

## National Aviation Safety Team

### RECORD OF DISCUSSIONS OF THE SECOND MEETING OF THE NATIONAL AVIATION SAFETY TEAM (NAST) HELD AT CATC, CAAB ON 22 JULY 2008

#### 1. Introduction

The Second Meeting of the National Aviation Safety Team (NAST), Bangladesh was held on 22 July 2008 at the conference room of Civil Aviation Training Center (CATC) in Dhaka. The meeting was attended by the nominated representatives from the Civil Aviation Authorities, Bangladesh (CAAB), Bangladesh Air Force, different Air Operators and COSCAP-SA Regional Expert. There were a total of 50 participants. The list of participants is attached at Annexure 'A'.

#### 2. Welcome Address (Opening Remarks)

Group Captain M Naim Hassan, Member (Operations & Planning) of CAAB gave an introductory deliberation. He extended a warm welcome to all the delegates and representatives for participating in the Second Meeting of the National Aviation Safety Team (NAST). He in short expressed his satisfaction for holding the meeting and urged all to take maximum benefit of its outcome

#### 3. Address by the NAST Team Leader

Wing Commander M Kamrul Islam, Director (FSR) thanked all the participants for their presence in the meeting. He highlighted the importance of the NAST in improving over all aviation safety in Bangladesh. He mentioned about the growth of aviation activities in Bangladesh but reminded that safe flying would necessitate very close co-operation between the organizations by sharing knowledge, know how and information.

#### 4. Adoption of Agenda

Capt Rafiul Hoque, Consultant/Flight Operations Inspector and Member Secretary of NAST, exposed the Agenda for the meeting that was unanimously adopted and the Meeting conducted by him progressed in accordance with the Agenda.

#### 5. Self Introduction of Participants

The participants at the Meeting introduced themselves.

#### 6. Review of the Implementation of agenda of first meeting.

##### 6.1.1 Mitigating problems of controlling both civil and military traffic in the same airspace( 4<sup>th</sup> agenda of the first NAST meeting):

SATO (ZIA) and SATCO, BAF Base Kurmitola informed the house that at present there are no disputed issues related to civil and military operations. Moreover, meetings are regularly arranged by both the

sides to discuss various operational issues. It was decided that SATO (ZIA) will forward a copy of the minutes of the co-ordination meeting to Director (FSR).

6.1.2 Operators policy on ensuring safety of aircraft during cyclones/tidal waves ( 5<sup>th</sup> agenda of the first NAST meeting):

Mr S H M Jamshed of Zoom Airways gave a brief on the Evacuation Plan of his company to ensure the safety of aircraft and equipment during cyclones/tidal wave. It was also decided in the house that all the operators, who all operate from Cox's Bazaar will arrange dry rehearsal by 31<sup>st</sup> August' 08 and give feedback to CAAB.

6.1.3 Securing cargo while carrying in main cabin( 6<sup>th</sup> agenda of the first NAST meeting):

Mr Jamshed of Zoom Airways informed the house that at present they are using lashes/belt to secure their cargo in the main cabin.

7. Presentations

Presentations were made by Capt Rafiul Hoque, Consultant/FOI, Mr Gulam Sarwar, Consultant(AW) of CAAB and Capt Salahuddin M Rahmatullah of COSCAP-SA on the under mentioned topics. Team Leader of the NAST expressed its gratitude and thanked all the presenters.

- Evolution of Safety in Aviation
- Management of ageing Aircraft
- Aviation Safety-South Asia Region

7.1 Evolution of Safety in Aviation:

Capt Rafiul Hoque, Consultant/FOI, briefly gave presentation on Evolution of Safety in aviation. He introduced the ICAO GASP and the Global Aviation Safety Roadmap to the participants. He mentioned about the BEST PRACTICES associated with Global Aviation Safety Plan. He explained the data system Pre-active and Reactive systems with a proactive approach to reduce accident. His deliberation also included the fragile system of pre 70s, the safe period of 70-90s and the Ultra-safe system (today) on accidents. He also gave a short brief on what is safety, what is safety culture and how to implement positive safety culture. In his presentation he explained how safety responsibilities are shared by manufacturers, operators and the government. In his presentation he also gave an idea about SASI's and how these SASI's are being implemented by CAAB. At the end of his presentation he gave answers to the various safety related questions of the participants. Finally he thanked all the participants for their patient hearing.

7.2 Aviation Safety-South- Asia Region:

Capt Salahuddin M Rahmatullah, RFOE of COSCAP-SA, briefly provided presentation on aviation safety within the region. He gave a short brief on the aviation history of the COSCAP-SA member states. He also gave a brief on SASI's-how they are adopted/adapted and implemented within the region. The role of COSCAP-SA in implementing the safety issues developed by GASP, CAST and ESSI was explained. Finally he replied the questions of audience on various safety related issues.

### 7.3 Management of Ageing aircraft:

Mr Gulam Sarwar, Coinsultant(Airworthiness), gave a short brief on how to manage an ageing aircraft. In his presentation he gave a short brief on ageing process, economic life, CPCP and SSIP of aircraft. He also gave a short brief on how to ensure continued structural integrity of all ageing aircraft.

### 8. Points discussed during the open discussion session:

#### 8.1 All the participants took part in the open discussion session and out of the discussion following points were noted:

a) Non-availability of ATIS at ZIA:

Capt Shamsul Islam and Capt. Eliash of GMG Airlines raised the point and informed the house that as the ATIS is not available hence pilots are facing problems regarding the weather information. Pilots have to depend on the area controller for weather information and as there is only one controller in shift hence some times due to traffic congestion, it is not possible for the duty controller to pass weather information in time.

b) To provide RADAR service for 24 hours:

Capt Shamsul of GMG Airlines informed the house that at present RADAR service is available for 12 hours, from 07:30 to 20:00 LT. As a result it is not possible to provide RADAR service for 24 hours. At night, during the adverse weather, when RADAR service is badly required, it's not possible to have the help of RADAR. Considering all the situations, Capt Shamsul requested to provide RADAR service for 24 hours. SATO ZIA informed the house that due to shortage of RADAR controller, at present it is not possible to provide RADAR service for 24 hours as requested by Capt Shamsul.

c) Sectorization of Dhaka ACC:

At present only one controller is working in each shift in the area control center who is responsible to provide Air-traffic Control Service, Flight Information service within Dhaka FIR and advisory service. As a result there are R/T congestion and some times pilots can not contact with the area controller in time. This is a safety hazard and may cause unwanted situation. Capt Shamsul and other pilots suggested that the area control should be sectorized to overcome this situation. Director(ATS/Aero) informed the house that a committee was formed to solve the problem and that committee had submitted their report. Director himself was a member of that committee and he will work on that report.

d) Distribution of emergency response plan of ZIA to all operators:

Mr A.F.M. Nurul Alam of Best Aviation Ltd informed the house that emergency response plan of all the airfield should be made available to all the operates so that operators can prepare their emergency plan in line with that. Director(ATS/Aero) informed the house that preparation of new edition of emergency response plan is going on. However he instructed SATO ZIA to provide copy of the present emergency response plan of ZIA to all the interested operators.

e) Co-ordination with meteorology office for en-route weather forecast:

Capt Shamsul Islam of GMG airlines informed the house that they are not getting the en-route weather briefing from the met. office of ZIA and requested the house to do some coordination meeting with met office in this connection. Director(ATS/Aero) informed the house that he will discuss the issue with MMO.

f) Non-availability of ILS-32 at ZIA:

Capt Shamim Akhter and Capt Elias of GMG raised the point and informed the house that ILS-32 will help the pilot to use runway-32 during the winter season specially when the visibility is low and ILS approach for RWY-14 is difficult with sun on pilots eye. They requested the house to take necessary steps in this connection.

g) Arrangement of SMS course in November at Dhaka:

Director(FSR) informed the house that CAAB is planning to organize a SMS course in Dhaka in November under the technical assistance of COSCAP-SA.

It was decided in the house that these points would be intimated to the concerned Directorate for information and necessary action.

- 8.2 It was decided that Director (Communication), representative of meteorology office of ZIA and concerned civil and electrical engineers will be invited to attend the 3<sup>rd</sup> NAST meeting.
9. As there was no other issues to discuss member secretary of NAST declared the open discussion session closed with vote of thanks to the Chair. The proposal of vote of thanks was seconded by SATCO, Base kurmitola.
10. The team leader of NAST meeting thanked all participants for their active participation and declared the meeting closed.

Capt Rafiul Hoque  
FOI/Consultant  
&  
Member Secretary of NAST

Distribution:

1. All the NAST member.
2. All participants.
3. Director(ATS/Aero) - for necessary action on item 8.1 (b),(c) and (e)
4. Director (FSR) - for necessary action on item 8.1 (g).
5. Director(Communication)- for necessary action on item 8.1 (a) and (f)
6. SATO(ZIA) - for necessary action on item 8.1 (b) and (d)

CC:

1. PS to Chairman.
2. PA to Member(Ops & Plan).