

32th 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 26th 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 31th Meeting of the Steering Committee, APRAST has completed two meetings as such: 21th APRAST held on 11-15 March, 2024 and the 22st APRAST on the 30 Sept – 04 Oct, 2024 in Bangkok, Thailand. Record of Conclusions can be found at the following links:

21st APRAST:

<https://www.icao.int/APAC/Meetings/Pages/2024-APRAST-21.aspx>

22nd APRAST:

<https://www.icao.int/APAC/Meetings/Pages/2024-APRAST-22.aspx>

- 1.4 The 14th RASG meeting took place on 28-29 Nov, 2024 in Bangkok, Thailand. Record of Conclusion can be found at the following link:
<https://www.icao.int/APAC/Meetings/Pages/2024-RASG-APAC-14.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 26th. SARAST (Hybrid) meeting took place on 11 December, 2024. The Record of Conclusion with associated appendices can be found in *Appendix I of this DP*.

2 Discussion

2.1 Four Member States attended the 26nd SARAST meeting being Bhutan, Maldives, Nepal and Pakistan. The meeting involved the following key activities and highlights:

2.2.1 Key activities involved the following:

- Review and discussion of each Member State - safety issues:
 - Bhutan, Maldives, Nepal and Pakistan presented their key safety issues. Details of their presentations may be found in the Record of Conclusion in Appendix I. Note: Three Member States did not attend the SARAST meeting due to not being able to obtain clearance/approval to attend.
 - In addition to sharing national safety issues, another key objective 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:

- 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 and will be included in the 2025-26 AWP.
- 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.

2.1 Restructuring of the SARAST meetings – In order to stimulate and further engage Member States, their industries, manufacturers, other Regulatory Authorities and international organizations in the participation of the SARAST meeting(s), it was decided to propose the following key changes:

- NC and SARAST meetings will still be held back to back (no change)

- 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

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 26th Meeting of the South Asia Regional Aviation Safety Team (SARAST) located in Appendix I.
- 3.2 The Steering Committee is to take note and approve restructuring measures proposed to stimulate and engage further participation in the SARAST meetings.
- 3.3 As directed by the Steering Committee, COSCAP-SA will support Member States implementation of the safety action(s)

