



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



International Civil Aviation Organization

Record of Conclusions

26th Meeting of the South Asia Regional Aviation Safety Team (SARAST) December 11, 2024 - Bangkok, Thailand

SA1 - Venue

The 26th meeting of South Asia Regional Aviation Safety Team (SARAST) was held in Bangkok, Thailand on December 11, 2025. 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 4 Member States being Bhutan, Maldives, Nepal, and Pakistan. Although a ZOOM link was provided to the other non attending Member States of India, Sri Lanka and Bangladesh to join virtually, none of them linked in. In attendance were:

Name	Title	Organization
Capt. Marie Zubryckyj	Chief Technical Advisor, COSCAP SA	COSCAP-SA, ICAO
Mr. Sangay Wangdi	Flight Operations Officer/Inspector BCAA	CAA Bhutan
Ms Fathimath Ramiza	Director ANS and AGA and NC for MCAA	CAA, Maldives
Mr Prabhakar Mallik	Chief FSSD	CAA, Nepal
Mr Deo Karn	Deputy Director General ASSRD	CAA Nepal
Capt Riaz Chishti	Additional Director Flight Standards	CAA Pakistan
Mr. Muhammad Asjad	Deputy Director Aerodrome Standards	CAA Pakistan

SA2 - Welcome and opening remarks

The CTA welcomed participants to the 26th SARAST meeting. She explained that normally the current structure of SARAST would be as such:

1. The Member States would present the status of the implementation of the APRAST Safety Tools. States to use their COSCAP SA SARAST Safety Tool Tracker to show their progress/status accordingly.
2. Member States would 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.
3. However due to the significant progress of Member States, State presentations on their status of APRAST Safety Tools would no longer be required.
4. At the end of this meeting, a discussion would take place on the restructuring of the SARAST meeting to make it effective and interesting to all Member States.



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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 25th SARAST Decision Record (Appendix II)

- A review of the 25th SARAST Decision Record was conducted.
- Bhutan, Maldives, Nepal and Pakistan have a NASP and SSP and are currently refining them
- Some challenges still exists in the SMS of Aerodromes (AGA) and Air Navigation Services (ANS)
- COSCAP SA will be putting emphasis on specific SMS areas training and TA to Member States in 2025-2026
- Resolution of Safety Concerns and Enforcement are weak areas in many States. More emphasis in this area is required in terms of training
- Bird strikes are still an issue for many States. Nepal will host an ICAO Wildlife Workshop in May 2025 in Pokara. More details to follow.

SA6 - State Presentations on the Status of their Safety Issues

- Unfortunately, several States still did not have an opportunity to hold a NAST meeting in 2024 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 III.
- 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.

SA7 – Member State Presentations: The following States presented their NAST/Safety issues as such:

➔ **Bhutan:**

- Last NAST meeting conducted was in December 2023
- Wildlife incidences – bird strikes still an issue. Need more training
- Retention of qualified inspectors. 60% of qualified inspectors have left the Bhutan CAA. Difficult to increase remuneration for inspectors
- Lack of qualified people working at the airport and ANS areas
- Training in PCR is required – COSCAP SA to address
- FOD problems on apron. Runway sweeping machine has been purchased. Training provided to ground operators. Additional FOD bins provided on the apron
- Runway incursion mostly with dogs and cats. Fencing has been re enforced and dog population has been controlled through a massive sterilization programme.



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➔ **Maldives:**

- Increase in domestic airports. Increase in workload to certify them.
- Oversight of meteorology – lack of experts in CAA. Plan to train at least 2 inspectors on MET
- Increase in seaplane operations. Airport very congested. Need more inspectors
- Act is lacking in ANS provisions

➔ **Nepal: A presentation was presented by CAAN and the following topics were presented: Note: Details of the topics are found in the presentation located in Appendix III**

- Overview of Nepal Aviation was presented with the following points:
 - Recreational Activities
 - Sky Diving
 - Fix Wing Operations
 - Helicopter Operations
 - Sling Operations
 - USOAP Status and Future planning
 - Attention required in CE3 and CE8 and in ORG and AIG
 - Nepal SSP, SSP Structure and Hierarchy, Operational Safety Teams and NASTs and NASP were presented
 - On-going actions such as:
 - Digitization of documents ongoing
 - Modernization of IT tool for personnel licensing
 - EFB certification procedure amendment based on latest version of ICAO Doc and CAAN GM
 - EFB Re-Certification in accordance with newly developed procedure manual
 - Modernization of inspector training and record management with IT tool
- Operations Restrictions To Control Safety Risk Of Helicopter Operations
- Mandatory Flight Simulator Training and Checks
- Synthetic Simulators for H125 Helicopter in Nepal
- Airplane Safety Measures
- HEAO Manual for Nepal Based on ICAO Doc 10163
- Local Challenges
- Helicopter Operations in Mountainous Terrain and Regulatory Workshop
- Follow-up mission for Helicopter Operations
- Weather Camera in Busy Mountain Routes
- ATC Training Simulator at CAA Nepal
- COSCAP SA Activities for Nepal

➔ **Pakistan: A presentation was presented by PCAA and the following topics were presented: Note: Details of the topics are found in the presentation located in Appendix III:**

- **APRAST Safety Tools implementation**
 - ➔ **Runway Safety:**



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- Air Navigation Orders developed on Runway Safety Programme
- Air Safety Circular developed to on unstable approaches to reduce runway excursions
- ➔ **Mid Air Collisions:**
- PCAA conducts periodically awareness sessions on High Risk Categories and Mid Air Collisions
- ➔ **CFIT:**
- Reviewing training curricula for competency Based Training and human factors
- ➔ **LOC-I:**
- Monitoring of training in the simulator sessions to ensure adherence to SOPs and Human factors
- NAST:
 - SSP Coordinator Group established. NAST meetings serve as a platform for the SSP Coordinator
 - Outcomes of NAST meetings communicated during high level meetings
- Hierarchy of meeting was presented
- SPIs are reviewed and input is received from relevant stakeholders through Safety Data collection & Processing System (SDCPS)
- State performance was presented within High Risk Categories including number of incidents and occurrences.
- PCAA is conducting SMS audits on Air Operators. These audits are integrated within the AOC audits
- PCAA is conducting inspections on GA operators and aerodromes
- Progress on State Safety initiatives
- COSCAP SA Assistance missions
- Challenges facing the PCAA:
 - GPS interference/Outages
 - Control On Laser Light pointing events.
 - Review of legacy Regulations to align them with Industry best practices
 - Automation in Oversight & surveillance Activities
 - Monitoring unauthorized drone activities
- Upcoming Priorities and Tasks were presented

SA8 – Areas of Commonality among Member States: The areas of common interest of the SARAST discussions included the following:

- Wildlife/bird strikes continue to be an issue for Member States. More training is required.
- Recruitment of retention is still an issue with some States. A combination of hiring practices must be used to meet resource requirements (i.e. contracting, secondments, new full time inspectors)
- Remuneration of inspectors (OPS in particular) is still a challenge and needs to be discussed at the higher levels
- PCR training is required for Member States



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- Specific area SMS training is required since SMS PQs will be assessed by ICAO after July 2025. This training will be provided by SME in the specific area with a practical application of specific SMS requirements/activities.

SA09 – 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.

SA10 – Restructuring of the SARAST meetings – Following discussion, it was decided to propose the following key changes:

- NC and SARAST meetings will still be held back to back
- NC and SARAST meetings may be conducted in a Member State on a rotating basis. This will allow for industry to participate. This would be done on a State rotational basis (alphabetically)
- A portion of the meeting may be allocated to invitees such as the aviation industry (Boeing, Airbus, Honeywell etc) and also other regulatory authorities (FAA, EASA, another CAA from another region etc...)
- The other remaining portion of the SARAST meeting will be restricted to Member States only so that free open discussion can be ensured

SA11 - Venue of next meeting

Next meeting will be held prior to the fall - 2025 APRAST. Exact date and time to be determined at a later date.

Meeting concluded at 1700 hrs.

Capt. Marie Zubryckyj
CTA COSCAP SA
December 17, 2024