

24th 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 formally present to the Steering Committee the conclusions and proposed actions from the 17th SARAST meeting. The record and conclusions arising from this meeting is located in Appendix 1.

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 23th Meeting of the Steering Committee, the APRAST has completed three meetings (5, 6 and 7th).
- 1.4 The 7th APRAST was conducted 31 August to 04 September 2015 in Bangkok, Thailand.
- 1.5 Although the ICAO Regional Office acts as Secretariat for the RASG / APRAST, next year, the new CTA will be actively engaged facilitating an *ad hoc* working group (LOCi) established under the APRAST for developing safety improvements to reduce the risk of Loss of Control in flight.
- 1.6 For information, a copy of the Report of the Seventh Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST) can be found at:
<http://www.icao.int/APAC/Meetings/2015%20APRAST7/Final%20Report%20for%20Website.pdf>

2 Discussion

- 2.1 The SARAST once again confirmed the value of participation in the APRAST, and Member representatives reaffirmed their support to continue the practice of a SARAST meeting following the APRAST.
- 2.2 The Proposed Actions arising from the 17th.SARAST meetings (Appendix 1) are provided for the consideration and decision of the Steering Committee.
- 2.3 The Implementation Status Report – The CTA has noted that many SASI items remain unresolved and has developed a roadmap to get the SASI programme back on track.
- 2.4 The member States should ensure continuity (and succession) in allowing the same people to attend the meetings on continuous bases.

3 Action of the Meeting

- 3.1 The Meeting is invited to review the Record of Conclusions and Actions of the 17th Meeting of the South Asia Regional Aviation Safety Team (SARAST).
- 3.2 As approved by the Steering Committee, COSCAP-SA is to update the Implementation Status Report (as per the roadmap) and provide to Member Administrations for their review and further input.
- 3.3 As approved by the Steering Committee, COSCAP-SA will support Member Administration implementation of the safety actions.

**Record of Conclusions and Actions of the
17th Meeting of the South Asia Regional Aviation Safety Team (SARAST)
Bangkok, Thailand
04 September 2015**

1. Presents

The 17th Meeting of South Asia Regional Aviation Safety Team (SARAST) was attended by representatives from the participating Member States Civil Aviation Administrations of COSCAP-SA. There were a total of 15 participants. A list of the participants is located in Appendix 1.

2. Venue

The Meeting was held in the afternoon of 04 September 2015 in Bangkok, Thailand at 1300 hrs after completion of the 7th Asia Pacific Regional Aviation Safety Team (APRAST). Note that the meeting was originally scheduled for a full day starting at 0830 but the APRAST meeting had overrun its time into the SARAST schedule accordingly.

3. Proceedings of the Meeting

The CTA COSCAP-SA facilitated the meeting, and it progressed in accordance with the Programme.

4. Review of the 7th APRAST Meeting

4.1 A general discussion took place in regards to the general setup/structure of APRAST. The group strongly felt that the APRAST meeting did not meet their overall objectives. The reason being was that they did not see the connection between SARAST and APRAST in terms of their own State's safety issues. They also expressed the fact that the COSCAPs were not involved (apart from chairing the SEI sub groups of CFIT, LOCI and RSG).

A history of APRAST/SARAST/NAST/ARAST was provided to the CTA by Bangladesh and also by Airbus. The dissatisfaction of the current APRAST system was very apparent by all and the CTA advised that she would bring this to the attention of the SCM.

There were no items brought forward for discussion from the APRAST 7 meeting. However, the CTA agreed to review any SEI originating from the latest APRAST inventory/tracker and forward them over to COSCAP SA member States for their review and action as deemed applicable. The CTA will also obtain any updates as required from APRAST designated "champions" who are working on some of the SEI working group initiatives.

5. Review of 16th SARAST Decision Record

5.1 The 16th SARAST Decision Record was reviewed. A change was introduced to indicate that the SIs would remain open until the operator (as deemed applicable) had implemented it. The State would inform COSCAP SA if and when this had been accomplished. COSCAP would then update the tracker accordingly.

5.2 The CTA had indicated that she had reviewed the SASI tracker and found that many items appeared to be unresolved despite the short list of SIs that were identified in the minutes of 16th SARAST meeting. Bangladesh had indicated that many SIs on the tracker had been left “unaddressed/resolved” since 2009. Bangladesh volunteered to meet with the CTA and go over the long list in order to bring it up to date. Outstanding SIs (which have not been closed) would be tabulated (on an updated tracker) and then forwarded to the States for their updating/status accordingly.

Due to the amount of work required to bring the SASIs in order and to receive the State updates, it was decided that a separate two day SARAST meeting should take place at least two months prior to the next APRAST. This meeting would take place in February 2016. DGCA, Sri Lanka has kindly volunteered to host the venue.

6. Review of SARAST Implementation Status – Proposed Roadmap

6.1 It was decided that due to the un-kept state of the SASI tracker (not being addressed properly since 2009) the following roadmap would be implemented:

- The CTA and Bangladesh would meet to review and clean up the list of outstanding SASIs;
- A revised SASI list (tracker) would be sent out to the COSCAP SA member States for their review and updating;
- The CTA would review outstanding APRAST SEIs, obtain updates as required from the SEI subgroup “champions” and then forward them to the COSCAP member States for review and updating as required;
- The States would review and be prepared to provide solid updates at the next SARAST meetings
- Due to the amount of work required to update the SASI tracker, the SARAST meeting will be two days long.

Note: the team also discussed the importance of having consistency in the same people who attend APRAST and SARAST in order to ensure continuity.

9.0 Date and Venue of the 18th SARAST Meeting

9.1 The 18th SARAST meeting will be held separately from APRAST 8 (two months prior) and will be scheduled for two full days in Sri Lanka in February 2016. The exact dates will be determined once approval has been obtained from the 24th COSCAP SA Steering Committee Meeting.

9.2 The meeting was concluded at 1545.

AGENDA

Date: 4 th September 2015 Bangkok, Thailand ICAO Bangkok ACAP Regional Office Building Room: TBA	
Time	Programme
0830-0845	Welcome and Opening Remarks, Capt. Marie Zubryckyj
0845-0900	Adoption of the Agenda and introduction of handouts
0900-0930	Self-introduction of Participants
0930-1000	Review of Conclusions/Action of 16th SARAST Meeting
1000-1030	Review of 7th APRAST outcomes
1030-1045	Tea Break
1045-1200	Review of the Implementation Status Report including Priority OPEN List items (SASI)
1200	Lunch
1315-1400	COSCAP-SA Sub-Regional Aviation Safety Issues
1400-1415	Review of Conclusions of the 17th SARAST
1415-1430	Venue & Date for 6 th APRAST/18 th SARAST inclusion with Adoption
1430-1500	Questions and Closure

****Note:** Start and finish times of this meeting are subject to change