

सभी पत्रादि महानिदेशक
नागर विमानन के पदनाम से
संबोधित होने चाहिए, नाम से
नहीं।
तार : "एयरसिविल"

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भारत सरकार
नागर विमानन विभाग
कार्यालय, महानिदेशक नागर विमानन
तकनीकी केन्द्र, सफदरजंग एयरपोर्ट के सामने
GOVERNMENT OF INDIA
CIVIL AVIATION DEPARTMENT
OFFICE OF THE
DIRECTOR GENERAL OF CIVIL AVIATION
TECHNICAL CENTRE, OPPOSITE SAFDARJUNG AIRPORT

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Subject: Formation of National Aviation Safety Team (NAST)

1. Background

1.1 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.

1.2 In keeping with the broad objectives of GASP, two major safety initiatives have been established i.e. the Commercial Aviation Safety Team (CAST) established in June 1998 by the United States, as part of the Federal Aviation Administration's (FAA) Safer Skies agenda and the Joint Strategic Safety Initiative (JSSI), also established in 1998 by the States represented by the Joint Aviation Authorities (JAA).

1.3 Both the 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. Herein the 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 two groups are:

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

1.4 The CAST and JSSI 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.

1.5 In order to play an active role in the global effort to reduce accidents, South Asia Regional Aviation Safety Team (SARAST) was formally constituted in January 2002 by the COSCAP-SA Steering Committee. While SARAST is the regional forum to examine and provide the regional mechanisms for approved safety interventions, the States themselves must take the required action for implementation. This action requires adaptation of the SARAST outputs to reflect the States regulatory regime and/ or action that may have been taken previously by the State to resolve a particular safety concern. There may also be some safety issues that are unique to a particular State that may be better resolved in the context of a national forum. Additionally many of the safety interventions developed by SARAST may require involvement across many functional areas.

1.6 To take appropriate implementation action of the SARAST and resolve national safety issues, each SAARC participating State is required to form a National Aviation Safety Team (NAST) at the State level and therefore, in line with the COSCAP-SA Steering Committee decision, the NAST team of India will constitute of the following officers from DGCA, Airline Industry and the Service Provider.

2. NAST Modalities

2.1 Shri A. K. Chopra, Joint Director General will serve as the Team Leader for NAST in India.

2.2 The members of NAST for India will include the following representatives:

DGCA

- 1) Shri R. P. Sahi, Joint Director General (*Airworthiness*)
- 2) Capt H. Y. Samant, Chief Flight Operations Inspector (*Flight Operations*)
- 3) Shri J. S. Rawat, Director Operations (*Aerodromes and Air Traffic Management*)
- 4) Shri Arvind Sardana, Director Operations (*Licensing*)
- 5) Shri Maneesh Chopra, Deputy Director Air Safety (*Accident prevention*)
- 6) Smt Tuhinanshu Sharma, Deputy Director Airworthiness (*Focal Point, India – COSCAP-SA*)

Airlines Industry

Scheduled Airlines Group

- 1) Shri Ashwini Sharma, Director Engineering, Air India
- 2) Shri Vipin Sharma, Director Engineering, Indian Airlines
- 3) Shri C. S. Tomar, VP-Engineering and Maintenance, Kingfisher Airlines
- 4) Capt N. P. Puri, Examiner, Kingfisher Airlines
- 5) Capt Shakti Lumba, Director Operations, Indigo
- 6) Capt N. V. S. Chandoke, Chief of Operations, Indian
- 7) Capt Ranbir, GM (Safety Training), Jet Airways

Helicopter Group

- 1) Capt Ahmed, Flight Operations Inspector, DGCA
- 2) Capt Uday Gelli, MD, United Helicharters

- 3) Shri Raj Menon, Director, Global Vectra Helicorp
- 4) Capt Ramesh Malik, Chairman Regulations Committee, Rotary Wing Society of India

General Aviation Group

- 1) Capt Amarjeet, Delhi Flying Club
- 2) Shri Pargesh Mishra, UP Government
- 3) Shri Anand Verma, Delhi Flying Club
- 4) Shri Ravi Menon, Airworks India
- 5) Shri S. N. Reddy, Aviation Advisor, Government of Andhra Pradesh

Service provider

- 1) Shri Asharam, ED (Safety), AAI
- 2) Shri V. Somasundaram, ED (ATM), AAI

Shri Maneesh Chopra, Deputy Director Air Safety, will also be the member Secretary and NAST can co-opt any other member if so desired.

3. Objective

3.1 The objective of the National Aviation Safety Team (NAST) is to review outputs from the SARAST and to adapt the outputs for implementation in India in a coordinated manner. In addition, the NAST will review, analyze and develop recommendations on safety issues that are particular only to India.

3.2 To accomplish the objectives, the team will:

- 1) Review, for implementation within India, safety interventions that have been developed by SARAST;
- 2) Review safety issues unique to India, which may warrant locally developed interventions; and
- 3) 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 and provide regular feedback to SARAST on the activities of NAST.

3.4 The NAST will meet as necessary but as a minimum at least four times each year.

3.5 The NAST will provide the DGCA with regular reports on the activities of NAST and the status of the implementation of SARAST and NAST recommendations.



(Kanu Gohain)
Director General of Civil Aviation