

30th 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 24th SARAST meeting. The Record of Conclusions arising from this meeting is located in Appendix I

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 29th Meeting of the Steering Committee, APRAST has completed one virtual - 18th APRAST held on 20-24 June, 2022. Record of Conclusion can be found at the following link: <https://www.icao.int/APAC/Meetings/Pages/2022-APRAST-18.aspx>
- 1.4 The 12th RASG virtual meeting took place on 17-18th. November 2022. Record of Conclusion can be found at the following link: <https://www.icao.int/APAC/Meetings/Pages/2022-RASG-APAC12.aspx>
- 1.5 Although the ICAO Regional Office acts as Secretariat for the RASG / APRAST, the CTA COSCAP SA engages as necessary in discussions for activities established under the APRAST and RASG.
- 1.6 The 24th. SARAST (Virtual) meeting took place on December 1, 2022. The Record of Conclusion with associated appendices can be found in ***Appendix I of this DP.***



2 Discussion

2.1 All Member States attended the 24th SARAST meeting. The meeting involved the following key activities and highlights:

2.2.1 Three key activities 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 is tracked on the "COSCAP SA Safety Tool Tracker". The tracker (Appendix II) 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 (95% completed) 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 24th SARAST - Record of Conclusion in Appendix I.

2.2.2 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 coordinate with EASA for training in 2023.
- COSCAP SA will arrange training in Human Factors training in 2023
- 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 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 to spend some time with Afghanistan to discuss the APRAST Safety tools and trackers. A workshop has been scheduled for February 15, 2023 accordingly.



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 24th Meeting of the South Asia Regional Aviation Safety Team (SARAST) located in Appendix I.
- 3.2 As directed by the Steering Committee, COSCAP-SA will support Member States implementation of the safety action(s).

