



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



## International Civil Aviation Organization

### Record of Conclusions 25th Meeting of the South Asia Regional Aviation Safety Team (SARAST) Hybrid Meeting January 31 – February 1, 2024

#### SA1 - Venue

The 25<sup>th</sup> meeting of South Asia Regional Aviation Safety Team (SARAST) was held in Bangkok, Thailand on January 31 – February 1, 2024. Due to several Member States having difficulties in getting approval for travel, the meeting was converted into a hybrid meeting (Face to Face and Virtual). The meeting was scheduled for a two- day period however was completed in one day. The meeting was attended by representatives from 5 Member States being Afghanistan, Bhutan, Maldives, Nepal, and Pakistan. In attendance were:

Name	Title	Organization
Capt. Marie Zubryckyj	Chief Technical Advisor, COSCAP SA	COSCAP-SA, ICAO
Mr. Safiullah Ahmadi - virtual	CNS Inspector CAAF	CAA Afghanistan
Mr. Said Siddiq Ziware - virtual	AIR General Manager CAAF	CAA Afghanistan
Mr. Samten Dorjee	Flight Operations Officer/Inspector BCAA	CAA Bhutan
Ms Fathimath Ramiza	Director ANS and AGA and NC for MCAA	CAA, Maldives
Mr. Raju Shrestha (virtual)	Director Flight Safety Standards CAAN and NC for Nepal	CAA, Nepal
Mr Faisal Safdar Khan	Senior Joint Director SSP CAAP	CAA Pakistan

#### SA2 - Welcome and opening remarks

The CTA welcomed participants to the 25<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 IV) and accepted.



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### SA4 - Introduction of participants

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

### SA5 - Review of 24th SARAST Decision Record (Appendix III)

- A review of the 24<sup>th</sup> SARAST Decision Record was conducted.

### SA6 – Discussion on various issues:

- **English Language Examinations:** Update: Two English Language Proficiency Interlocutor / Rater courses have been scheduled to take place as such: February 19-23, 2024 and May 20-24, 2024

### 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:
  - Bhutan
  - Maldives
  - Nepal
  - Pakistan
  - Afghanistan
- **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.
  - A review was conducted on current existing Safety Tools (ICAO APAC Website). Other than the organization of the safety tools, there are no significant changes.
  - Member States were encouraged to visit the ICAO APRAST section (ICAO APAC Regional Office Website) for revised and/or new APRAST Safety Tools from time to time.
- **Review and discussion of each Member State - safety issues:**
  - Unfortunately, several States still did not have an opportunity to hold a NAST meeting in 2023 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.



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**SA8 – Member State Presentations:** The following States presented their NAST/Safety issues as such:

### **Bhutan**

- NAST Structure
- FDM top highlights (Air Operators)
- Progress update of NASP SEIs from the stakeholders
- MOR-highlight -Safety Committee from BCAA
- AP-RASP and GASP updates
- Stock take the progress of NASP (2023-25) SEI implementation
- NASP Target amendment
- Air Operators' ERP synchronization with AEP
- Mitigation for Key FDM events.
- Institution of Safety Council.
- Wildlife activities (Bird strikes)

### **Pakistan**

- State Air Navigation Order ANO-003-XXSP has been issued containing State level SPIs / SPTs
- SPIs reviewed and input received from all stakeholders in Oct 2023.
- Safety Data collection & Processing system (SDCPS) is developed.
- SPIs / SPTs / Safety Alerts being monitored measured through SDCPS
- State Performance/HRCs:
  1. Controlled Flight Into Terrain (CFIT)
  2. Mid air collision (MAC)
  3. Runway Excursion (RE)
  4. Runway incursion (RI)
  5. Loss Of Control In Flight (LOC-I)
- Incidents/Occurrences 2023
- Ground Operations at Aerodromes – violations
- SMS Implementation Oversight
- Safety Training by the State
- Trainings – Capacity Building
- Achievements of SSP
- Tasks Ahead
- Challenges in aviation activities

### **Afghanistan**

- Work started on APRAST Safety Tools
- New Civil Aviation Law sent for approval
- ANS and AGA Oversight has been established and inspectors are conducting oversight functions
- Afghanistan Civil Aviation Regulations are under review
- Aerodrome Certification Program has been developed and established
- Regulatory presentations are provided to airport operational staff for familiarization and awareness of the national regulations and international standards.



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- CAPs are also presented to Airport operational staff
- SSP Manual has been developed
- Kabul, Herat, Kandahar and Mazar-e-Sharif International Airports compliance assessments are completed, Kandahar international Airport has submitted CAPS and it is approved and submitted back for implementation, the rest are working on development of CAPs.
- VSAT is replaced with microwave system.
- AFTN will be replaced with AMHS system.
- GNSS will be used for aircraft separation
- Ariana Afghan Airlines added an A310-304 aircraft
- KamAir added a new A340-313 aircraft.
- FlyDubai and Air Arabia resumed their flights from Dubai and Sharjah to Kabul International Airport.
- MahanAir, KishAir and Yazd Air connects Tehran and Mashhad to Kabul and Mazar International Airports.
- Turkish Airlines and Jazeera Airways will start their flight to Kabul in near future
- Recent Accident of Russian Aircraft

### Maldives

- MAST Meeting Composition and Frequency
- MAST Meeting Agenda Items
  - Review of action items arising from previous meetings
  - Election of the Chairperson
  - Safety performance review
  - Activities aimed at enhancing safety management
  - Activities aimed at enhancing safety oversight
  - Activities aimed at reducing operational risk
  - Activities aimed at enhancing infrastructure for safety
  - Training and safety promotion activities
- Tops risks identified based on the data collected (1) non-compliance with regulations, (2) TA/RA, (3) Ground Incidents and (4) Bird strikes

### Nepal

- EFB Certification and recertification
- Operations restrictions to control safety risk of helicopter operations
- Mandatory flight simulator training and checks
- Continuous long term improvement of Operational Safety
- Airplane Safety Measures
- Synthetic simulators for H125 Helicopter in Nepal
- Local challenges and innovation
- Pokhara-Jomsom route
- Kathmandu- Lukla Route
- SSP and NASP

**NOTE: PPT presentations of States can be found in Appendix IV**



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**SA9 – Areas of Commonality among Member States:** The areas of common interest of the SARAST discussions included the following:

- Member States are all working on their NASP, SSP including risk indicators
- Common Risk indicators were identified in the following areas:
  - Violations of the regulations
  - Ground operation incidences/accidents
  - Bird Strikes
  - TA/RA
- Pro active activities are taking place to enhance operational safety
- Member States are actively engaged in capacity building and training
- COSCAP SA is putting more emphasis on UAV (drones) training for Member States. Initially introductory on line UAV courses were offered in 2023. More advance courses will be scheduled in the future.

**SA10 – Updated/current NAST Meetings** - The CTA thanked all Member States for their presentations. Member States are strongly encouraged to 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 - 2024 APRAST. Exact date and time to be determined at a later date.

Meeting concluded at 1500 hrs.

Capt. Marie Zubryckyj  
CTA COSCAP SA  
January 31, 2024

ZOOM Links:

#1

[https://icao.zoom.us/rec/share/wsJWQvo6E\\_\\_mkMGYYMjKms8ofDFwaD0Er2wyvgqVN\\_uCnVTp6ULTxqqPowObNrgq.FPT8ecdNb3hs-cpB](https://icao.zoom.us/rec/share/wsJWQvo6E__mkMGYYMjKms8ofDFwaD0Er2wyvgqVN_uCnVTp6ULTxqqPowObNrgq.FPT8ecdNb3hs-cpB)

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[https://icao.zoom.us/rec/share/1i2\\_D5J923UQkxIOrjp2-d\\_pJ1g5y5vGaLsov6AN4PXn50pZw8ZkscCauNGOsWNI.JMZZfdgF49Xja3Dq](https://icao.zoom.us/rec/share/1i2_D5J923UQkxIOrjp2-d_pJ1g5y5vGaLsov6AN4PXn50pZw8ZkscCauNGOsWNI.JMZZfdgF49Xja3Dq)

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