



**Cooperative Development of Operational Safety and
Continuing Airworthiness Programme
COSCAP-SOUTH ASIA
International Civil Aviation Organization**



**22nd STEERING COMMITTEE MEETING
25-27 SEPTEMBER 2012, DHAKA, BANGLADESH**

**TERMS OF REFERENCE (TOR) OF
SOUTH ASIA REGIONAL AVIATION SAFETY TEAM (SARAST)
AND 14 SARAST UPDATES**

EXECUTIVE SUMMARY

This paper presents the new Terms of Reference` of the South Asia Regional Aviation Safety Team (SARAST) under the COSCAP-SA Steering Committee in view of the present Asia Pacific Regional Aviation Safety Group modalities.

1.0 Background

1.1 The ICAO Global Aviation Safety Plan (GASP), which was endorsed 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. The GASP endorses the concept of concentrating the safety-related activities of ICAO on those safety initiatives (whether planned or currently underway) which offer the best safety dividends in terms of reducing the accident rate. Additionally, the GASP encourages States to foster regional and sub-regional safety groups for the purpose of furthering the global safety effort.

1.2 Keeping with the broad objectives of the GASP, two major safety initiatives had since been established. 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 then JAA formed the Joint Strategic Safety Initiative (JSSI). Both initiatives draw upon a broad base of experts from government agencies, airlines, manufacturers, aviation associations, labor 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. The most important accident categories examined by these groups were:

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

The JSSI and the CAST work in close co-operation to analyze significant worldwide accidents/incidents, develop recommendations for improvement actions, and monitor implementation completion. Subsequently the EASA replaced the JAA and it has established the ESSI to continue the work commenced by the JAA/JSSI.

- 1.3 In conformity with the Objectives/Outputs of the COSCAP-SA Programme Document an initial discussion paper on the formation of South Asia Regional Aviation Safety Team (SARAST) was presented by COSCAP-SA for the consideration of the Steering Committee members at the 8th meeting of the Steering Committee held in 2001. At its 9th meeting the Steering Committee approved the formation of SARAST with the need to report to the Steering Committee for its work and recommendations. Consequently, the first ever meeting of SARAST was held in Bangkok on 12-13 June, 2002.
- 1.4 SARAST was created with the aspiration to play an active role in the global effort to reduce accidents. Keeping true to its aspirations, to date, the SARAST has conducted 13 meetings and developed numerous safety enhancements. The development and implementation of these safety enhancements is tracked by the COSCAP-SA programme and a regular report is provided to the Steering Committee. It had been a practice to conduct SARAST meetings in conjunction with the ARAST meetings.
- 1.4 The ICAO Global Aviation Safety Plan (GASP) was extensively revised in 2007 and subsequently endorsed by States at the 36th and 37th Meetings of the Assembly (Resolutions A36-7 and A37-4 refer. The GASP is to be used in conjunction with the Global Aviation Safety Roadmap (GASR) developed by aviation industry for ICAO and at its request
- 1.5 The objective of the Global Aviation Safety Plan (GASP) provides a common frame of reference for all stakeholders that support a proactive and systematic approach to aviation safety, and helps coordinate and guide the establishment of safety policies and initiatives worldwide. It will help in prioritizing and planning safety initiatives and measuring their impact.
- 1.6 The GASP is based on the following four principles:
 - **Participation of all stakeholders:** to ensure consistency of objectives and to avoid duplication of effort;
 - **Defining Global Safety Initiatives:** setting best practices, metrics and maturity levels which are defined in the GASR to ensure that implementation makes full use of the collective experience of the aviation community and that progress is measured in a transparent and consistent way;
 - **Planning process:** for collaborative development of action plans that define the specific activities that should take place in order to improve safety;
 - **Consistency with the ICAO Global Planning Process:** GASP follows an approach and philosophy which is consistent with the *Global Air Navigation Plan for CNS/ATM Systems* (Doc 9750). Both were developed with close coordination and participation of industry, and both provide a common framework to ensure that regional, sub-regional,

national and individual initiatives are coordinated to deliver a harmonized, safe and efficient international civil aviation system.

- 1.7 At the 4th Meeting of its 190th Session, held on 25 May 2010, the ICAO Council approved the establishment of RASGs. This decision established the mandate for the ICAO Secretariat to establish RASGs, nurture their development and guide their activities, recognizing that the planning must consider the related resources such as COSCAPs.

2.0 Objective

- 2.1 The objective of the SARAST is to recommend interventions to the Steering Committee which will reduce aviation risks. The recommendations, once approved by the Steering Committee, may be implemented through the coordinated efforts of the regulatory authorities, in coordination with service providers, airlines and aircraft manufacturers. When such actions are endorsed by the Steering Committee, the SARAST Members will serve as focal points for introducing the interventions within their respective States and for coordinating their government's efforts with industry.
- 2.2 To accomplish the objectives, the SARAST will undertake its deliberations and actions in full consideration of the work of the APRAST working under the RASG-APAC.
- 2.3 Review, for application within the South Asia area, existing safety interventions which have already been developed through the efforts of well-established, multinational safety initiatives,
- 2.4 The focus and priority for SARAST will be to introduce, support, and develop actions, which have the potential to effectively and operationally reduce the regional aviation risks to enhance aviation safety.

3.0 SARAST Modalities

- 3.1 The COSCAP-SA Programme Coordinator will serve as the Team Leader. Membership of the SARAST for each participating State/Administration will include the regulatory authority (flight operations, airworthiness, aerodrome and ATM representatives), air operators, service providers, manufacturers and industry organizations. Others may be invited to participate as appropriate to the subjects under consideration.
- 3.2 As a component of the APRAST, the SARAST will accomplish the following:
- Review safety interventions which have already been developed by existing safety groups such as ICAO, CAST and ESSI;
 - Review the focus areas, best practices, metrics and maturity levels defined in the Global Aviation Safety Roadmap (GASR) and advise the Steering Committee which of these are appropriate for implementation in the South East Asia region;
 - Consider the recommendations of the APRAST, as approved by the RASG, and advise the Steering Committee how to implement these within the South Asia sub-region;
 - Identify areas of concern to aviation safety that may be unique to the

- South Asia sub-region or require emphasis within the South Asia sub-region, and develop data and interventions to address those concerns;
 - Support implementation of data driven action plans developed using risk analysis by performance-based safety systems;
 - Work closely with service providers, airlines, manufacturers, industry associations, and other appropriate organizations to ensure that interventions are implemented through a coordinated effort
- 3.4 The SARAST Team Leader will facilitate the sharing of safety information and experiences among all stakeholders in the South Asia region and will develop methods that minimize duplication of safety activities at the regional and sub-regional level.
- 3.5 The SARAST Team Leader will maintain close contact with ICAO to benefit from its advice on the subject and for this purpose; he will provide regular feedback to ICAO on the activities of SARAST and on the emerging intervention proposals. In addition, he will liaise as required with other regional aviation safety teams to benefit from their efforts.
- 3.6 The SARAST Team Leader through his Regional Experts will conduct follow-up activities as required.
- 3.7 SARAST will make recommendations to the Steering Committee for their review and approval.
- 3.8 The Steering Committee will review and direct activities of SARAST and promote the implementation of those interventions that are deemed appropriate for the South Asia region.
- 3.9 The SARAST will include representatives of appropriate regulatory agencies, service providers, industry and other organizations. The ongoing work and /coordination may be accomplished through electronic communications. The team will normally meet as necessary up to a maximum of twice each year in conjunction with the APRAST.

4.0 14th SARAST Updates:

- 4.1 **Participation:** The 14th Meeting of South Asia Regional Aviation Safety Team (SARAST) was attended by representatives from the participating Member States Civil Aviation Administrations of COSCAP-SA. The Meeting was attended by a total of 23 participants from among the Member States, Industries and COSCAP-SA.
- 4.2 **Venue:** The Meeting was held in Meeting Room-2 in the afternoon of 24 August 2012 at the Asia Pacific ICAO Regional Office, Bangkok Thailand after completion of the 2nd Asia Pacific Regional Aviation Safety Team (APRAST) which was conducted during the period of 21 – 24 August 2012.
- 4.3 **Review of the 2nd APRAST Meeting:** The draft conclusions and recommendations and the works of the different groups (Runway Safety Group, LOC Group & CFIT Group) were appreciated by the attending Members of the SARAST. The Members agreed that the 2nd APRAST was well attended and the APRAST will continue to be an important forum through which the APAC Member States will be able to resolve important Safety Enhancement Initiatives

(SEIs). The RPC will report the outcome of the 14th SARAST meeting to the 22nd Steering Committee Meeting of COSCAP-SA.

4.4 **Review of SARAST Implementation Status:** The Regional Flight Operations Experts Mr. Tahir Hussain Siddiqui of COSCAP-SA made a brief review of the SARAST implementation status relating to flight operations issues. He also advised the meeting on the closed SASIs and urged the Member States for their concerted efforts in resolving the SASIs that had been long outstanding. The RPC briefed the Meeting on the ATM pending issues while the RAWE discussed the Airworthiness issues. The new Terms of Reference (TOR) of SARAST was discussed in the Meeting for kind consent of the Member States. The Member States agreed in principle the proposed TOR of SARAST and requested RPC to put it up for approval by the next Steering Committee Meeting. They also assured that the States would put all out efforts in resolving the open SASIs and will inform the Programme office.

4.6 **Conclusion:** The RPC is to update the records of SARAST as discussed and provide a revised copy to Member States for review and comments.

5.0 **Recommendations:** The Steering Committee is invited:

- a. to make note of the proposed Terms of Reference for the SARAST and kindly consent for its approval
- b. to note the SARAST Implementation Status and urge the member States to continue to resolve the Safety Initiatives that had earlier been identified and still remains open.

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