

Conclusions and Recommendations
First Meeting
National Aviation Safety Team (NAST)
01 October 2007.

Welcome and Opening Address.

The first meeting of The National Aviation Safety Team (NAST) was held on October 01, 2007 in Civil Aviation Training Centre (CATC) conference Hall at 1100 L.T. under the Chairmanship of Mr. Paritosh Kumar Halder, DD(FS). Director Flight Safety & Regulations (DFSR) is the Team leader of NAST and COSCAP-SA Focal Point was abroad on duty.

Member (Operations & Planning) was very kind and we are thankful that he could manage some time from his busy schedule to inaugurate the meeting and welcome the NAST members for attending the meeting in time. He expressed hope & confidence that the output of the efforts of NAST, Bangladesh would contribute greatly in enhancing safety of both Military and Civil Flying in Bangladesh. Member (Operations & Planning) mentioned in his short speech that any violation of Civil Aviation Rules & Regulation by any operator or by any individual shall be appropriately dealt with.

1. Self-introduction of Participants.

All participants introduced themselves one by one.

The following members / participants were present:

- i. Pritosh Kumar Halder, Dy. Director (FS), CAAB
- ii. Capt. Rafiul Hoque, CON/FOI, CAAB
- iii. Sheikh Tashdique Rahman, Capt. DHC-8 Ch. of Tech.
- iv. Rene Michel, DFO GMG Airlines.
- v. Monirul H. Joarder, DFO, United Airways.
- vi. Chowdhury Shamsul Islam, Chief of Flight Safety GMG
- vii. Md. Abdul Wadud, Dy. General Manager (CQRM), Biman
- viii. Prasanta Kumar Chakraborty, Statistician, CAAB
- ix. Md. Mizanur Rahman, S.A.O (FS), CAAB
- x. Jibesh Ch. Musherjee, SATO, ZIA, CAAB
- xi. Md. Ayub khan, SAO. CAAB
- xii. S.M. Lutful Kabir, A.O, CAAB
- xiii. Tapan Kanti Ghose, Director, CATC, CAAB
- xiv. Md. Khurshed Alam Sarker, Deputy Director (ATS), CAAB
- xv. Capt. Ismail, Chief of Flt. Safety, Biman Bangladesh Airlines Ltd.
- xvi. Wg. Cdr M. Shohedur Rahman, SATCO, BAF, Kurmitola.

2. **The following points were discussed:**

- i. Explanation on TOR of NAST.
 - ii. TOR of SARAST, a brief background of NAST, COSCAP-SA, & SEs/APs of SARAST.
 - iii. Mitigating problems of controlling both Civil & Military traffic in the same airspace.
 - iv. Discussion on company policy ensuring safety of aircraft during cyclones/tidal waves.
 - v. Securing cargo while carrying in the main cabin.
 - vi. Miscellaneous.
3. Presentation both on Power Point & paper was given by FOI-1. Agenda # 2 & 3 Terms of Reference of (TOR) of National Aviation Safety Team (NAST) & its area of activity, formation and approval of NAST were presented. For better understanding of NAST also was presented, a brief background of Co-operative Development of Operational Safety and continuing airworthiness under ICAO Technical, Co-operation Programme South Asia (COSCAP-SA) and South Asia Regional Aviation Safety Team (SARAST). Compliance status of SARAST accident prevention interventions by Civil Aviation Authority, Bangladesh was also presented. A brief background on 27 SARAST SEs/APs presently under implementation by CAAB was presented by FOI-1.
4. DD(FS) opened discussion Agenda # 4. We often receive complaints from both Civil & Military Pilots regarding interference on flying activity of one by the other.

SATCO, BAF Kurmitola participated in discussion and stated that once in every three months controllers both from BAF & Civil Aviation hold regular meeting to resolve any conflicting situation that arises. The issue is not peculiar to Z.I.A only. Two other major Airports namely Chittagong and Jessore are also shared by both Civil Flying & Bangladesh Air Force operations. The issue must be resolved comprehensively for all three airports.

It was resolved that NAST be provided with a copy of the minute of aforementioned meeting to contribute to further improvement if possible by NAST.

5. Agenda # 5 was placed before house. Quite a few members participated in the discussion. Our experience is that once in every five years the costal belt of Bangladesh comes under the threat of & severe cyclonic storm with tidal waves, and once in 10 years we have one such cyclonic storm in southern Bangladesh causing death and destruction. In 1965 we lost three of aircrafts belonging to Bangladesh Flying Academy & General

Aviation at Cox's Bazar. In 1991 BAF suffered substantial collateral loss at Chittagong due to cyclonic storm associated with tidal waves.

It was resolved that:

- (a) Operators must give Civil Aviation minimum 30 minutes notice for opening of airports before evacuation of their aircraft.
- (b) Operators must ensure that adequate amount of fuel is kept in the aircraft wing tanks.
- (c) Operators must ensure that they have proper crew to fly each and every serviceable aircraft.

6. Agenda # 6 was put before the house for discussion. A number of participants took part in discussion. There are reports that cargo carried on the cabin floor is not properly secured by net. No barrier net between cabin-cargo and cockpit is placed for protection of cargo movement in case of abort take off. More weight than the floor capacity is carried risking floor sink that lead to control jam in flight.

It was resolved that:

- a) Operators must secure cargo in the cabin as per loading manual requirements and ensure that floor-load-bearing-capacity is not exceeded.
- b) Operators must ensure that a barrier net between Cabin cargo and cockpit is placed.
- c) Surveillance by CAAB at both ends (CXB & JSR) is increased.

7. **Miscellaneous:**

- a) Flight Data Management (FDM):

The status of FDM programme in Biman was discussed.

It was resolved that Dy. GM CQRM (Corporate Quality & Risk Management) will submit a report to FOI-1 on the latest status of FDM Programme at the earliest.

- b) Chief of Flight Safety, Biman mentioned that prerequisite to IOSA registration for an operator is that the operator must participate in the airport emergency response programme.

Director CATC explained the issue that there exists an approved committee for Airport emergency response programme. Biman may join in any future emergency response programme/activity as a member of the critic committee.

- c) Chief of FS Biman pointed out that a good amount of time & money can be saved if a short ATC clearance is given to incoming aircraft to Z.I.A. He also suggested that ATC clearance may be delivered on ground frequency 121.8 MHz for departing aircraft, that way a lot of ATC time can also be saved.

The above issue does not come under the TOR of NAST.

ATS/AERO Division may take up the issue.

No decision was taken on the issue.

- d) Chief of FS GMG raised question about opening of gate # 7 to the air-side to help ease their problem of filing ATC Flight Plan and getting Met briefing properly as their flight operations office is located in the airside area of the aerodrome.

The issue is related to security, hence beyond the TOR of NAST.

However, ATS/AERO Division may look into the issue.

No decision on the issue was taken.

- e) DD(ATS) raised the question of runway incursion and its prevention measures. He was informed that the following issues are lying in the Directorate of ATS/AERO since 05-07-2007 with the approval of Chairman, CAAB for necessary action for implementation.

- i) Issuance of Safety alert/warning by Air Traffic Controller.
- ii) Guidance material enhancing situational awareness in the control tower.
- iii) Ground vehicle operation at aerodrome.

An early action for implementation was requested.

- f) SATO Z.I.A proposed that at Chittagong Area Control Centre (ACC) should be established for better control of air traffic & ease up the workload of ACC, Z.I.A, Dhaka.

The issue is beyond the TOR of NAST.

However, this issue may be looked into ATS/AERO Division.

No decision on the issue was taken.

- g) Some participants mentioned about non-functioning of VOR DME/NDB at times and poor pavement conditions of apron & taxiway North and Runway surface at Z.I.A.

The issue is beyond the TOR of NAST.

No discussion/decision on the issue was taken.

- h) DD (ATS) suggested that DD(Comm.) should be included in the NAST committee.

The issue will be taken up with Authority for a decision.

It was mentioned that he could always participate in all the future NAST meetings.

- i) Dy. GM CQRM also suggested that all those who attended the first NAST meeting on 01-10-2007 should always be invited to attend any and all NAST meetings.

It was decided that all the participants of the first NAST meeting will be invited to attend all future NAST meeting.

8. There was no other point for discussion, so the meeting ended with thanks to the chair.

Paritosh Kumar Halder
Deputy Director (FS)
Civil Aviation Authority, Bangladesh

Distribution:

1. Director, Flight Safety & Regulation, CAAB.
2. Director, ATS & Aero, CAAB.
3. Capt. Rafiul Hoque, CON/FOI-1, CAAB.
4. Consultant / FOI-2, CAAB.
5. Tapan Kanti Ghoce, Director, CATC, CAAB
6. Md. Khurshed Alam Sarker, Deputy Director (ATS), CAAB
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18. Wg. Cdr M. Shohedur Rahman, SATCO, BAF, Kurmitola.
19. P.S to Chairman, CAAB (for kind information).
20. P.A to Member (Operations & Planning) , (for kind information) CAAB.
21. DFOs of All other ATOL holders