

## 27<sup>th</sup> COSCAP-SA STEERING COMMITTEE MEETING

### Regional Aviation Safety Teams (RASTs) Reports and Proposed Actions Discussion Paper 3 (DP-3)

(Presented by CTA)

#### SUMMARY

The purpose of this paper is to present to the Steering Committee the conclusions and proposed actions from the 20<sup>th</sup> SARAST meeting. The Record of Conclusions arising from this meeting is located in Appendix II.

#### 1 Background

- 1.1 The objective of the SARAST is to recommend accident prevention interventions to the Steering Committee. The recommendations, once approved by the Steering Committee, may be implemented through the coordinated efforts of the regulatory authorities, in consonance with service providers, airlines and aircraft manufacturers. When such actions are endorsed by the Steering Committee, the Team Members will serve as focal points for introducing the interventions within their respective Administrations and for coordinating their government's efforts with industry.
- 1.2 To accomplish the objectives, the team will undertake its deliberations in full consideration of the work of the RASG / APRAST. The priority for the Team will be to introduce, support, and develop actions which have the potential to effectively reduce regional aviation risks to enhance aviation safety.
- 1.3 Since the 26<sup>th</sup> Meeting of the Steering Committee, the APRAST has completed two meetings (APRAST 12 and 13)
- 1.4 The 13th APRAST was conducted 3-7 December 2018 in Bangkok, Thailand.
- 1.5 Although the ICAO Regional Office acts as Secretariat for the RASG / APRAST, the CTA COSCAP SA is actively engaged in an *ad hoc* working group (LOCi) established under the APRAST for developing safety improvements to reduce the risk of Loss of Control in flight.
- 1.6 For information, a copy of the Report of the 13<sup>th</sup> Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST) can be found at:  
<https://www.icao.int/APAC/Meetings/Pages/2018-APRAST13.aspx>
- 1.7 Two SARAST meetings took place since the last 26<sup>th</sup> SCM. One meeting was conducted via teleconference on April 26, 2018 and one face to face meeting in Bangkok from 11-12 Oct 2018. Agendas for the two meetings can be found in *Appendix IV*.

## 2 Discussion

2.1 All Member States participated on the SARAST teleconference on April 26, 2018. The main purpose of the teleconference was for the States to provide an update on the status of APRAST SEI Safety Tools implementation and to determine if any support is required from the COSCAP SA. In addition, Member States provided a briefing on key safety items that they are currently working on. The Record of Conclusion of this teleconference can be found in *Appendix I*.

2.2 The 20<sup>th</sup> SARAST face-to-face meeting was conducted on 11-12 October 2018. Five Member States attended. Maldives and Pakistan were not able to attend. The meeting involved the following key activities and highlights:

2.2.1 The three key activities of the 20<sup>th</sup> SARAST involved the following:

- Review and discussion of each Member State status towards the development and implementation of APRAST SEI Safety Tools. Member State's progress on the implementation of the Safety Tools, are tracked on the "APRAST Safety Tool Implementation Tracker". In addition, the tracker identifies which area(s) and State(s) require support from the COSCAP SA office. Member States are progressing well on the development and implementation of the APRAST Safety Tools. A copy of each member State progress on the APRAST Safety Tools can be found in **Appendix III**.
- Review and discussion of each Member State - National Aviation Safety Team (NAST) safety issues was conducted. In addition to sharing national safety issues, one of the key objectives was to identify areas of safety concerns that were **common** among Member States. Many fruitful exchanges were conducted during the meeting and details of each Member State safety issues may be found in **Appendix II – Record of Conclusions**. Note that there were no items that were to be presented to APRAST accordingly.
- In addition, on the afternoon of the last day, a field trip was conducted to visit the Thai Air Traffic Management system (Air Traffic Control Control Center)

2.2.2 Highlights of SARAST discussions included the following:

- Confusion still exists with the term "National Aviation Safety Plan (NASP) versus State Safety Programme. ICAO will clarify accordingly. The CTA will be attending an ICAO SSP course in February. Clarification will be obtained and passed on to Member States accordingly.
- Recruitment and retention is still a problem with many States. This is an issue that needs to be brought up at a very high level of Government. Senior government officials need to be made aware of these difficulties so that sustainable solutions may be implemented
- The CTA gave a demonstration of the E-SACBM, which could be used by other States to obtain assistance in terms of training and Technical Assistance. Eventually, once the legal framework has been established, inspectors on missions to other States may also conduct oversight activities accordingly.

- Helicopter operations in Mountainous areas workshop to be arranged by the COSCAP SA Note: Nepal to provide contact person from the Int'l Helicopter group
- Bird strikes are still a problem for many States. Measures are being taken to try to reduce them. COSCAP SA will provide Wildlife training in 2019-2020 on demand basis
- Laser lights for entertaining purposes (i.e. bar/celebrations/festivals) can cause a problem for aircraft. Education is required for the people who put on laser light shows
- SMS implementation still required work. Most of the States have already received theoretical courses however need OJT. COSCAP SA will arrange for OJT to be provided in 2019-2020 AWP to the States in terms of assessing the effectiveness of operators SMS
- UAVs are starting to become a problem for most States. Stricter regulations are being put in place before situation deteriorates.
- Bangladesh described an incident where two aircraft who have been cleared to altitudes (with 1000 ft separation in between) received both a TCAS RA to level off. After a discussion, it was decided that it was important to provide training to ATC and the pilots in terms of possible TCAS RA alerts in such a situation. In addition, trending this type of incident would be important to determine if this is a more significant problem.
- In relation to the above, India provided a reference for the categorization of TCAS RA related incidence: ASC 5-2009 located on the India DGCA website.

### **3 Action of the Meeting**

- 3.1 The Steering Committee is invited to review and take note of the Record of Conclusions and Actions of the 20<sup>th</sup> Meeting of the South Asia Regional Aviation Safety Team (SARAST).
- 3.2 As directed by the Steering Committee, COSCAP-SA will support Member States implementation of the safety action.

