



# Cooperative Development of Operational Safety and Continuing Airworthiness Programme COSCAP - SOUTH ASIA



## International Civil Aviation Organization

### Record of Conclusions 24th Meeting of the South Asia Regional Aviation Safety Team (SARAST) Virtual ZOOM Meeting December 1-2, 2022

#### SA1 - Venue

The 24<sup>th</sup> meeting of South Asia Regional Aviation Safety Team (SARAST) was held virtually (ZOOM) on December 1-2, 2022. The meeting was scheduled for a two-half day period however was completed in one session. The meeting was attended by representatives from all 8 Member States being Afghanistan, Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan and Sri Lanka. In attendance were:

Name	Title	Organization
Capt. Marie Zubryckyj	Chief Technical Advisor, COSCAP SA	COSCAP-SA, ICAO
Ms. Shamim Ahmadzai	NC for COSCAP SA and Cabin Safety Inspector CAA Afghnaistan	CAA Afghanistan
Eng. Najibullah Amarkhail	Safety Officer/Inspector CAAF	CAA Afghanistan
Mr. Said Siddiq Ziwari	Safety Officer/Inspector CAAF	CAA Afghanistan
Mr Jigme Thinley	Flight Operations Officer/Inspector	CAA Bhutan
Mr. Lutful Kabir	Assistant Director ANS and Assistant NC Bangladesh	CAA, Bangladesh
Mr. Rahul Agarwal	Assistant Director Air Safety DGCA India	DGCA India
Mr. Rupinder Singh	Deputy Director Air Safety, DGCA India	DGCA India
Ms Fathimath Ramiza	Director ANS and AGA and NC for CAA Maldives	CAA, Maldives
Mr. Raju Shrestha	Director Flight Safety Standards CAA Nepal and NC for Nepal	CAA, Nepal
Mr Binaya Giri	Deputy Manager Flight Operations CAAN	CAA Nepal
Mr Hasna Mujahid	Safety Officer/Inspector CAA Pakistan	CAA Pakistan
Mr. Iftikhar Usmani	Director Flight Standards CAA Pakistan	CAA Pakistan
Mr. Rayhan Wannappa	Director Air Transportation CAASL	CAA Sri Lanka
Mr. Shehan Wattewewa	Inspector Flight Standards CAASL	CAA Sri Lanka
Lushan Fernando	Director Flight Standards CAASL	CAA, Sri Lanka



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### **SA2 - Welcome and opening remarks**

The CTA welcomed participants to the 24<sup>th</sup> SARAST meeting. She explained the structure of SARAST in order to make the meeting meaningful and effective for the COSCAP SA

Member States as such:

1. The member States will present the status of the implementation of the APRAST Safety Tools. States may use their COSCAP SA SARAST Safety Tool Tracker to show their progress/status accordingly.
2. Member States will present any significant issue requiring attention identified during their NAST meetings. If there are any common safety issues that need addressing at a higher level, the CTA will present them to APRAST.

### **SA3 - Adoption of the Agenda**

The Agenda was presented (Appendix 1) and accepted.

### **SA4 - Introduction of participants**

- Since there were new participants at the meeting, introductions were conducted accordingly.

### **SA5 - Review of 23th SARAST Decision Record**

- A review of the 23<sup>th</sup> SARAST Decision Record was conducted.

### **SA6 – Discussion on various issues:**

- **English Language Examinations:** An English Language Examination course was provided to all Member States on January 10-14, 2022. Additional courses will be provided in 2023. Note that these courses are quite expensive therefore will require an international tendering process to obtain the best cost.
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### **SA7 - State Presentations on the Status of their APRAST Safety Tools Implementation.**

- Through the facilitation of the CTA, the following States updated the status of the implementation of their tools located in Appendix II:
  - Bangladesh
  - Bhutan
  - India
  - Maldives
  - Nepal
  - Pakistan
  - Sri Lanka
  - Afghanistan Note: Afghanistan does not have a tracker. The CTA will provide training on the safety tools and how to use the tracker accordingly.



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- **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 is tracked on the "COSCAP SA Safety Tool Tracker". The tracker identifies which States and area(s) that require support from the COSCAP SA office.
  - Member States have progressed very well on the development and implementation of the APRAST Safety Tools.
- **Review and discussion of each Member State - safety issues:**
  - Unfortunately, several States still did not have an opportunity to hold a NAST meeting in 2022 due to other priorities. Nonetheless, Member states presented their key safety issues. Details of their presentations may be found in the Record of Conclusion in Appendix I.
  - In addition to sharing national safety issues, one of the key objectives was to identify areas of safety concerns that were of **common** interest among Member States.

**SA8 – Member State Presentations:** The following States presented their NAST/Safety issues **PPT presentations of States (only those who had a PPT) can be found in Appendix III and the ZOOM recording located in Appendix IV.**

### **Bhutan**

1. SSP Manual has been completed
2. No NAST meetings conducted this year
3. Participating on the ICAO NASP On Line Training
4. Drone Activity is still a challenge – collaborating with the police to enforce drone regulations
5. Transmission Lines are a hazard to helicopter operations
6. Bird strikes still an issue
7. OPS Pre Audit conducted by the COSCAP SA – implementing the corrective actions required
8. ICAO audited (virtually/on line) 4 AIR PQs
9. ANS progressing well in resolving their SSC
10. Helicopter operations has been amalgamated with Drukair. Will be operating under one AOC
11. Inspector retention still a challenge for the BCAA
12. Organizational changes in progress
13. SARI OPS regulations have been implemented, FCL to come soon

### **Bangladesh**

1. Ground Handling Agency – separate ANO requiring them to be licensed
2. Received SSP/SMS workshop and Train the trainer courses from EASA
3. SSP has been promulgated
4. NASP has been promulgated
5. Drones, laser and cyber security are part of emerging issues
6. Looking at obtaining Cat 1 certification from the FAA



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7. Availability of simulators still a challenge
8. Recruitment and retention of inspectors still a challenge

### India

1. NAST not conducted in 2022. However multiple safety meetings were held with stakeholders and following agenda points were discussed:
  - (a) Publication of Annual Safety Review 2021.
  - (b) Standardization of FOQA parameters i.r.t A 320 and B 737.
  - (c) To check and discuss the preparedness of airline operators for restoration of civil aviation requirements on breath analyzer test for crew and other aviation personal, as these requirements were restricted due to than COVID-19 pandemic.
2. Second edition of SSP- India has been published
3. NASP 2023-27 is being developed.
4. Standardization of FOQA parameters for B787 and ATR 72 are in process.

### Pakistan

1. Acceptable Level of Safety Performance (ALoSP) – ANO has been issued on State SPIs/SPTs and Safety Data Collection and Processing System (SDCPS) being developed.
2. Ground Operations at Aerodromes – Training of APS personnel at 7 airports complete and online data collection of Apron Safety Rules violations initiated
3. SMS Implementation – Single SMS Manual implemented (accepted by SSP)
4. Crew trainings on Human & Fatigue Factor – COSCAP SA to arrange training
5. 5G Interference & Aviation – PCAA waiting for guidance from the ICAO APAC Regional Office
6. Achievements of SSP branch (see PPT)
7. Tasks ahead:
  - o Effective safety oversight including SMS Effective implementation of SMS amongst the service providers.
  - o Risk Based Oversight (RBO) implementation.
  - o Interfacing of standalone software of regulators with SDCPS
  - o Capacity building of SSP officers /SMS inspectors.
8. Challenges in aviation activities – rapid growth, complexity, capacity building and priorities
9. State Performance / HRC (see PPT)

### Afghanistan – Note: Afghanistan CAA has merged with the Ministry of Civil Aviation

1. Ground Handling Services outsourced
2. AVSEC Services outsourced
3. ANS Development PPP Contract awarded to UAE Based companies, GAAC and GANS
4. Airport Maintenance – outsourced
5. ARFF Training Services outsourced
6. SMS improvement for ANS and AGA



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7. Wildlife Control improvements
8. Recruitment of ATC, AIS, Quality, Project Management and Safety are underway
9. Training plan has been prepared
10. Site visits planned to assess equipment, building and facilities
11. Procedures for ATC, MOPS, and CONOPS being prepared
12. Key documents being prepared such as Personnel Development and System Development
13. Participation in the ICAO VMT meetings
14. Compliance Assessment of KIA airport

### Maldives

1. 26<sup>th</sup> MAST Meeting conducted August 2022-12-07 (refer to PPT)
2. Wildlife Management at the Aerodromes
3. Certification of the Water Aerodrome
4. Safety performance review

### Nepal

1. Supports Phase VI
2. The objectives and desired performance of program should be well elaborated
3. Additional comments to come later

### Sri Lanka

1. Draft NASP has been forwarded to ICAO for review

### SA9 – Areas of Commonality among Member States:

The areas of common interest of the SARAST discussions included the following:

- Timely and accurate reporting of Runway Conditions in ATS/AIS – In addition to their service providers, most States have fully implemented GRF training programmes for their officers/inspectors
- UPRT training is now fully implemented in most of the States.
- FRMS training for both OPS and ATCO – COSCAP SA will arrange training in 2023.
- COSCAP SA will also arrange training in Human Factors training
- The propagation of drones continues to be a challenge for most Member States – more regulations and enforcement are required.
- Most States are working hard on their NASP including the development of their related SSP (including SPIs and SPTs)
- Ground Operations handling service providers SMS requirements – The Airport Authority (who is required to have an SMS in place) is responsible for ensuring that their contractors (third party) service providers (i.e. Ground Handlers) meet their SMS requirements. Note that the State may develop



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national regulations requiring any service provider to establish and maintain and SMS irrespective of the ICAO SARPs.

- Recruitment and retention of CAA inspectors continue to be a challenge for many States. Note that the COSCAP SA - E-CCBM may be used by Member States if assistance is required. States are to contact the CTA if this assistance is required.
- CTA will spend some time with Afghanistan to discuss the APRAST Safety tools and trackers.

**SA10 – Updated/current NAST Meetings** - The CTA thanked all Member States for their presentations. It was observed that most States did not conduct their NAST meetings for quite some time. It was suggested that Member States hold a “fresh” NAST meeting just prior to each SARAST meeting so that current safety issues may be shared and discussed.

### **SA11 - Venue of next meeting**

Next meeting will be held prior to the fall - 2023 APRAST. Exact date and time to be determined at a later date. Hopefully the next meeting will be a face-to-face meeting

Meeting concluded at 1230 hrs.

Capt. Marie Zubryckyj  
CTA COSCAP SA

December 2, 2022

ZOOM Links:

[https://us02web.zoom.us/rec/share/6Pz2azU-oKTgyqNOE28SkOYDRINvBNthkr34X\\_EZgqb8D5x\\_4JLznThhZz3bLVZp.RQDlaiUyarPcl6QM](https://us02web.zoom.us/rec/share/6Pz2azU-oKTgyqNOE28SkOYDRINvBNthkr34X_EZgqb8D5x_4JLznThhZz3bLVZp.RQDlaiUyarPcl6QM)

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