

## 31<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 25<sup>th</sup> 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 30<sup>th</sup> Meeting of the Steering Committee, APRAST has completed two meetings as such: 20<sup>th</sup> APRAST held on 7-11 August 2023 and the 21<sup>st</sup> APRAST on the 11-15 March 2024 in Bangkok, Thailand. Record of Conclusions can be found at the following link:  
  
20<sup>th</sup> APRAST:  
<https://www.icao.int/APAC/Meetings/Pages/2023-APRAST-20.aspx>  
  
21 APRAST:  
<https://www.icao.int/APAC/Meetings/Pages/2024-APRAST-21.aspx>
- 1.4 The 13<sup>th</sup> RASG meeting took place on 18-19 December 2023 in Hong Kong, China. Record of Conclusion can be found at the following link:  
<https://www.icao.int/APAC/Meetings/Pages/2023-RASG-APAC13.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 25<sup>th</sup>. SARAST (Hybrid) meeting took place on January 31, 2024. The Record of Conclusion with associated appendices can be found in **Appendix I of this DP**.

## 2 Discussion

2.1 Five Member States attended the 25<sup>nd</sup> SARAST meeting being Afghanistan (virtually), Bhutan, Maldives, Nepal (virtually) and Pakistan. The meeting involved the following key activities and highlights:

2.2.1 Two 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 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

2.2.2 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.

## 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 25<sup>th</sup> 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).

