

**TERMS OF REFERENCE
NATIONAL AVIATION SAFETY TEAM (NAST)**

1.0 Background

1.1 These Terms of Reference outline the concept and modalities for Bangladesh National Aviation Safety Team (NAST) and its relationship to the South Asia Regional Aviation Safety Team (SARAST) of COSCAP-SA.

1.2 The ICAO Global Aviation Safety Plan (GASP), which was reaffirmed by the 33rd Session of the ICAO Assembly in 2001, stressed the need for a reduction in the rate of fatal accidents in air transport operations. GASP endorses the concept of concentrating the safety-related activities of ICAO on those safety initiatives - planned or currently underway - which offer the best safety dividends in terms of reducing the accident rate. Additionally, GASP encourages States to foster regional and sub-regional safety groups for the purpose of furthering the global safety effort.

1.3 Two major safety initiatives have been established which are in keeping with the broad objectives of GASP. The United States, as part of the FAA's Safer Skies agenda, established the Commercial Aviation Safety Team (CAST) in June 1998. Similarly, in 1998 the States represented by the JAA formed the Joint Strategic Safety Initiative (JSSI). Both initiatives draw upon a broad base of experts from government agencies, airlines, manufacturers, aviation associations, labour unions, and other safety-related organizations. The focus of their efforts resulted from a rigorous analysis of accidents, which occurred over the most recent ten-year period for which significant data was available. Major causes of accidents were identified and categorized, and priorities were assigned to for the purpose of pursuing remedial actions. Top accident categories being examined by these groups are:

- Controlled flight into terrain
- Approach and landing
- Loss of Control
- Uncontained engine failures
- Runway incursions
- Weather

JSSI and CAST work in close co-operation to analyze significant worldwide accidents/incidents, develop recommendations for improvement actions, and commit /monitor implementation completion. In addition, some members from each group actively participate in the other group on a regular basis.

1.4 Consistent with Immediate Objective the COSCAP-SA Steering Committee has formally constituted the South Asia Regional Aviation Safety Team (SARAST) to play an active role in the global effort to reduce accidents. While the SARAST is the regional forum to examine and provide the regional mechanisms for approved safety interventions, we must take the required action for implementation. There may also be some safety issues that are unique that may be better resolved in the context of a national forum. Many of the safety interventions developed by SARAST may require involvement across many functional areas.

2.0 Objective

2.1 The objective of the National Aviation Safety Team (NAST) is to review outputs from the SARAST and to adapt the outputs for implementation in Bangladesh in a coordinated manner. The SARAST outputs have already been approved by the COSCAP-SA Steering Committee, so for these items the focus is on implementation modalities.

In addition, the NAST will review, analyze and develop recommendations on safety issues that are particular to only Bangladesh. When such actions are approved by the Chairman CAAB, the Team Members will serve as focal points for introducing the interventions within respective functional areas and for coordinating efforts with industry.

2.2 To accomplish the objectives, the team will : 1) Review, for implementation within Bangladesh, safety interventions that have been developed by SARAST; and 2) Review safety issues unique to Bangladesh which may warrant locally-developed interventions. The focus and priority for NAST will be to implement SARAST outputs and develop recommendations on unique national safety issues for approval of the CAAB.

3.0 NAST Modalities

3.1 Director Flight Safety & Regulations (DFSR) will serve as the Team Leader for NAST. The membership of the NAST for Bangladesh will include:

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|--------|---------------------------------|--------------------|
| (i) | Director (ATS & Aero) | - Member |
| (ii) | DD (FS) | - Member |
| (iii) | SATO (ZIA) | - Member |
| (iv) | SATCO, BAF Kurmitola | - Member |
| (v) | FOI (1) | - Member Secretary |
| (vi) | FOI (2) | - Member |
| (vii) | DD (AELD) | - Member |
| (viii) | DFO, Biman | - Member |
| (ix) | Chief of FS Biman | - Member |
| (x) | DFO, GMG | - Member |
| (xi) | Chief of FS GMG | - Member |
| (xii) | DFOs of all other ATOL holders. | - Member |

3.2 The NAST will accomplish the following:

- Review safety interventions which have already been developed by SARAST and advise the Chairman, CAAB the appropriate method for implementation of the recommendation;
- Identify areas of concern to flight safety that may be unique to Bangladesh or require emphasis within Bangladesh and develop data and interventions to address those concerns; and
- Work closely with service providers, airlines, manufacturers, industry and labor associations, and other appropriate organizations to ensure that interventions are implemented through a coordinated effort.

3.3 The NAST Team Leader will be a member of SARAST to ensure an understanding of the SARAST outputs. He will also provide regular feedback to SARAST on the activities of NAST.

3.4 The Chairman, CAAB will be provided with regular reports on the activities of NAST and the status of the implementation of SARAST and NAST recommendations.

3.5 The NAST will meet as necessary but as a minimum at least thrice each year.