


SARAST SAFETY TOOL IMPLEMENTATION TRACKER

**NAME OF MEMBER STATE: BHUTAN**

State Input Criteria:

- 1- Legislation/Regulations have been customized/updated by the State.
- 2- Advisory circular/information/guidance has been customized by the State.
- 3- Advisory circular/information/guidance has been provided to Operator.
- 4- Operators have not started to implement.
- 5- Operators have partially implemented.
- 6- Operators have fully implemented.
- 7- N/A (Not Applicable)
- 8- No Action
- 9 - Partially completed

*Input your number(s) here, and/or use your own words*



Note: You may also use your own words to describe the implementation status

SEI/SAST (new #)	PRIORITY	SAFETY TOOLS LINK: <a href="http://www.icao.int/APAC/Pages/edocs.aspx">http://www.icao.int/APAC/Pages/edocs.aspx</a> (Under FS)	State Implementation Status (State Input)	Operator Implementation Status (State Input)	Support Required (COSCAP INPUT)	Closure Status (COSCAP Input)
CFIT 1/SAST 01 GPWS with Forward Looking Feature	1	<ul style="list-style-type: none"> <li>• Model Regulation on Ground Proximity Warning System (GPWS)</li> </ul>	1/9 Notice of proposal sent to operator for comment. Comments due; 25 March, 2016	4		Open
		<ul style="list-style-type: none"> <li>• Model AC - Guidance for Operators to Ensure Effectiveness of GPWS Equipment</li> </ul>	8	4		Open

		<ul style="list-style-type: none"> <li>Guidance for Operators on Training Programme on the use of Ground Proximity Warning System (GPWS)</li> </ul>	2/9 – Partial. Sent out to operators for comments Comments due: 25 March , 2016	4		Open
<b>CFIT 3/SAST 02</b> Precision-Like Approach Standard Operating Procedures	1	<ul style="list-style-type: none"> <li>Model AC - Instrument Approach Procedures using Continuous Descent Final Approach Techniques</li> </ul>	2/9 – Partial Circulated for operator comments. Comments due date: 25 March 2016.	4		Open
<b>CFIT 5/SAST 03</b> Crew Resource Management Training	1	<ul style="list-style-type: none"> <li>Model AC - Crew Resource Management Training Programme</li> </ul>	3/9 – Partial: Implemented however GAP analysis with model AC required	6		Open
<b>CFIT 6/SAST 04</b> CFIT/ALAR Training	3	<ul style="list-style-type: none"> <li>Model AC - Development and Conduct of ALAR and CFIT Training Programme</li> </ul>	3/9 - Implemented however GAP analysis with model AC required	6 *		Open
<b>CFIT 7/SAST 11</b>		<ul style="list-style-type: none"> <li>Guidance for Air Operators in Establishing a Flight Safety Documentations System Model Advisory Circular</li> </ul>	8 - States are to review the new guidance to determine any potential GAPS with what currently exists	4		Open

<b>CFIT 8/SAST 05</b> Minimum Safe Altitude Warning (MSAW)	3	<ul style="list-style-type: none"> <li>Model AC - Issuance of Terrain or Obstacle Alert / Warning</li> </ul>	7 N/A: Bhutan does not have radar	7		Open
<b>LOC 5/SAST 06</b> Human Factors and Automation	1	<ul style="list-style-type: none"> <li>Model AC - Mode Awareness and Energy State Management Aspects of Flight Deck Automation</li> </ul>	8 - States to review and implement as necessary	8	COSCAP to support all States Note: Airbus has clarified to indicate that this is already fully integrated within Airbus Type training programmes	Open
<b>RE 2/SAST 07</b> Identify Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches	1	<ul style="list-style-type: none"> <li>Guidance material, titled "Unstable Approaches ATC Considerations"; and LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a></li> </ul>	8 - ATC controlled by Military. Difficult to communicate and coordinate. No delegation given by BCAA	8	COSCAP to support Bhutan CAA. CTA to initiate a dialogue with the ATC organization	Open
		<ul style="list-style-type: none"> <li>Two flyers titled "Runway Excursions" and "Avoiding Unstable Approaches" are available on CANSO's website at LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a></li> </ul>	3 - Sent out website address to operator	6		Closed
<b>RE 6/SAST 08</b> Timely and Accurate Notification about	1	<ul style="list-style-type: none"> <li>Industry Best Practices Manual on Timely and Accurate Reporting of Runway Condition by ATS/AIS to Flight Crew. Note: Please be advised that this is out of date</li> </ul>	8 - States to wait for new updated manual to be produced	8		Open

Runway Conditions by AIS and ATS						
<b>RE 7/SAST 09</b> Improve Runway Conditions in accordance with the Guidelines Provided in Annex 14	2	<ul style="list-style-type: none"> <li>Guidance on runway maintenance and operations, which can be found in the "ACI Runway Safety Handbook". The handbook is now part of the ICAO Runway Safety Toolkit.</li> </ul> Link: <a href="http://www.icao.int/safety/runwaysafety/pages/rnwytlkt.aspx">http://www.icao.int/safety/runwaysafety/pages/rnwytlkt.aspx</a>	9 - Runway Safety Team. Register safety team (description) with ICAO	4		Open
		<ul style="list-style-type: none"> <li>An on-line training course on runway maintenance and operations can also be found at</li> </ul> Link: <a href="http://www.olc.aero/Courses/Runway-Safety-Management.aspx">http://www.olc.aero/Courses/Runway-Safety-Management.aspx</a>	8	8		Open
<b>RS 1/SAST 10</b> Develop Runway Safety Checklist	1	<ul style="list-style-type: none"> <li>A checklist - Runway Safety Maturity Checklist</li> </ul>	8 - All States to review and implement	8		Open


## SARAST SAFETY TOOL IMPLEMENTATION TRACKER

**NAME OF MEMBER STATE: MALDIVES**

**State Input Criteria:**

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- 4- Operators have not started to implement.
- 5- Operators have partially implemented.
- 6- Operators have fully implemented.
- 7- N/A (Not Applicable)
- 8- No Action
- 9- Partially

*Input your number(s) here, and/or use your own words*



Note: You may also use your own words to describe the implementation status

SEI/SAST (new #)	PRIORITY	SAFETY TOOLS LINK: <a href="http://www.icao.int/APAC/Pages/edocs.aspx">http://www.icao.int/APAC/Pages/edocs.aspx</a> (Under FS)	State Implementation Status (State Input)	Operator Implementation Status (State Input)	Support Required (COSCAP INPUT)	Closure Status (COSCAP Input)
CFIT 1/SAST 01 GPWS with Forward Looking Feature	1	<ul style="list-style-type: none"> <li>Model Regulation on Ground Proximity Warning System (GPWS)</li> </ul>	1 - Captured within the State regulation Limitation: No need to have GPWS for domestic VFR Day operations. Exemption applied	6		Closed

		<ul style="list-style-type: none"> <li>Model AC - Guidance for Operators to Ensure Effectiveness of GPWS Equipment</li> </ul>	3 - AMC captures the Model AC	6		Closed
		<ul style="list-style-type: none"> <li>Guidance for Operators on Training Programme on the use of Ground Proximity Warning System (GPWS)</li> </ul>	3 - Guidance Material (GM) captures the training	6		Closed
<b>CFIT 3/SAST 02</b> Precision-Like Approach Standard Operating Procedures	1	<ul style="list-style-type: none"> <li>Model AC - Instrument Approach Procedures using Continuous Descent Final Approach Techniques</li> </ul>	2/9 - Implemented in regulations however not allowed in Male. GAP analysis required	6		Open
<b>CFIT 5/SAST 03</b> Crew Resource Management Training	1	<ul style="list-style-type: none"> <li>Model AC - Crew Resource Management Training Programme</li> </ul>	1 - complete	6		Closed
<b>CFIT 6/SAST 04</b> CFIT/ALAR Training	3	<ul style="list-style-type: none"> <li>Model AC - Development and Conduct of ALAR and CFIT Training Programme</li> </ul>	3/9 - Partially implemented Subject to further discussion by the CAA	9		Incorporated in MCAR AIR OPS and regulation will be effective from 01st Jan 2017. Implementation status will be checked during audits and inspections

<b>CFIT 7/SAST 11</b>		<ul style="list-style-type: none"> <li>Guidance for Air Operators in Establishing a Flight Safety Documentations System Model Advisory Circular</li> </ul>	8 – All States to review	8		Incorporated in MCAR AIR OPS and regulation will be effective from 01st Jan 2017. Implementation status will be checked during audits and inspections
<b>CFIT 8/SAST 05</b> Minimum Safe Altitude Warning (MSAW)	3	<ul style="list-style-type: none"> <li>Model AC - Issuance of Terrain or Obstacle Alert / Warning</li> </ul>	2/9 Partially Further discussion required	9		Incorporated in MCAR AIR OPS and regulation will be effective from 01st Jan 2017. Implementation status will be checked during audits and inspections
<b>LOC 5/SAST 06</b> Human Factors and Automation	1	<ul style="list-style-type: none"> <li>Model AC - Mode Awareness and Energy State Management Aspects of Flight Deck Automation</li> </ul>	8 - States to review	8	COSCAP to support Note: Airbus has clarified to indicate that this is already fully integrated within Airbus Type	

					training programmes	
<b>RE 2/SAST 07</b> Identify Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches	1	<ul style="list-style-type: none"> <li>Guidance material, titled "Unstable Approaches ATC Considerations"; and</li> </ul> LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a>	8 – to be reviewed	8	COSCAP to support	<b>COSCAP will arrange the training to be held in Maldives February/March 2017. Open to all COSCAP states to Participate. Except for the host country a minimum of 2 seats will be provided to the states</b>
		<ul style="list-style-type: none"> <li>Two flyers titled "Runway Excursions" and "Avoiding Unstable Approaches" are available on CANSO's website at</li> </ul> LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a>	3 - for operators and ATC	6		<b>The Two flyers titled "Runway Excursions" and "Avoiding Unstable Approaches" have been distributed to the Operators and Air Traffic Control Units.</b>
<b>RE 6/SAST 08</b>	1	<ul style="list-style-type: none"> <li>Industry Best Practices Manual on Timely and Accurate Reporting of Runway Condition by</li> </ul>	1/3 - Regulation and circular	6 - Implemented by operators		Closed



Timely and Accurate Notification about Runway Conditions by AIS and ATS		ATS/AIS to Flight Crew. Note: Please be advised that this is out of date	produced. Based on updated ICAO material			
<b>RE 7/SAST 09</b> Improve Runway Conditions in accordance with the Guidelines Provided in Annex 14	2	<ul style="list-style-type: none"> <li>Guidance on runway maintenance and operations, which can be found in the "ACI Runway Safety Handbook". The handbook is now part of the ICAO Runway Safety Toolkit.</li> </ul> Link: <a href="http://www.icao.int/safety/runwaysafety/pages/rnwytlkt.aspx">http://www.icao.int/safety/runwaysafety/pages/rnwytlkt.aspx</a>	8	8		Runway safety handbook and the ICAO runway safety tool kit distributed to aerodrome operators.
		<ul style="list-style-type: none"> <li>An on-line training course on runway maintenance and operations can also be found at</li> </ul> Link: <a href="http://www.olc.aero/Courses/Runway-Safety-Management.aspx">http://www.olc.aero/Courses/Runway-Safety-Management.aspx</a>	8	8		Aerodrome operators have been informed on the online training course
<b>RS 1/SAST 10</b> Develop Runway Safety Checklist	1	<ul style="list-style-type: none"> <li>A checklist - Runway Safety Maturity Checklist</li> </ul>	8	8		Open Runway Safety maturity checklist is being developed

## SARAST SAFETY TOOL IMPLEMENTATION TRACKER

**NAME OF MEMBER STATE: NEPAL**

**State Input Criteria:**

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own words*



Note: You may also use your own words to describe the implementation status

SEI/SAST (new #)	PRIORITY	SAFETY TOOLS LINK: <a href="http://www.icao.int/APAC/Pages/edocs.aspx">http://www.icao.int/APAC/Pages/edocs.aspx</a> (Under FS)	State Implementation Status (State Input)	Operator Implementation Status (State Input)	Support Required (COSCAP INPUT)	Closure Status (COSCAP Input)
CFIT 1/SAST 01 GPWS with Forward Looking Feature	1	<ul style="list-style-type: none"> <li>Model Regulation on Ground Proximity Warning System (EGPWS)</li> </ul>	1	6		Closed
		<ul style="list-style-type: none"> <li>Model AC - Guidance for Operators to Ensure Effectiveness of EGPWS Equipment</li> </ul>	3/9 - EGPWS AC developed and implemented. GAP analysis with Model AC required	6/9		Open

		<ul style="list-style-type: none"> <li>Guidance for Operators on Training Programme on the use of Ground Proximity Warning System (EGPWS)</li> </ul>	2/3/5	5		Open
<b>CFIT 3/SAST 02</b> Precision-Like Approach Standard Operating Procedures	1	<ul style="list-style-type: none"> <li>Model AC - Instrument Approach Procedures using Continuous Descent Final Approach Techniques</li> </ul>	8 * Discuss with CAAN	8	COSCAP Support may be required	Open
<b>CFIT 5/SAST 03</b> Crew Resource Management Training	1	<ul style="list-style-type: none"> <li>Model AC - Crew Resource Management Training Programme</li> </ul>	3/9 - Gap analysis with Model AC required	6/9		Open
<b>CFIT 6/SAST 04</b> CFIT/ALAR Training	3	<ul style="list-style-type: none"> <li>Model AC - Development and Conduct of ALAR and CFIT Training Programme</li> </ul>	3/9 - Partially implemented GAP analysis with Model AC required	5/9		Open
<b>CFIT 7/SAST 11</b>		<ul style="list-style-type: none"> <li>Guidance for Air Operators in Establishing a Flight Safety Documentations System Model Advisory Circular</li> </ul>	8 - States to review	8		Open
<b>CFIT 8/SAST 05</b> Minimum Safe Altitude Warning (MSAW)	3	<ul style="list-style-type: none"> <li>Model AC - Issuance of Terrain or Obstacle Alert / Warning</li> </ul>	8 - Need to review	8		Open

<b>LOC 5/SAST 06</b> Human Factors and Automation	1	<ul style="list-style-type: none"> <li>Model AC - Mode Awareness and Energy State Management Aspects of Flight Deck Automation</li> </ul>	8 - All States need to review	8	COSCAP Support required Note: Airbus has clarified to indicate that this is already fully integrated within Airbus Type training programmes	Open
<b>RE 2/SAST 07</b> Identify Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches	1	<ul style="list-style-type: none"> <li>Guidance material, titled "Unstable Approaches ATC Considerations"; and LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a></li> </ul>	TBD*			Open
		<ul style="list-style-type: none"> <li>Two flyers titled "Runway Excursions" and "Avoiding Unstable Approaches" are available on CANSO's website at LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a></li> </ul>	TBD*			Open
<b>RE 6/SAST 08</b> Timely and Accurate Notification about Runway Conditions by AIS and ATS	1	<ul style="list-style-type: none"> <li>Industry Best Practices Manual on Timely and Accurate Reporting of Runway Condition by ATS/AIS to Flight Crew. Note: Please be advised that this is out of date</li> </ul>	3 - Material already in place	6*		Closed

<b>RE 7/SAST 09</b> Improve Runway Conditions in accordance with the Guidelines Provided in Annex 14	2	<ul style="list-style-type: none"> <li>Guidance on runway maintenance and operations, which can be found in the "ACI Runway Safety Handbook". The handbook is now part of the ICAO Runway Safety Toolkit.</li> </ul> Link: <a href="http://www.icao.int/safety/runwaysafety/pages/rnwytlkt.aspx">http://www.icao.int/safety/runwaysafety/pages/rnwytlkt.aspx</a>	8 - To be reviewed	8		Open
		<ul style="list-style-type: none"> <li>An on-line training course on runway maintenance and operations can also be found at</li> </ul> Link: <a href="http://www.olc.aero/Courses/Runway-Safety-Management.aspx">http://www.olc.aero/Courses/Runway-Safety-Management.aspx</a>	8	8		Open
<b>RS 1/SAST 10</b> Develop Runway Safety Checklist	1	<ul style="list-style-type: none"> <li>A checklist - Runway Safety Maturity Checklist</li> </ul>	8 - Review and do a GAP analysis	8		Open

**SARAST SAFETY TOOL IMPLEMENTATION TRACKER**

**NAME OF MEMBER STATE: SRI LANKA**

**STATE INPUT CRITERIA:**

- 1- Legislation/Regulations have been customized/updated by the State.
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SEI/SAST (new #)	PRIORITY	SAFETY TOOLS LINK: <a href="http://www.icao.int/APAC/Pages/edocs.aspx">http://www.icao.int/APAC/Pages/edocs.aspx</a> (Under FS)	State Implementation Status (State Input)	Operator Implementation Status (State Input)	Support Required (COSCAP INPUT)	Closure Status (COSCAP Input)
CFIT 1/SAST 01 GPWS with Forward Looking Feature	1	<ul style="list-style-type: none"> <li>• Model Regulation on Ground Proximity Warning System (EGPWS)</li> </ul>	1 Published IS 15	6		Closed
		<ul style="list-style-type: none"> <li>• Model AC - Guidance for Operators to Ensure Effectiveness of EGPWS Equipment</li> </ul>	3 Published ASN 103	6		Closed
		<ul style="list-style-type: none"> <li>• Guidance for Operators on Training Programme on the use of Ground Proximity Warning System</li> </ul>	3 Published ASN 066	6		Closed

		(EGPWS)				
<b>CFIT 3/SAST 02</b> Precision-Like Approach Standard Operating Procedures	1	<ul style="list-style-type: none"> <li>Model AC - Instrument Approach Procedures using Continuous Descent Final Approach Techniques</li> </ul>	3/9*  ANS side has no regulations	6	Possible COSCAP assistance required To be advised	Open
<b>CFIT 5/SAST 03</b> Crew Resource Management Training	1	<ul style="list-style-type: none"> <li>Model AC - Crew Resource Management Training Programme</li> </ul>	1	6		Closed
<b>CFIT 6/SAST 04</b> CFIT/ALAR Training	3	<ul style="list-style-type: none"> <li>Model AC - Development and Conduct of ALAR and CFIT Training Programme</li> </ul>	1	6/9 Note: surveillance required to confirm		Open
<b>CFIT 7/SAST 11</b>		<ul style="list-style-type: none"> <li>Guidance for Air Operators in Establishing a Flight Safety Documentations System Model Advisory Circular</li> </ul>	8 – All States to review	8		Open
<b>CFIT 8/SAST 05</b> Minimum Safe Altitude Warning (MSAW)	3	<ul style="list-style-type: none"> <li>Model AC - Issuance of Terrain or Obstacle Alert / Warning</li> </ul>	3/9 System in place Need to review the model AC for gaps	6/9		Open
<b>LOC 5/SAST 06</b> Human Factors and Automation	1	<ul style="list-style-type: none"> <li>Model AC - Mode Awareness and Energy State Management Aspects of Flight Deck Automation</li> </ul>	8 – All States need to review	8	COSCAP to support Note: Airbus has clarified to indicate	Open

					that this is already fully integrated within Airbus Type training programmes	
<b>RE 2/SAST 07</b> Identify Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches	1	<ul style="list-style-type: none"> <li>Guidance material, titled "Unstable Approaches ATC Considerations"; and LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a></li> </ul>	2	3 surveillance required to determine implementation		Open
		<ul style="list-style-type: none"> <li>Two flyers titled "Runway Excursions" and "Avoiding Unstable Approaches" are available on CANSO's website at LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a></li> </ul>	8 - Need to receive the flyers for implementation	8		Open
<b>RE 6/SAST 08</b> Timely and Accurate Notification about Runway Conditions by AIS and ATS	1	<ul style="list-style-type: none"> <li>Industry Best Practices Manual on Timely and Accurate Reporting of Runway Condition by ATS/AIS to Flight Crew. Note: Please be advised that this is out of date</li> </ul>	3/9 Already has material produced, Needs to be reviewed for gaps with new ICAO material	5		Open
<b>RE 7/SAST 09</b> Improve Runway Conditions in accordance with the Guidelines Provided in Annex 14	2	<ul style="list-style-type: none"> <li>Guidance on runway maintenance and operations, which can be found in the "ACI Runway Safety Handbook". The handbook is now part of the ICAO Runway Safety Toolkit. Link: <a href="http://www.icao.int/safety/runwaysafety/pages/rnwytlkt.aspx">http://www.icao.int/safety/runwaysafety/pages/rnwytlkt.aspx</a></li> </ul>	8 Not using this Guidance material.	8		Open



		<ul style="list-style-type: none"> <li>An on-line training course on runway maintenance and operations can also be found at Link: <a href="http://www.olc.aero/Courses/Runway-Safety-Management.aspx">http://www.olc.aero/Courses/Runway-Safety-Management.aspx</a></li> </ul>	8	8		Open
<b>RS 1/SAST 10</b> Develop Runway Safety Checklist	1	<ul style="list-style-type: none"> <li>A checklist - Runway Safety Maturity Checklist</li> </ul>	8	8		Open

**SARAST SAFETY TOOL IMPLEMENTATION TRACKER**

**NAME OF MEMBER STATE:     Bangladesh**

**State Input Criteria:**

- 1- Legislation/Regulations have been customized/updated by the State.
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SEI/SASI (new #)	PRIORIT Y	SAFETY TOOLS LINK: <a href="http://www.icao.int/APAC/Pages/edocs.aspx">http://www.icao.int/APAC/Pages/ edocs.aspx</a> (Under FS)	State Implementation Status (State Input)	Operator Implementation Status (State Input)	Support Required (COSCAP INPUT)	Closure Status (COSCAP Input)
CFIT 1/SASI 01 GPWS with Forward Looking Feature	1	<ul style="list-style-type: none"> <li>• Model Regulation on Ground Proximity Warning System (GPWS)</li> </ul>	<b>1</b> CAR 84 Part VI- 109.4.M	<b>6</b>	No	
		<ul style="list-style-type: none"> <li>• Model AC - Guidance for Operators to Ensure Effectiveness of GPWS Equipment</li> </ul>	<b>3</b> AC No: CAAB AC019 Date- 01/05/2009	<b>6</b>	No	

		<ul style="list-style-type: none"> <li>Guidance for Operators on Training Programme on the use of Ground Proximity Warning System (GPWS)</li> </ul>	<p style="text-align: center;"><b>3</b></p> AC No: 001 Date-25/09/2005	<b>6</b>	No	
<b>CFIT 3/SASI 02</b> Precision-Like Approach Standard Operating Procedures	1	<ul style="list-style-type: none"> <li>Model AC - Instrument Approach Procedures using Continuous Descent Final Approach Techniques</li> </ul>	<p style="text-align: center;"><b>3</b></p> AC No: CAAB AC 021 Date- 01/05/2009	<b>6</b>	No	
<b>CFIT 5/SASI 03</b> Crew Resource Management Training	1	<ul style="list-style-type: none"> <li>Model AC - Crew Resource Management Training Programme</li> </ul>	<p style="text-align: center;"><b>3</b></p> AC No: 003A Date-27/09/2005	<b>6</b>	No	
<b>CFIT 6/SASI 04</b> CFIT/ALAR Training	3	<ul style="list-style-type: none"> <li>Model AC - Development and Conduct of ALAR and CFIT Training Programme</li> </ul>	<b>3</b>	<b>6</b>	No	
<b>CFIT 8/SASI 05</b> Minimum Safe Altitude Warning (MSAW)	3	<ul style="list-style-type: none"> <li>Model AC - Issuance of Terrain or Obstacle Alert / Warning</li> </ul>	<p style="text-align: center;"><b>8</b></p> Model AC available in APAC e-Doc. Need to be adopted by CAAB and circulated.	4	No	
<b>LOC 5/SASI 06</b> Human Factors and Automation	1	<ul style="list-style-type: none"> <li>Model AC - Mode Awareness and Energy State Management Aspects of Flight Deck Automation</li> </ul>	<b>8</b>	4	No	

<b>RE 2/SASI 07</b> Identify Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches	1	<ul style="list-style-type: none"> <li>Guidance material, titled "Unstable Approaches ATC Considerations"; and</li> </ul> LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a>	8	4	No	
		<ul style="list-style-type: none"> <li>Two flyers titled "Runway Excursions" and "Avoiding Unstable Approaches" are available on CANSO's website at</li> </ul> LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a>				
<b>RE 6/SASI 08</b> Timely and Accurate Notification about Runway Conditions by AIS and ATS	1	<ul style="list-style-type: none"> <li>Industry Best Practices Manual on Timely and Accurate Reporting of Runway Condition by ATS/AIS to Flight Crew. Note: Please be advised that this is out of date</li> </ul>	8 No action required as the Document is not up to date. <b>Refer to APRAST Decision 7/27.</b>	8	No	
<b>RE 7/SASI 09</b> Improve Runway Conditions in accordance with the Guidelines Provided in Annex 14	2	<ul style="list-style-type: none"> <li>Guidance on runway maintenance and operations, which can be found in the "ACI Runway Safety Handbook". The handbook is now part of the ICAO Runway Safety Toolkit.</li> </ul> Link: <a href="http://www.icao.int/safety/runwaysafety/pages/rnwytlkt.aspx">http://www.icao.int/safety/runwaysafety/pages/rnwytlkt.aspx</a>	8	4	No	

		<ul style="list-style-type: none"> <li>An on-line training course on runway maintenance and operations can also be found at</li> </ul> <p>Link:  <a href="http://www.olc.aero/Courses/Runway-Safety-Management.aspx">http://www.olc.aero/Courses/Runway-Safety-Management.aspx</a></p>	<b>8</b>	4	No	
<b>RS 1/SASI 10</b> Develop Runway Safety Checklist	1	<ul style="list-style-type: none"> <li>A checklist - Runway Safety Maturity Checklist</li> </ul>	<b>8</b>	4	No	

**SARAST SAFETY TOOL IMPLEMENTATION TRACKER**

**NAME OF MEMBER STATE: DGCA INDIA**

**State Input Criteria:**

- 1- Legislation/Regulations have been customized/updated by the State.
- 2- Advisory circular/information/guidance has been customized by the State.
- 3- Advisory circular/information/guidance has been provided to Operator.
- 4- Operators have not started to implement.
- 5- Operators have partially implemented.
- 6- Operators have fully implemented.
- 7- N/A (Not Applicable)
- 8- No Action

Note: You may also use your own words to describe the implementation status

*Input your number(s)  
here, and/or use your  
own words*

SEI/SASI (new #)	PRIORITY	SAFETY TOOLS LINK: <a href="http://www.icao.int/APAC/Pages/edocs.aspx">http://www.icao.int/APAC/Pages/edocs.aspx</a> (Under FS)	State Implementation Status (State Input)	Operator Implementation Status (State Input)	Support Required (COSCAP INPUT)	Closure Status (COSCAP Input)
CFIT 1/SAST 01 GPWS with Forward Looking Feature	1	• Model Regulation on Ground Proximity Warning System (GPWS)	1,2,3	6		
		• Model AC - Guidance for Operators to Ensure Effectiveness of GPWS Equipment	2,3	6		
		• Guidance for Operators on Training Programme on the use of Ground Proximity Warning System (GPWS)	UNDER IMPLEMENTATION	5		
CFIT 3/SAST 02 Precision-Like Approach Standard Operating Procedures	1	• Model AC - Instrument Approach Procedures using Continuous Descent Final Approach Techniques	2,3	6		
CFIT 5/SAST 03	1	• Model AC - Crew Resource Management Training Programme	1,3	6		

Crew Resource Management Training						
<b>CFIT 6/SAST 04</b> CFIT/ALAR Training	3	<ul style="list-style-type: none"> <li>Model AC - Development and Conduct of ALAR and CFIT Training Programme</li> </ul>	2,3	6		
<b>CFIT 7/SAST 11</b>		<ul style="list-style-type: none"> <li>Guidance for Air Operators in Establishing a Flight Safety Documentations System Model Advisory Circular</li> </ul>	1,2,3	6		
<b>CFIT 8/SAST 05</b> Minimum Safe Altitude Warning (MSAW)	3	<ul style="list-style-type: none"> <li>Model AC - Issuance of Terrain or Obstacle Alert / Warning</li> </ul>	2,3	6		
<b>LOC 5/SAST 06</b> Human Factors and Automation	1	<ul style="list-style-type: none"> <li>Model AC - Mode Awareness and Energy State Management Aspects of Flight Deck Automation</li> </ul>	2,3	6		
<b>RE 2/SASI 07</b> Identify Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches	1	<ul style="list-style-type: none"> <li>Guidance material, titled "Unstable Approaches ATC Considerations"; and LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a></li> </ul>	UNDER IMPLEMENTATION	5		
		<ul style="list-style-type: none"> <li>Two flyers titled "Runway Excursions" and "Avoiding Unstable Approaches" are available on CANSO's website at LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a></li> </ul>	UNDER IMPLEMENTATION	5		
<b>RE 6/SASI 08</b>  Timely and Accurate Notification about Runway Conditions by AIS and ATS	1	<ul style="list-style-type: none"> <li>Industry Best Practices Manual on Timely and Accurate Reporting of Runway Condition by ATS/AIS to Flight Crew. Note: Please be advised that this is out of date</li> </ul>	1,3	6		

<b>RE 7/SASI 09</b> Improve Runway Conditions in accordance with the Guidelines Provided in Annex 14	2	<ul style="list-style-type: none"> <li>Guidance on runway maintenance and operations, which can be found in the "ACI Runway Safety Handbook". The handbook is now part of the ICAO Runway Safety Toolkit.</li> </ul> Link: <a href="http://www.icao.int/safety/runwaysafety/pages/rnwylkt.aspx">http://www.icao.int/safety/runwaysafety/pages/rnwylkt.aspx</a>	1,3	6	Runway Safety Programme and formation of Runway Safety Teams.	
		<ul style="list-style-type: none"> <li>An on-line training course on runway maintenance and operations can also be found at</li> </ul> Link: <a href="http://www.olc.aero/Courses/Runway-Safety-Management.aspx">http://www.olc.aero/Courses/Runway-Safety-Management.aspx</a>	UNDER IMPLEMENTATION	UNDER IMPLEMENTATION		
<b>RS 1/SASI 10</b> Develop Runway Safety Checklist	1	<ul style="list-style-type: none"> <li>A checklist - Runway Safety Maturity Checklist</li> </ul>	UNDER IMPLEMENTATION	UNDER IMPLEMENTATION		



## SARAST SAFETY TOOL IMPLEMENTATION TRACKER

NAME OF MEMBER STATE: Pakistan

**State Input Criteria:**

- 1- Legislation/Regulations have been customized/updated by the State.
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- 3- Advisory circular/information/guidance has been provided to Operator.
- 4- Operators have not started to implement.
- 5- Operators have partially implemented.
- 6- Operators have fully implemented.
- 7- N/A (Not Applicable)
- 8- No Action

*Input your number(s)  
here, and/or use your  
own words*



Note: You may also use your own words to describe the implementation status

SEI/SASI (new #)	PRIORITY	SAFETY TOOLS LINK: <a href="http://www.icao.int/APAC/Pages/edocs.aspx">http://www.icao.int/APAC/Pages/edocs.aspx</a> (Under FS)	State Implementation Status (State Input)	Operator Implementation Status (State Input)	Support Required (COSCAP INPUT)	Closure Status (COSCAP Input)
CFIT 1/SAST 01 GPWS with Forward Looking Feature	1	<ul style="list-style-type: none"> <li>Model Regulation on Ground Proximity Warning System (GPWS)</li> </ul>	1 (ANO-024-FSXX-6.2 Para D6.15),3	6		
		<ul style="list-style-type: none"> <li>Model AC - Guidance for Operators to Ensure Effectiveness of GPWS Equipment</li> </ul>	2 (ASC-006-FSXX-2.0),3	6		
		<ul style="list-style-type: none"> <li>Guidance for Operators on Training Programme on the use of Ground Proximity Warning System (GPWS)</li> </ul>	2 (ASC-005-FSXX-2.0),3	6		

<b>CFIT 3/SAST 02</b> Precision-Like Approach Standard Operating Procedures	1	<ul style="list-style-type: none"> <li>Model AC - Instrument Approach Procedures using Continuous Descent Final Approach Techniques</li> </ul>	2 (ASC-016-FSXX-2.0),3	6		
<b>CFIT 5/SAST 03</b> Crew Resource Management Training	1	<ul style="list-style-type: none"> <li>Model AC - Crew Resource Management Training Programme</li> </ul>	2(ANO 91.0014),3	6		
<b>CFIT 6/SAST 04</b> CFIT/ALAR Training	3	<ul style="list-style-type: none"> <li>Model AC - Development and Conduct of ALAR and CFIT Training Programme</li> </ul>	8	8		
<b>CFIT 7/SAST 11</b>		<ul style="list-style-type: none"> <li>Guidance for Air Operators in Establishing a Flight Safety Documentations System Model Advisory Circular</li> </ul>	2 (ASC-001-FSXX-2.0),3	6		
<b>CFIT 8/SAST 05</b> Minimum Safe Altitude Warning (MSAW)	3	<ul style="list-style-type: none"> <li>Model AC - Issuance of Terrain or Obstacle Alert / Warning</li> </ul>	8	8		
<b>LOC 5/SAST 06</b> Human Factors and Automation	1	<ul style="list-style-type: none"> <li>Model AC - Mode Awareness and Energy State Management Aspects of Flight Deck Automation</li> </ul>	2 (ASC-020-FSXX-1.0),3	6		

<b>RE 2/SASI 07</b> Identify Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches	1	<ul style="list-style-type: none"> <li>Guidance material, titled "Unstable Approaches ATC Considerations"; and LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a></li> </ul>	8	8		
		<ul style="list-style-type: none"> <li>Two flyers titled "Runway Excursions" and "Avoiding Unstable Approaches" are available on CANSO's website at LINK: <a href="http://www.canso.org/safety">http://www.canso.org/safety</a></li> </ul>	8	8		
<b>RE 6/SASI 08</b> Timely and Accurate Notification about Runway Conditions by AIS and ATS	1	<ul style="list-style-type: none"> <li>Industry Best Practices Manual on Timely and Accurate Reporting of Runway Condition by ATS/AIS to Flight Crew. Note: Please be advised that this is out of date</li> </ul>	(1) Air Navigation Order (ANO-007-DRAN-2.0) contains Notification about Runway Conditions by AIS and ATS	(6) Manual of Air Traffic services (MNL-001-OPAT-3.0)		
<b>RE 7/SASI 09</b> Improve Runway Conditions in accordance with the Guidelines Provided in Annex 14	2	<ul style="list-style-type: none"> <li>Guidance on runway maintenance and operations, which can be found in the "ACI Runway Safety Handbook". The handbook is now part of the ICAO Runway Safety Toolkit. Link: <a href="http://www.icao.int/safety/runwaysafety/pages/rnwylkt.aspx">http://www.icao.int/safety/runwaysafety/pages/rnwylkt.aspx</a></li> </ul>	Chapter_10 Aerodrome Standard Manual MNL-003-DRAS_2.0 Contain maintenance of operational runway and allied facilities drive from Annex-14 (Vol-I)	6		

		<ul style="list-style-type: none"> <li>An on-line training course on runway maintenance and operations can also be found at Link: <a href="http://www.olc.aero/Courses/Runway-Safety-Management.aspx">http://www.olc.aero/Courses/Runway-Safety-Management.aspx</a></li> </ul>				
<b>RS 1/SASI 10</b> Develop Runway Safety Checklist	1	<ul style="list-style-type: none"> <li>A checklist - Runway Safety Maturity Checklist</li> </ul>	7 – Maturity Checklist is not applicable in CAA Pakistan. However Safety Oversight Audit Programme is applicable with checklist contain in Aerodrome Inspector Handbook (AIHB) MNL-002-DRAS-3.0			