </ul> </div> <p>The meeting noted that action is completed as regards to SARAST Tracking System <b>except India and Pakistan</b>.</p> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. <b>Respective SARAST Team Leader- India and Pakistan</b> are requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System [Pending area – adoption of AC (SA) 012 &amp; AC (SA) 013 and implementation action on these].</li> <li>2. FAA is kindly requested to provide a Runway Incursion Prevention Workshop in the Asia Pacific Region</li> </ol> |
| SASI<br>OPS<br>034 | <p><b>RUNWAY INCURSION PREVENTION – GROUND OPERATION – BEST PRACTICES - VERTICAL MOVEMENT OF AIRCRAFT [SE-52]</b></p>  |

| SASI<br>NO.        | SOUTH ASIA SAFETY ISSUES - [SE/AP/RSI]<br>OPERATIONS (OPS)  |
|--------------------|---|
|                    | <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• AC (SA) 012 on Flight Crew Procedures during Taxi Operations issued in Dec '05.</li> <li>• AC (SA) 013 on Single Pilot Procedures during Taxi Operations issued in Dec '05.</li> <li>• FAA provided a set of ten CDs which to assist States in addressing Runway Incursion issues. CDs sent to States.</li> <li>• FAA (Glenn Michael) gave a presentation on Runway Incursion in 8<sup>th</sup> SARAST held in Bangkok during 19-20 November 2007</li> </ul> </div> <p>The meeting noted that action is completed as regards to SARAST Tracking System <b>except India, Pakistan and Sri Lanka</b>.</p> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. <b>Respective SARAST Team Leader - India, Pakistan and Sri Lanka</b> are requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System [Pending area – adoption of AC (SA) 012 &amp; AC (SA) 013 and implementation action on these].</li> <li>2. FAA is kindly requested to provide a Runway Incursion Prevention Workshop in the Asia Pacific Region</li> </ol>   |
| SASI<br>OPS<br>035 | <p><b>ECCAIRS WORKSHOP IN SOUTH ASIA REGION</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• Presentation on ECCAIRS was given at the 8<sup>th</sup> SARAST meeting on 20 November 2007</li> <li>• The issue was also discussed in 1<sup>st</sup> ARAST held in Bangkok during 19-20 November 2008 for adoption of ECCAIRS in States</li> </ul> </div> <p><b>Recommendation :</b></p> <p>COSCAP-SA is <b>advised</b> to arrange for ECCAIRS Workshop in the South Asia Region for adoption of ECCAIRS by all States.</p>   |
| SASI<br>OPS<br>036 | <p><b>SAFETY MANAGEMENT SYSTEM (SMS)</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• COSCAP-SA conducted SMS Courses in India and in Pakistan in February- March, in Sri Lanka in July and in Nepal in November 2007.</li> <li>• A three day ICAO Workshop on States' Safety Programme and SMS Implementation was convened at the Regional Office during 29-31 October 2008</li> <li>• COSCAP-SA, in coordination with COSCAP-NA and COSCAP-SEA has organized an Air Operator SMS Implementation Seminar (Best Practice Exchange) to be held during 02-04 December 2008</li> </ul> </div> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. COSCAP-SA is advised to continue to provide support to Member States with regard to implementation of SMS.</li> <li>2. Steering Committee Members of the Member 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 that was held at the Regional Office</li> <li>3. Steering Committee Members of Member States are strongly advised to participate in the Air Operator SMS Implementation Seminar (Best Practice Exchange) to be held during 02-04 December 2008 and take appropriate action as necessary with the information and guidance material to be provided at the seminar</li> </ol> |

| SASI<br>NO.        | SOUTH ASIA SAFETY ISSUES - [SE/AP/RSI]<br>OPERATIONS (OPS)  |
|--------------------|---|
| SASI<br>OPS<br>037 | <p><b>AVIATION SAFETY INFORMATION ANALYSIS &amp; SHARING SYSTEM (ASIAS)</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• FAA (Mr Kyle Olsen) kindly gave a presentation on the Aviation Safety Information Analysis and Sharing (ASIAS) in the 1<sup>st</sup> ARAST where he mentioned that an MoU will be signed by US Operators with FAA in the near future.</li> <li>• Mr. Kyle Olsen undertook to provide a briefing on the ASIAS outputs at the next ARAST</li> </ul> </div> <p><b><u>Recommendation :</u></b></p> <p>Steering Committee Members of the Member States are kindly requested to make appropriate arrangements to participate at the next ARAST/SARAST to secure the benefit of ASIAS.</p> |

| SASI<br>NO.        | SOUTH ASIA SAFETY ISSUES - [SE/AP/RSI]<br>GENERAL (GEN)   |       |            |            |  |        |  |       |                                       |          |                            |       |                            |          |                                 |           |   |
|--------------------|---|-------|------------|------------|--|--------|--|-------|---------------------------------------|----------|----------------------------|-------|----------------------------|----------|---------------------------------|-----------|---|
| SASI<br>GEN<br>001 | <p><b>NATIONAL AVIATION SAFETY TEAM (NAST)</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• Initiated in 5<sup>th</sup> SARAST as decided by Steering Committee</li> <li>• States were requested by COSCAP-SA provide COSCAP-SA with the minutes from their NAST meetings on a regular basis.</li> </ul> </div> <p><b>States' up to date Statistics on NASTs :</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">State</th> <th style="text-align: left;">Statistics</th> </tr> </thead> <tbody> <tr> <td>Bangladesh</td> <td>1<sup>st</sup> and 2<sup>nd</sup> NAST, Minutes received</td> </tr> <tr> <td>Bhutan</td> <td>1<sup>st</sup> NAST - None in the form of a 'Minute'.</td> </tr> <tr> <td>India</td> <td>1<sup>st</sup> NAST, Minute received</td> </tr> <tr> <td>Maldives</td> <td>18 MASTs, Minutes received</td> </tr> <tr> <td>Nepal</td> <td>14 NASTs, Minutes received</td> </tr> <tr> <td>Pakistan</td> <td>None in the form of a 'Minute'.</td> </tr> <tr> <td>Sri Lanka</td> <td>1<sup>st</sup> &amp; 2<sup>nd</sup> SLAST, Minutes received</td> </tr> </tbody> </table> <p><b><u>Recommendation :</u></b></p> <ol style="list-style-type: none"> <li>1. SARAST Team Leader of the Member States are requested to kindly continue sending the Minutes of NASTs to COSCAP-SA</li> <li>2. Steering Committee Members of the Member States are requested to kindly amend the Terms of Reference (TOR) of the NASTs to include implementation of GASP ROADMAP in their respective State.</li> </ol> | State | Statistics | Bangladesh | 1 <sup>st</sup> and 2 <sup>nd</sup> NAST, Minutes received | Bhutan | 1 <sup>st</sup> NAST - None in the form of a 'Minute'. | India | 1 <sup>st</sup> NAST, Minute received | Maldives | 18 MASTs, Minutes received | Nepal | 14 NASTs, Minutes received | Pakistan | None in the form of a 'Minute'. | Sri Lanka | 1 <sup>st</sup> & 2 <sup>nd</sup> SLAST, Minutes received |
| State              | Statistics  |       |            |            |  |        |  |       |                                       |          |                            |       |                            |          |                                 |           |   |
| Bangladesh         | 1 <sup>st</sup> and 2 <sup>nd</sup> NAST, Minutes received  |       |            |            |  |        |  |       |                                       |          |                            |       |                            |          |                                 |           |   |
| Bhutan             | 1 <sup>st</sup> NAST - None in the form of a 'Minute'.  |       |            |            |  |        |  |       |                                       |          |                            |       |                            |          |                                 |           |   |
| India              | 1 <sup>st</sup> NAST, Minute received   |       |            |            |  |        |  |       |                                       |          |                            |       |                            |          |                                 |           |   |
| Maldives           | 18 MASTs, Minutes received  |       |            |            |  |        |  |       |                                       |          |                            |       |                            |          |                                 |           |   |
| Nepal              | 14 NASTs, Minutes received  |       |            |            |  |        |  |       |                                       |          |                            |       |                            |          |                                 |           |   |
| Pakistan           | None in the form of a 'Minute'.   |       |            |            |  |        |  |       |                                       |          |                            |       |                            |          |                                 |           |   |
| Sri Lanka          | 1 <sup>st</sup> & 2 <sup>nd</sup> SLAST, Minutes received   |       |            |            |  |        |  |       |                                       |          |                            |       |                            |          |                                 |           |   |



| <p><b>SASI<br/>GEN<br/>002</b></p> | <p><b>COSCAP-SA GENERATED AUDIT CHECKLIST (EDITION-2)</b></p> <p><b>COSCAP-SA Initiative :</b></p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> <p><b>Recommendation :</b><br/>Respective SARST Team Leader of the Member States are kindly requested take necessary action to accomplish the task by 30 March 2009 and provide update to COSCAP-SA accordingly.</p>   |       |            |            |                                    |        |                           |       |   |          |                          |       |                               |          |                           |           |                                |
|------------------------------------|--|-------|------------|------------|------------------------------------|--------|---------------------------|-------|---|----------|--------------------------|-------|-------------------------------|----------|---------------------------|-----------|--------------------------------|
| <p><b>SASI<br/>GEN<br/>003</b></p> | <p><b>SUB-SARAST MEETINGS</b></p> <p><b>COSCAP-SA Initiative :</b></p> <ul style="list-style-type: none"> <li>• The 17<sup>th</sup> 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.</li> </ul> <p><b>States' up to date Statistics on Sub-SARASTs :</b></p> <table border="1" data-bbox="300 919 1521 1239"> <thead> <tr> <th>State</th> <th>Statistics</th> </tr> </thead> <tbody> <tr> <td>Bangladesh</td> <td>Conducted on 06 &amp; 10 December 2007</td> </tr> <tr> <td>Bhutan</td> <td>Conducted on 09 July 2008</td> </tr> <tr> <td>India</td> <td>Conducted on 28 November 2007 &amp; on 26 June 2008</td> </tr> <tr> <td>Maldives</td> <td>Conducted on 26 May 2008</td> </tr> <tr> <td>Nepal</td> <td>Conducted on 19 December 2007</td> </tr> <tr> <td>Pakistan</td> <td>Conducted on 19 June 2008</td> </tr> <tr> <td>Sri Lanka</td> <td>Conducted on 25 September 2008</td> </tr> </tbody> </table> <p><b>Recommendation :</b><br/>Respective SARAST Team Leader of the Member States are kindly requested 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 REs of COSCAP-SA. It is requested that this meeting be convened before the end of 1<sup>st</sup> quarter of 2009.</p> | State | Statistics | Bangladesh | Conducted on 06 & 10 December 2007 | Bhutan | Conducted on 09 July 2008 | India | Conducted on 28 November 2007 & on 26 June 2008 | Maldives | Conducted on 26 May 2008 | Nepal | Conducted on 19 December 2007 | Pakistan | Conducted on 19 June 2008 | Sri Lanka | Conducted on 25 September 2008 |
| State                              | Statistics   |       |            |            |                                    |        |                           |       |   |          |                          |       |                               |          |                           |           |                                |
| Bangladesh                         | Conducted on 06 & 10 December 2007   |       |            |            |                                    |        |                           |       |   |          |                          |       |                               |          |                           |           |                                |
| Bhutan                             | Conducted on 09 July 2008  |       |            |            |                                    |        |                           |       |   |          |                          |       |                               |          |                           |           |                                |
| India                              | Conducted on 28 November 2007 & on 26 June 2008  |       |            |            |                                    |        |                           |       |   |          |                          |       |                               |          |                           |           |                                |
| Maldives                           | Conducted on 26 May 2008   |       |            |            |                                    |        |                           |       |   |          |                          |       |                               |          |                           |           |                                |
| Nepal                              | Conducted on 19 December 2007  |       |            |            |                                    |        |                           |       |   |          |                          |       |                               |          |                           |           |                                |
| Pakistan                           | Conducted on 19 June 2008  |       |            |            |                                    |        |                           |       |   |          |                          |       |                               |          |                           |           |                                |
| Sri Lanka                          | Conducted on 25 September 2008   |       |            |            |                                    |        |                           |       |   |          |                          |       |                               |          |                           |           |                                |
| <p><b>SASI<br/>GEN<br/>004</b></p> | <p><b>GASP/ROADMAP OBJECTIVES/BEST PRACTICES</b></p> <p><b>COSCAP-SA Initiative :</b></p> <ul style="list-style-type: none"> <li>• The subject matter was discussed in 1<sup>st</sup> ARAST Meeting held in Bangkok during 19-20 November 2008.</li> </ul> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. Chairperson - ARAST is requested to continue focus on the implementation of GSIs and seek to increase industry participation.</li> <li>2. COSCAP-SA is advised to complete analysis of roadmap focus areas and determine the gap for the Asia region.</li> </ol>   |       |            |            |                                    |        |                           |       |   |          |                          |       |                               |          |                           |           |                                |

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|                     | <p>3. COSCAP-NA and COSCAP-SA are advised to seek approval from their respective steering committees to follow the lead of the COSCAP-SEA to amend the terms of reference of their RAST to establish RAST as the Roadmap implementation mechanism.</p>   |
| <b>SASI GEN 005</b> | <p><b>CO-OPERATION WITH ESSI TO TAKE INITIATIVE ON SAFETY MATTERS</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Request was made to invite PAAST to attend future RAST Meetings through the Regional Office.</li> </ul> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. Respective SARAST Team Leader of the Member States are kindly requested to advise COSCAP-SA of their interest in this regard.</li> <li>2. COSCAP-SA is advised to continue inviting PAAST to attend future RAST Meetings</li> </ol> |
| <b>SASI GEN 006</b> | <p><b>GROUND SAFETY</b></p> <p><b>COSCAP-SA Initiative :</b></p> <ul style="list-style-type: none"> <li>• Ground Accident Prevention Seminar with support from FSF was conducted in Bangkok during 27-28 March 2008.</li> </ul> <p>The meeting noted that action is completed as regards to SARAST Tracking System</p> <p><b>Recommendation :</b></p> <p>Steering Committee Members of the Member States are kindly requested to take appropriate action as necessary with the information and guidance material provided at the seminar.</p>  |
| <b>SASI GEN 007</b> | <p><b>CREW FATIGUE RISK MANAGEMENT</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• Capt Johnson gave a presentation on the subject in the 1<sup>st</sup> ARAST</li> </ul> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. Hong Kong China is kindly requested to share with COSCAPs (COSCAP-SA) the results of its study on Flight Crew Risk Management (FRM) once released.</li> <li>2. COSCAP-SA is advised to arrange workshop in Flight Crew Fatigue Risk Management, linked to the proposed ICAO provisions on Flight Crew Fatigue Risk Management.</li> </ol>  |
| <b>SASI GEN 008</b> | <p><b>PERFORMANCE BASED NAVIGATION (PBN)</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• Ms Yoe-Jin Jang from CASA Korea gave presentation in the 1<sup>st</sup> ARAST on PBN held in Bangkok during 19-20 November 2008</li> </ul> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. CASA is requested to kindly provide copies of PBN guidance material to COSCAP-SA</li> <li>2. COSCAP-SA is advised to pursue development of guidance material related to operational approval of PBN implementation.</li> </ol>   |

## SOUTH ASIA SAFETY ISSUES – [SE/AP/RSI]

### AIR TRAFFIC MANAGEMENT (ATM)

|                             |   |
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| <b>SASI<br/>ATM<br/>001</b> | <p><b>CFIT- “Minimum safe Altitude Warning” (MSAW) [SE-9 / AP 1.07]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> <li>MSAW Course conducted in Sri Lanka by FAA in February 2006.</li> <li>14 participants from three States (Bangladesh, Nepal &amp; Sri Lanka) attended the course.</li> <li>CAA Sri Lanka was requested during 8<sup>th</sup> SARAST to offer its services to impart MSAW training to Maldives</li> </ul> </div> <p><b><u>Recommendation :</u></b></p> <ol style="list-style-type: none"> <li>1. SARAST Team Leader- CAD Maldives in coordination with the CAA Sri Lanka is kindly requested to arrange the MSAW training preferably by the end of 2008 or by first quarter of 2009.</li> <li>2. COSCAP-SA is advised to present ICAO requirements for MSAW during 2<sup>nd</sup> ARAST.</li> <li>3. Respective SARAST Team Leader of the Member States are kindly requested to advise COSCAP-SA regarding their installation and use of MSAW.</li> <li>4. COSCAP-SA is advised to pursue development of guidance material related to operational approval of PBN implementation.</li> </ol> |
| <b>SASI<br/>ATM<br/>002</b> | <p><b>ATC CFIT Training- CFIT Prevention [SE-13/ AP ]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> <li>Advisory Bulletin AB (SA) 009 on Safety Alert/Warning issued in December 2005.</li> </ul> </div> <p><b><u>Recommendation :</u></b></p> <p>COSCAP-SA is advised to explore the methodologies for increasing teamwork between ATM personnel and flight crews</p>  |
| <b>SASI<br/>ATM<br/>003</b> | <p><b>Runway Incursions – Air Traffic Control Training - Training Programme, Course curriculum &amp; situational Awareness [SE-46]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> <li>FAA conducted Air Traffic Teamwork Enhancement (ATTE) course in Sri Lanka in February 2006. 14 Participants attended the Course</li> <li>FAA provided a CD on Memory Retention to all participants at the 6<sup>th</sup> SARAST meeting.</li> </ul> </div> <p><b><u>Recommendation:</u></b></p> <p>Steering Committee Members of the Member States are kindly 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).</p>   |
| <b>SASI<br/>ATM<br/>004</b> | <p><b>Runway Incursions – Air Traffic Control Training – CRM Training [SE47]</b></p> <p><b>COSCAP-SA Initiative:</b></p>  |



|                    |   |
|--------------------|---|
|                    | <ul style="list-style-type: none"> <li>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.</li> <li>COSCAP-SA conducted CRM (Human Factors in Air Traffic Control) in all the seven 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.</li> </ul> <p><b>Recommendation:</b></p> <ol style="list-style-type: none"> <li>FAA is kindly requested to pursue for release of NATPRO</li> <li>COSCAP is advised to complete analysis of roadmap focus areas and determine the gap for the Asia region.</li> <li>COSCAP-NA and COSCAP-SA are advised to seek approval from their respective steering committees to follow the lead of the COSCAP-SEA to amend the terms of reference of their RAST to establish RAST as the Roadmap implementation mechanism.</li> </ol> |
| SASI<br>ATM<br>005 | <p><b>Runway Incursion- SOPs for Controllers Situational Awareness [SE-55]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>Guidance material GM (SA) 001 on enhancing situational awareness in Control Tower issued in December 2006</li> <li>FAA provided a set of 13 CDs on ATM related issues which were provided to all States.</li> </ul> <p><b>Recommendation:</b><br/>Steering Committee members of the Member 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).</p>  |
| SASI<br>ATM<br>006 | <p><b>Runway Incursion- Controllers Shared Responsibility [SE-59]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>Guidance material GM (SA) 001 on enhancing situational awareness in the Control Tower issued in December 2006.</li> <li>FAA provided a set of 13 CDs on ATM related issues. Same were provided to all States.</li> </ul> <p><b>Recommendation:</b><br/>Steering Committee members of the Member 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).</p>  |
| SASI<br>ATM<br>007 | <p><b>Midair---Airspace Design [159]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <p>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”.</p> <p><b>Recommendation:</b><br/>SARAST Team Leader - Maldives is to draw the attention of CAD to the Working Paper and make comments at the next SARAST meeting.</p>   |



**Date of 2nd ARAST/10<sup>th</sup> SARAST Meeting:**

The meeting proposed that the 10<sup>th</sup> SARAST meeting be convened in the week of 18 August 2009, at the same venue, subject to availability of facility.