Record of Conclusions and Actions of the
19th Meeting of the South Asia Regional Aviation Safety Team (SARAST)

Bangkok, Thailand
August 24-25, 2017

SA1 - Venue

- The meeting was held on August 24-25, 2017 at the ICAO APAC office located in Bangkok, Thailand. The meeting was scheduled for a two-day period in order to allow fruitful discussions among member States and to be better prepared for the upcoming APRAST, which is scheduled in November 2017.

SA2 - Welcome and opening remarks

- The CTA welcomed participants to the 19th SARAST meeting. She explained the re-structuring of SARAST in order to make the meeting meaningful and effective for the COSCAP SA Member States. In addition to OPS issues, AGA and ANS issues should also be incorporated within SARAST.
- In order to ensure consistency within SARAST in terms of participants, it was suggested that the NC could nominate a "deputy NC" who would attend both the NC and SARAST meetings. The NC and SARAST meetings would be held back to back accordingly.
- Invitations to attend SARAST may be extended to the industry such as Boeing, Airbus, and also other authorities such as FAA and EASA.
- The CTA emphasized that the group can make their SARAST meetings interesting by inviting guest speakers and also by conducting field trips from time to time.

SA3 - Adoption of the Programme

- The Programme was presented (Appendix 1) and accepted. The CTA explained the new format of SARAST which involves the following key activities:
  - The member States are to present the status of the implementation of the APRAST Safety Tools. COSCAP SA can provide assistance/support to member States in need
  - The CTA provides an update on upcoming/new APRAST Safety Tools
  - Member States present any significant issue requiring attention identified during their NAST meetings. The CTA will identify these issues and determine if they need to be presented to APRAST. She will also coordinate with other sub regions through their COSCAPs (i.e. COSCAP NA, COSCAP SEA) to determine if they also have the same issue. NOTE: these are issues that have not been identified as of yet within APRAST.

SA4 - Introduction of participants

- The 19th meeting of South Asia Regional Aviation Safety Team (SARAST) was attended

by representatives from the participating Member States Civil Aviation Administrations of COSCAP-SA. There were a total of 12 participants. India and the Maldives were unable to attend.

SA5 - Review of 18th SARAST Decision Record

- A review of the new SARAST trackers was conducted and presented to the group as such:
  - APRAST Safety Tool Implementation Tracker: This tracker would track each COSCAP SA Member State's progress on the implementation of the APRAST SEI Safety Tools, both at the State and Industry level. In addition it would identify which area(s) and State (s) would require support from the COSCAP SA office.
  - Open APRAST SEI/new Safety Tools Tracker: This tracker would track upcoming/new APRAST SEIs/Safety tools (active) that are pending approval from the RASG and/or further action/updates from the next upcoming APRAST. The CTA would provide a status report on each of the active SEIs and/or upcoming Safety tool also allow each Member State to provide additional input/concerns as necessary. The CTA would analyze, collated, coordinate with other COSCAPs and, if required, address the concern(s) at the next APRAST. Note: this process will require approval from the next SCM.
  - SARAST SAST Master Tracker: This tracker would be used by the COSCAP SA office to track member States progress overall including any follow up on **common NAST safety issues**.
- The CTA advised that the SARAST Terms of References had been revised to reflect the introduction of APRAST and also harmonized with the other COSCAPs.

SA6 - State Presentations on the Status of their APRAST Safety Tools Implementation
- Each Member State presented their status in the following order:
  1) Sri Lanka
  2) Pakistan
  3) Nepal
  4) Bhutan
  5) Bangladesh
- Most States are progressing well in the implementation of their APRAST Safety Tools.
- The CTA requested that all member States include on their trackers the exact National reference (i.e. State National Bulletin number, regulation/requirement number) where the APRAST safety tool had been incorporated for ease of reference and verification.
- The CTA reminded that the status of a safety tool cannot be closed until the operator has fully implemented the tool and that it has been **verified** by the authority through a surveillance activity as deemed applicable (i.e. inspection/audit).
- Although the States have updated their COSCAP SA APRAST Safety Tool tracker, most of them have not completed the **ICAO APRAST Safety Tool Implementation** tracker.

- In order to streamline the closure of outstanding APRAST Safety Tools, the following procedure was suggested by the group:
    1) The Member State would notify the CTA when an item/safety tool has been verified as being completed (i.e. through an inspection)
    2) The CTA would verify if the safety tool was completed correctly (i.e. examining the National regulation/safety bulletin #) and determine if the State has conducted the appropriate follow-up oversight (at the operators').
    3) If deemed satisfactory, the CTA will close the item in the State's COSCAP SA Safety Tool Tracker. Note that the CTA may conduct verification during one of her missions to the State in order to confirm satisfactory implementation.
    4) The CTA will then advise the Member State so that the State may update the ICAO APRAST Safety Tool Implementation tracker as applicable to their State.

SA7 – Update on upcoming/new APRAST Safety Tools

- The CTA provided an update on the new APRAST Safety Tools as follows:
    1) Guidance on the Establishment of a Flight Data Analysis Program
    2) LOC-1/CFIT-2 Model Advisory Circular for Air Operators – Standard Operating Procedures for Flight Deck Crewmembers
    3) Model Advisory Circular on Runway Incursion Prevention and Pilot Training
    4) Standardized Capacity Building Programme (SCBP) document
- Member States have yet to review and implement these new tools accordingly.
- Pakistan had suggested that although there is discussion on runway aircraft incursions however not enough discussion is made on runway **vehicle** incursions. It was therefore suggested that Pakistan should present a Discussion Paper at the next APRAST meeting on the vehicle incursion situation.
- The CTA pointed out that the Standardized Capacity Building Programme (SCBP) document would help Member States in establishing a sound training policy for their inspectors. Member States were suggested to conduct a gap analysis with what they currently have (in terms of their inspector training policy) with the Standardized Capacity Building document. Gaps should then be rectified accordingly. The group suggested also that the SCBP be brought to the attention of the SCM. This will support their efforts in introducing a revised training policy.

SA8 – Member State Presentations on NAST

- The following States presented their NAST updates with the following key safety issues:
    1) Bhutan:
        - Fencing perimeter belongs to the army. They do not want to patrol and control the problem with dogs entering the perimeter. Suggestion were made to reinforce the fence; increase patrolling, and/or create a wall/ditch
        - Issues with airport garbage - being addressed
        - Bird strike potential with a farm which is located within the airport perimeter – BCAA to discuss with the DoA for resolution

- ATC licensing - Bhutan CAA to establish an ATC licensing system. Need to determine Bhutan's airspace structure first.
- Implementation of SMS/SSP – COSCAP SA to provide support
- Security issue with a passenger carrying a bullet in their carry on
- Drones – not allowed in Bhutan

2) Pakistan
- Bird Strikes and frequency congestions a big issue
- RNAV Approached – completed
- ALOS – SSP training and support is required
- Management of data collection – need to develop software. Some States are using ECCAIRS system for this. COSCAP SA will inquire EASA if another ECCAIRS course could be delivered within South Asia.
- TCAS training for ATC – COSCAP SA to verify if training can be provided
- Laser lights for entertaining purposes (i.e. bar/celebrations/festivals) can cause a problem for aircraft. Education required for the people who put on laser light shows
- SMS implementation still required work
- Go-around in poor visibility conditions
- Data Sharing – look into MITRE - Flight Safety Foundation (FSF) and MITRE have been collaborating with Asia Pacific States, Authorities, ANSPs, and airlines to initiate a Regional Data Collection, Analysis and Information Sharing for Aviation Safety Demonstration Project in Asia Pacific – COSCAP SA to provide update

3) Sri Lanka
- Sri Lanka Civil Aviation Authority undergoing a reform
- A lot of hiring of new staff
- Retirement age a big problem forcing many inspectors to retire creating a staff shortage
- Safety Management for Flight training Units – how to establish need guidance. EASA SMS/SSP Implementation course should be able to address SMS implementation in smaller organizations
- Drone regulations are being developed

4) Nepal
- CFIT still a big issue for Nepal due to mountainous terrain
- Runway Safety Teams established
- High Altitude helicopter operations a big issue
- Instructor training after CFIT crash to discuss pros and cons and practical difficulties
- SOPs for STOL airfield operations have been developed
- Time limitations introduced at some airfields

- Restrictions on number of airplane landings introduced. No limitations for helicopters
- Helicopter parking spaces very limited at some airports/airfields – need to increase the space (i.e. TIA – Kathmandu and Lukla)
- Helicopter Safety discussions on – High Altitude clearance, External Loads, Mandatory usage of oxygen and requirement to do the hypoxic chamber exercise
- Development of SOPs for rooftop helipads at hospitals
- Bird and animal strikes, runway incursions, tree obstructing runway approaches are safety issues
- Usage of HF radio in helicopter operations to ensure communications in mountainous terrain
- EGPWS operations in mountainous terrain – pilots shutting the EGPWS off due to noise nuisance – Nepal to develop a discussion paper for APRAST on this practice as it is done in many other States that operate in similar conditions (mountainous terrain). Note: consideration should be made at the next SARAST meeting to invite Honeywell to discuss improvements in the EGPWS systems.

5) Bangladesh
   - Major issues discussed in NAST were: bird strike, improvement of marshaling, and implementation of SMS
   - Safety related presentations included avoidance of runway incursion, FODs, and implementation of new TCAS

SA9 - Venue of next meeting
- Teleconference to be held in March 15, 2018 at 1500 hrs (Bhutan time)
- Next face-to-face meeting to be conducted back to back with the next NC meeting in July 18-19, 2018. The NC meeting will be held 16-17, 2018
- Meeting to be held in Bangkok, Thailand at the APAC ICAO office (space permitting)
- Two field trips would be planned on the second day. The field trips would be arranged to visit an Approved Training Organization (Flight Training) and an ANS provider (i.e. control tower/Area Control Center). CTA will coordinate with Thailand CAA to make arrangements.

Meeting concluded at 1430.