

**RECOMMENDATIONS ON THE 10<sup>TH</sup> SARAST (OPS,  
GENERAL, ATM & AEM), 2<sup>ND</sup> ARAST AND  
GASP/GASR HELD IN BANGKOK  
DURING 15-19 JUNE 2009**

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### 10<sup>TH</sup> SARAST-OPERATIONS

SASI NO.	SOUTH ASIA SAFETY ISSUES - [SE/AP/RSI] OPERATIONS (OPS)
SASI OPS 001	<p><b>TERRAIN AVOIDANCE WARNING SYSTEM (TAWS) [SE-1 CFIT / AP 1.01]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• AB (SA) 001 on TAWS issued in December, 2002</li> <li>• AC (SA) 001 on TAWS issued in December, 2002.</li> <li>• IB (SA) 001 on STC (Supplemental Type Certificates) issued in March, 2003</li> <li>• Nepal has been provided with an improvised TAWS Data by Honeywell and the Terrain Clearance Floor (TCF) has been improved to reduce false alert.</li> <li>• Mr Glenn Michael, FAA kindly provided presentation on TAWS/EGPWS on 18 June 2009 during 2<sup>nd</sup> ARAST in Bangkok.</li> </ul> </div> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. Action completed as regards to SARAST Tracking System</li> <li>2. Civil Aviation Authority of Nepal (CAAN) will discuss the event in NAST and will provide further feedback to COSCAP-SA.</li> </ol>
SASI OPS 002	<p><b>STANDARD OPERATING PROCEDURES (SOP) [SE-2 CFIT/ AP 1.06]</b></p> <p><b>COSCAP-SA Initiative:</b></p>

	<ul style="list-style-type: none"> <li>• AB (SA) 002 on SOP issued in October 2003</li> <li>• AC (SA) 002 on SOP issued in October 2003</li> </ul> <p><b>Recommendation :</b></p> <p>All actions are completed including SARAST Tracking System</p>
<p><b>SASI OPS 003</b></p>	<p><b>PRECISION-LIKE APPROACH IMPLEMENTATION (“21<sup>ST</sup> CENTURY INSTRUMENT APPROACHES”) (VERTICAL ANGLES – PAI 1-7, 11) [SE-3 CFIT/ AP 1.03]</b></p> <p><b>A. COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• AB (SA) 004 on Stabilized Approach issued in July 2004</li> <li>• AC (SA) 010 RNAV (GNSS) Non-precision Approach based on GPS information</li> <li>• AC (SA) 011 CDFA for non-precision approach</li> </ul> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. Action completed by Bhutan, India, Maldives, Nepal and Sri Lanka as regards to SARAST Tracking System <b>except Pakistan.</b></li> <li>2. <b>Pakistan</b> is requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System [Pending area - incorporation of AC (SA) 010 &amp; 011 and implementation action]</li> </ol> <p><b>B. COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• Requirement for an amended AC on CDFA was stressed upon in the 1<sup>st</sup> ARAST Meeting held during 19-20 November 2008</li> <li>• <b>AC (SA) 011 on CDFA was prepared and distributed to States on 25 February 2009 for comments</b></li> </ul> <p><b>Recommendation :</b></p> <p><b>States are kindly requested to provide comment on the AC by 30 September 2009.</b></p> <p><b>C. COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• SARAST focus to be on safety aspects such as elimination of the dive and drive technique in non-precision approaches through implementation of APV approaches (RNP and RNP AR approach), as well as implementation of RNAV departures and arrivals, in accordance with the PBN concept.</li> </ul>

**Recommendation :**

1. APANPRIRG PBN Task Force is requested to kindly **continue** to provide support.
2. ICAO Regional Office kindly requested to **continue** to provide inputs to the PBN Task Force on the Safety Enhancements related to SARAST efforts to eliminate non-precision approaches and dive and drive approach techniques and the importance of this Initiative from a safety perspective

**D. COSCAP-SA Initiative:**

- As per the decision of 1<sup>st</sup> Task Force, States were advised to provide information on 'Approaches' used for International as well as Domestic Runways by June and December 2008 respectively.

**Recommendation :**

All those States which have not yet provided the required information are requested to kindly provide feedback, in addition to the complete data (WGS-84) to the next meeting of TF Meeting

**E. COSCAP-SA Initiative:**

- Need to provide 'Briefings' on the developments from the PBN Task Force to RAST Meetings on a regular basis has been stressed upon
- Capt Fareed Ali Shah, Regional Officer Flight Safety, APAC kindly provided briefing during the 2<sup>nd</sup> ARAST on 18 June 2009 in Bangkok.

**Recommendation :**

ICAO Regional Office is kindly requested to continue providing briefings to RAST Meetings on the developments from the PBN Task Force.

**F. COSCAP-SA Initiative:**

- DGCA France/ENAC conducted training course on PBN procedure design in Delhi, India during 02-13 June 2008
- DGCA France/ENAC has kindly agreed to provide Basic Course on PBN Procedure to be conducted in Toulouse sometimes in 2009 for 07 persons for countries in South Asia.
- Selection process for 03 representatives from South Asia (02 from India and 01 from Pakistan) has been finalized for Instructional Training Course in Toulouse, France to be held sometimes in November 2009.

**Recommendation :**

1. COSCA-SA will pursue to conduct the PD Course to be conducted by DGAC France.

	<p>2. Action completed for the time being, further action will follow on completion of their training.</p> <p><b>G. COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• Asia Pacific Regional Office is continuing holding the Task Force Meetings on regular basis</li> </ul> <p><b>Recommendation :</b></p> <p>States are kindly requested to continue with their participation in the TFs.</p>
<p><b>SASI OPS 004</b></p>	<p><b>AIRLINE PROACTIVE SAFETY PROGRAMS (FOQA &amp; ASAP) [SE-10 CFIT / AP 1.08]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• AB (SA) 005 on FDA Programme issued in July 2004</li> <li>• AC (SA) 008 on FDA Programme issued in July 2004</li> <li>• AC (SA) 009 on Flight Safety Documents System issued in July 2004</li> <li>• COSCAP-SA issued a Generic Manual on 'FDA Programme' in January 2006</li> </ul> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. Action completed by all States as regards to SARAST Tracking System <b>except India.</b></li> <li>2. <b>India</b> is requested to kindly provide feedback on the progress of SARAST Tracking System [Pending area – adoption of AC (SA) 009 and implementation action].</li> <li>3. All States except Maldives are kindly requested to provide COSCAP-SA on the implementation status of FDA programmes in their States by <b>31 November 2009</b></li> <li>4. Maldives is kindly requested to provide such information whenever the FDA programme becomes applicable.</li> </ol>
<p><b>SASI OPS 005</b></p>	<p><b>IMPLEMENTATION PLAN FOR TRAINING – CRM [SE-11 CFIT/ AP 1.05]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• AB (SA) 003 on CRM issued in October 2003.</li> <li>• AC (SA) 003 on CRM issued in October 2003.</li> <li>• AC (SA) 004 on Flight Deck / Cabin Crew Communication issued in December 2002.</li> <li>• AC (SA) 005 on LOFT and SPOT issued in December 2002.</li> <li>• AC (SA) 006 on Dispatcher /FOO Resource Management Training issued in Feb 2004.</li> </ul> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. Action completed by all States as regards to SARAST Tracking System <b>except India and</b></li> </ol>

	<p><b>Pakistan.</b></p> <p>2. <b>India and Pakistan</b> are requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System [Pending area – adoption of AC and implementation action].</p>
<p><b>SASI OPS 006</b></p>	<p><b>TRAINING CFIT PREVENTION [SE-12/AP 1.04 CFIT]</b></p> <p><b>COSCAP-SA Initiative :</b></p> <div data-bbox="302 569 1529 751" style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• AB (SA) 006 on ALAR and CFIT Prevention training issued in December 2004.</li> <li>• ALAR CDs provided to States in sufficient quantity.</li> <li>• ALAR workshops conducted to some States.</li> <li>• COSCAP-SA arranged for FSF to conduct an ALAR Workshop in India in January 2006</li> <li>• COSCAP-SA arranged an ALAR Workshop on 05 December 2007 conducted by FSF</li> </ul> </div> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. Action completed by all States as regards to SARAST Tracking System <b>except Maldives</b></li> <li>2. <b>Maldives</b> is requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System as soon as possible [Pending area – updating of Regulation and implementation action].</li> </ol>
<p><b>SASI OPS 007</b></p>	<p><b>POLICIES FOR ALAR (SAFETY CULTURE- CEOS &amp; DOS MORE VISIBLE) [SE-14/AP 2.05 ALAR]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div data-bbox="302 1297 1516 1388" style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• AC (SA) 007 on Development of Safety Department issued in March 2004.</li> <li>• IB (SA) 002 on Access to Information on A/C Manufacturer’s website issued in April 2006.</li> </ul> </div> <p><b>Recommendation :</b></p> <p>All actions are completed including SARAST Tracking System</p>

<b>SASI OPS 008</b>	<p><b>POLICIES FOR ALAR (SAFETY CULTURE – SAFETY INFORMATION IN MANUALS) [SE-15/ AP2.05 ALAR]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• AC (SA) 007 on Development of Safety Department issued in March 2004.</li> <li>• IB (SA) 002 on Access to Information on A/C Manufacturer’s website issued in April 2006.</li> </ul> </div> <p><b>Recommendation :</b></p> <p>All actions are completed including SARAST Tracking System.</p>
<b>SASI OPS 009</b>	<p><b>POLICIES FOR ALAR (SAFETY CULTURE – AFM DATABASE FOR INSPECTORS) [SE - 16 / AP 2.05 ALAR]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• AC (SA) 007 on Development of Safety Department issued in March 2004.</li> <li>• IB (SA) 002 on Access to Information on A/C Manufacturer’s website issued in April 2006.</li> </ul> </div> <p><b>Recommendation :</b></p> <p>All actions are completed including SARAST Tracking System</p>
<b>SASI OPS 010</b>	<p><b>APPROACH &amp; LANDING ACCIDENT REDUCTION (FLIGHT CREW TRAINING) [SE-23/AP 2.01]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• AB (SA) 006 on ALAR and CFIT Prevention training issued in December 2004.</li> </ul> </div> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. All actions are completed by States as regards to SARAST Tracking System <b>except Maldives.</b></li> <li>2. <b>Maldives</b> is requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System as soon as possible (Pending area - updating of Legislation/Regulation and implementation action).</li> </ol>
<b>SASI SASI OPS 011</b>	<p><b>LOSS OF CONTROL (SOPS) [SE-26 / AP 3.03]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• AC (SA) 002 reviewed. It covers all SOP subjects, including those that were not followed during loss of control accidents</li> </ul> </div> <p><b>Recommendation :</b></p>

	All actions are completed including SARAST Tracking System
<b>SASI OPS 012</b>	<p><b>LOSS OF CONTROL (RISK ASSESSMENTS AND MANAGEMENT) [SE-27 / AP 3.01]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• The product that resulted from CAST SE-27 was a risk assessment manual published under the GAIN programme. A copy of the "Guide to Methods &amp; Tools for Airline Flight Safety Analysis"; the "Role of Analytical Tools in Airline Flight Safety Management Systems"; and "Survey of Analytical Processes and Requirements for Airline Flight Safety Management" provided by FAA were sent to all States through e mail.</li> <li>• The THREE Documents were supposed to be reviewed in the 7th SARAST meeting.</li> <li>• The THREE Documents were reviewed in the 7th SARAST meeting.</li> </ul> </div> <p><b>Recommendation :</b></p> <p>CAST/FAA have advised that work was still in progress and action will be delayed.</p>
<b>SASI OPS 013</b>	<p><b>LOSS OF CONTROL - POLICIES AND PROCEDURES (PROCESS TO INFORM PERSONNEL / FLIGHT CREW) [SE-28 / AP 3.05]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• AC (SA) 007 on Safety Department reviewed – no further action required.</li> <li>• AC (SA) 009 on Flight Safety Documents System issued in July 2004 adequately addresses the aspects of timely dissemination of safety information.</li> <li>• AB (SA) 005 on FDA Programme issued in July 2004.</li> <li>• AC (SA) 008 on FDA Programme issued in July 2004.</li> <li>• AC on FDA addresses relevant issues highlighted by SE-29 (SASI/OPS/014).</li> </ul> </div> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. All actions are completed by States as regards to SARAST Tracking System <b>except India.</b></li> <li>2. <b>India</b> is requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System as soon as possible (Pending area – adoption of AC (SA) 007, AC (SA) 008 and AC (SA) 009 and implementation action on these).</li> </ol>
<b>SASI OPS 014</b>	<p><b>LOSS OF CONTROL – POLICIES AND PROCEDURES (PROCESS TO ENHANCE PILOT PROFICIENCY) [SE- 29 / AP 3.05]</b></p> <p><b>COSCAP-SA Initiative:</b></p>

	<ul style="list-style-type: none"> <li>• AC (SA) 007 on Safety Department reviewed – no further action required.</li> <li>• AC (SA) 009 on Flight Safety Documents System issued in July 2004 adequately addresses the aspects of timely dissemination of safety information.</li> <li>• AB (SA) 005 on FDA Programme issued in July 2004.</li> <li>• AC (SA) 008 on FDA Programme issued in July 2004.</li> <li>• AC on FDA addresses relevant issues highlighted by SE-29 (SASI/OPS/014).....</li> </ul> <p><b>Recommendation :</b></p> <p style="text-align: center;"><b>All actions are completed by States as regards to SARAST Tracking System.</b></p>
<p><b>SASI OPS 015</b></p>	<p><b>LOSS OF CONTROL TRAINING (HUMAN FACTORS AND AUTOMATION) MODE AWARENESS AND ENERGY STATE MANAGEMENT ASPECTS OF FLIGHT DECK AUTOMATION [SE-30 / AP 3.02]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• Mode Awareness and Energy State Management Aspects of Flight Deck Automation was discussed in the 1<sup>st</sup> ARAST by Capt Johnson of Boeing</li> <li>• COSCAP-SA prepared the AC (SA) 018 on Awareness and Energy State Management Aspects of Flight Deck Automation and reviewed at the 2<sup>nd</sup> ARAST/10 SARAST. The AC was sent to States on 11 March 2009 for comments with a request for feedback by mid-April 2009.</li> </ul> </div> <p><b>Recommendation :</b></p> <p style="text-align: center;"><b>States are kindly requested to provide comment to COSCAP-SA on the AC by 30 July 2009.</b></p>
<p><b>SASI OPS 016</b></p>	<p><b>LOSS OF CONTROL TRAINING - ADVANCE MANEUVER (IMPLEMENT GROUND AND FLIGHT TRAINING [SE-31 / AP 3.01]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• States had been provided with the Airplane Upset Recovery CD Revision 1 in August '04</li> </ul> </div> <p><b>Recommendation :</b></p> <p>All actions are completed including SARAST Tracking System</p>
<p><b>SASI OPS 017</b></p>	<p><b>RUNWAY INCURSION – PILOT TRAINING [SE-60]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• AC (SA) 014 on Ground Vehicle Operations on Aerodromes issued in December 2006</li> </ul> </div> <p><b>Recommendation :</b></p> <p>1. All actions are completed by States as regards to SARAST Tracking System <b>except India</b></p>



	<p><b>and Sri Lanka.</b></p> <p>2. <b>India</b> is requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System as soon as possible (Pending area – adoption of AC (SA) 014 and implementation action).</p> <p>3. <b>Sri Lanka</b> is requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System (Pending area – Operators’ compliance on implementation action).</p>
<b>SASI OPS 018</b>	<p><b>CABIN INJURY REDUCTION DURING TURBULENCE [SE-78]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>AC (SA) 015 on Preventing Injuries Caused by Turbulence issued on 01 November 2006</li> </ul> </div> <p><b>Recommendation :</b></p> <p>All actions are completed including SARAST Tracking System</p>
<b>SASI OPS 019</b>	<p><b>MAP SHIFT DETECTION/PREVENTION, GPS INSTALLATION &amp; TAWS ENHANCEMENTS [SE-120]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>AB (SA) 008 on TAWS/EGPWS was sent to States on 14 May 2008 for feedback by 30 June 2008.</li> <li>AC (SA) 016 on TAWS/EGPWS was issued to States on 14 May 2008 for Implementation by 30 June 2008.</li> </ul> </div> <p><b>Recommendation :</b></p> <p><b>India, Maldives, Nepal and Pakistan</b> are requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System by 31 August 2009</p>
<b>SASI OPS 020</b>	<p><b>CARGO – CARGO LOADING TRAINING AND SOPS [SE-121]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>Presentation was given by Korean Airlines on the subject in the 1<sup>st</sup> ARAST Meeting held in Bangkok during 19-20 November 2008</li> </ul> </div>

	<p><b>Recommendation :</b> ARAST/SARAST is to wait for further information from the FAA.</p>	
<b>SASI OPS 021</b>	<p><b>DANGEROUS GOODS PROCESSING [SE-125]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <table border="1"> <tr> <td> <ul style="list-style-type: none"> <li>• Awaited</li> </ul> </td> </tr> </table> <p><b>Recommendation :</b> ARAST/SARAST is to wait for further information from the FAA.</p>	<ul style="list-style-type: none"> <li>• Awaited</li> </ul>
<ul style="list-style-type: none"> <li>• Awaited</li> </ul>		
<b>SASI OPS 022</b>	<p><b>CARGO – FIRE CONTAINMENT [SE-127]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <table border="1"> <tr> <td> <ul style="list-style-type: none"> <li>• Awaited</li> </ul> </td> </tr> </table> <p><b>Recommendation :</b> ARAST/SARAST is to wait for further information from the FAA.</p>	<ul style="list-style-type: none"> <li>• Awaited</li> </ul>
<ul style="list-style-type: none"> <li>• Awaited</li> </ul>		
<b>SASI OPS 023</b>	<p><b>REGULATION AND POLICY – COMPLIANCE, ENFORCEMENT AND RESTRICTED OPERATIONS [SE-129]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <table border="1"> <tr> <td> <ul style="list-style-type: none"> <li>• COSCAP-SA to has reviewed the COSCAP-SA Generic Enforcement Manual and has made amendments required to address issues concerning the ICAO SMS enforcement considerations. The Generic Enforcement Manual is in the COSCAP-SA webpage (<a href="http://www.coscapsa.org">www.coscapsa.org</a>).</li> </ul> </td> </tr> </table> <p><b>Recommendation :</b> States are requested to kindly customize and incorporate the information outlined in the Generic Manual suiting States' requirements. States are requested to kindly provide feedback to COSCAP-SA by <b>30 September 2009</b>.</p>	<ul style="list-style-type: none"> <li>• COSCAP-SA to has reviewed the COSCAP-SA Generic Enforcement Manual and has made amendments required to address issues concerning the ICAO SMS enforcement considerations. The Generic Enforcement Manual is in the COSCAP-SA webpage (<a href="http://www.coscapsa.org">www.coscapsa.org</a>).</li> </ul>
<ul style="list-style-type: none"> <li>• COSCAP-SA to has reviewed the COSCAP-SA Generic Enforcement Manual and has made amendments required to address issues concerning the ICAO SMS enforcement considerations. The Generic Enforcement Manual is in the COSCAP-SA webpage (<a href="http://www.coscapsa.org">www.coscapsa.org</a>).</li> </ul>		
<b>SASI OPS 024</b>	<p><b>CARGO - REGULATION AND POLICY - OVERSIGHT [SE-130]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <table border="1"> <tr> <td> <ul style="list-style-type: none"> <li>• Presentation was given by Korean Airlines on the subject in the 1<sup>st</sup> ARAST Meeting held in Bangkok during 19-20 November 2008</li> </ul> </td> </tr> </table>	<ul style="list-style-type: none"> <li>• Presentation was given by Korean Airlines on the subject in the 1<sup>st</sup> ARAST Meeting held in Bangkok during 19-20 November 2008</li> </ul>
<ul style="list-style-type: none"> <li>• Presentation was given by Korean Airlines on the subject in the 1<sup>st</sup> ARAST Meeting held in Bangkok during 19-20 November 2008</li> </ul>		

	<p><b>Recommendation :</b> ARAST/SARAST is to wait for further information from the FAA.</p>
<b>SASI OPS 025</b>	<p><b>CARGO – SAFETY CULTURE [SE-131]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• Presentation was given by Korean Airlines on the subject in the 1<sup>st</sup> ARAST Meeting held in Bangkok during 19-20 November 2008</li> </ul> </div> <p><b>Recommendation :</b> ARAST/SARAST is to wait for further information from the FAA.</p>
<b>SASI OPS 026</b>	<p><b>ICING - TURBOPROP AIRCRAFT ICE DETECTION SYSTEMS [SE-133]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• Awaited</li> </ul> </div> <p><b>Recommendation :</b> ARAST/SARAST is to wait for further information from the FAA.</p>
<b>SASI OPS 027</b>	<p><b>ICING – TRAINING – ENGINE SURGE RECOVERY [SE-136]</b></p> <p><b>COSCAP-SA INITIATIVE :</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• States were advised by COSCAP-SA that air operators are to include Engine Failure Recognition and Response training material in their training programmes</li> <li>• Presentation was given by Capt Johnson of Boeing on Engine Surge/Recovery in 8<sup>th</sup> SARAST held in Bangkok during 19-20 November 2007</li> </ul> </div> <p><b>Recommendation :</b> ARAST/SARAST is to wait for further information from the FAA.</p>
<b>SASI OPS 028</b>	<p><b>MIDAIR – SEE-AND-AVOID [SE-163]</b></p> <p><b>CAST :</b> Withdrawn from CAST in October 2007</p> <p><b>COSCAP-SA :</b> No further action required</p>
<b>SASI OPS 029</b>	<p><b>MIDAIR – ACAS INSTALLATION [SE-164]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• COSCAP-SA advised States to ensure compliance with ICAO requirements on the carriage of</li> </ul> </div>

	<p>ACAS equipment on board the aircraft.</p> <p><b>Recommendation :</b></p> <p>All actions are completed including SARAST Tracking System</p>
<p><b>SASI OPS 030</b></p>	<p><b>MIDAIR – ACAS POLICIES AND PROCEDURES [SE-165]</b></p> <p><b>A. COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• Based on the ICAO ACAS material (Pans-Ops, Pans-ATM, ACAS Manual etc.), COSCAP-SA developed the Advisory Circular (AC-017) that highlights the ICAO requirements for compliance with ACAS RAs; training related to compliance with RAs; and the need for the use of Flight Training Devices. The circular was distributed on 03 March 2008 for necessary implementation by 30 June 2008.</li> </ul> <p><b>Recommendation :</b></p> <p>All actions are completed in regard to SASI Tracking System</p> <p><b>B. COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• Procurement of Safety Bulletins issued by Euro Control as was emphasized in the 8<sup>th</sup> SARAST Meeting held in Bangkok during 19-20 November 2007</li> </ul> <p><b>Recommendation :</b></p> <p>COSCAP-SA to continue sending notices to Member States with regard to procurement of Safety Bulletins issued by Euro-Control.</p>
<p><b>SASI OPS 031</b></p>	<p><b>RUNWAY INCURSION STANDARD OPERATING PROCEDURES – RUNWAY INCURSION PREVENTION [SE-49]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• AC (SA) 012 on Flight Crew Procedures during Taxi Operations issued in Dec '05.</li> <li>• AC (SA) 013 on Single Pilot Procedures during Taxi Operations issued in Dec '05.</li> <li>• FAA provided a set of ten CDs which to assist States in addressing Runway Incursion issues. CDs sent to States.</li> <li>• FAA (Glenn Michael) kindly gave presentation on Runway Incursion in 8<sup>th</sup> SARAST held in Bangkok during 19-20 November 2007</li> <li>• <b>The runway incursion workshop was held in Bangkok during 07-09 April 2009 by FAA.</b></li> </ul> <p><b>Recommendation :</b></p> <p>1. Action completed by all States as regards to SARAST Tracking System <b>except Pakistan.</b></p>

	<p>2. <b>Pakistan</b> is requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System [Pending area – adoption of AC (SA) 012 &amp; AC (SA) 013 and implementation action on these].</p>
<p><b>SASI OPS 032</b></p>	<p><b>RUNWAY INCURSION PREVENTION – GROUND OPERATION – GROUND GENERAL AVIATION [SE-50]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• AC (SA) 012 on Flight Crew Procedures during Taxi Operations issued in Dec '05.</li> <li>• AC (SA) 013 on Single Pilot Procedures during Taxi Operations issued in Dec '05.</li> <li>• FAA provided a set of ten CDs which to assist States in addressing Runway Incursion issues. CDs sent to States.</li> <li>• FAA (Glenn Michael) kindly gave presentation on Runway Incursion in 8<sup>th</sup> SARAST held in Bangkok during 19-20 November 2007</li> <li>• <b>The runway incursion workshop was held in Bangkok during 07-09 April 2009 by FAA.</b></li> </ul> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. Action completed by all States as regards to SARAST Tracking System <b>except Pakistan.</b></li> <li>2. <b>Pakistan</b> is requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System [Pending area – adoption of AC (SA) 012 &amp; AC (SA) 013 and implementation action on these].</li> </ol>
<p><b>SASI OPS 033</b></p>	<p><b>RUNWAY INCURSION PREVENTION – GROUND OPERATION – BEST PRACTICES - TOWING, VEHICLE MOVEMENT [SE-51]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• AC (SA) 012 on Flight Crew Procedures during Taxi Operations issued in Dec '05.</li> <li>• AC (SA) 013 on Single Pilot Procedures during Taxi Operations issued in Dec '05.</li> <li>• FAA provided a set of ten CDs which to assist States in addressing Runway Incursion issues. CDs sent to States.</li> <li>• FAA (Glenn Michael) kindly gave presentation on Runway Incursion in 8<sup>th</sup> SARAST held in Bangkok during 19-20 November 2007</li> <li>• <b>The runway incursion workshop was held in Bangkok during 07-09 April 2009 by FAA.</b></li> </ul> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. Action completed by all States as regards to SASI Tracking System <b>except Pakistan.</b></li> <li>2. <b>Pakistan</b> are requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System [Pending area – adoption of AC (SA) 012 &amp; AC (SA) 013 and implementation action on these].</li> </ol>

<p><b>SASI OPS 034</b></p>	<p><b>RUNWAY INCURSION PREVENTION – GROUND OPERATION – BEST PRACTICES [SE-52]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• AC (SA) 012 on Flight Crew Procedures during Taxi Operations issued in Dec '05.</li> <li>• AC (SA) 013 on Single Pilot Procedures during Taxi Operations issued in Dec '05.</li> <li>• FAA provided a set of ten CDs which to assist States in addressing Runway Incursion issues. CDs sent to States.</li> <li>• FAA (Glenn Michael) gave a presentation on Runway Incursion in 8<sup>th</sup> SARAST held in Bangkok during 19-20 November 2007</li> <li>• <b>The runway incursion workshop was held in Bangkok during 07-09 April 2009 by FAA.</b></li> </ul> </div> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. Action completed by all States as regards to SARAST Tracking System <b>except Pakistan and Sri Lanka.</b></li> <li>2. <b>Pakistan and Sri Lanka</b> are requested to kindly provide feedback on this matter in accordance with the requirements for SARAST Tracking System [Pending area – adoption of AC (SA) 012 &amp; AC (SA) 013 and implementation action on these].</li> </ol>
<p><b>SASI OPS 035</b></p>	<p><b>ECCAIRS WORKSHOP IN SOUTH ASIA REGION</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• Presentation on ECCAIRS was given at the 8<sup>th</sup> SARAST meeting on 20 November 2007</li> <li>• The issue was also discussed in 1<sup>st</sup> ARAST held in Bangkok during 19-20 November 2008 for adoption of ECCAIRS in States</li> </ul> </div> <p><b>Recommendation :</b></p> <p>COSCAP-SA is to arrange for ECCAIRS Workshop in the South Asia Region for adoption of ECCAIRS by all States.</p>
<p><b>SASI OPS 036</b></p>	<p><b>SAFETY MANAGEMENT SYSTEM (SMS)</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• COSCAP-SA conducted SMS Courses in India and in Pakistan in February- March, in Sri Lanka in July and in Nepal in November 2007.</li> <li>• A three day ICAO Workshop on States' Safety Programme and SMS Implementation was convened at the Regional Office during 29-31 October 2008</li> <li>• <b>COSCAP-SA, COSCAP-NA and COSCAP-SEA in coordination, conducted the Air Operator SMS Implementation Seminar (Best Practice Exchange) during 26-29 May 2009 in Bangkok.</b></li> <li>• <b>COSCAP-SA has developed a Generic Manual on State Safety Programme and the same is</b></li> </ul> </div>

	<p style="text-align: center;"><b>in the Webpage of COSCAP-SA (<a href="http://www.coscapsa.org">www.coscapsa.org</a>)</b></p> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. COSCAP-SA to continue to provide support to Member States with regard to implementation of SMS.</li> <li>2. States are kindly requested to take appropriate action as necessary with the information and guidance material provided at the Workshop on States' Safety Programme and SMS Implementation that was held at the Regional Office</li> <li>3. Member States are also requested to customize the Generic SSP Manual developed by COSCAP-SA as applicable.</li> </ol>
<p><b>SASI OPS 037</b></p>	<p><b>AVIATION SAFETY INFORMATION ANALYSIS &amp; SHARING SYSTEM (ASIAS)</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• FAA (Mr Kyle Olsen) kindly gave a presentation on the Aviation Safety Information Analysis and Sharing (ASIAS) in the 1<sup>st</sup> ARAST where he mentioned that an MoU will be signed by US Operators with FAA in the near future.</li> <li>• Mr. Kyle Olsen undertook to provide a briefing on the ASIAS outputs at the 3<sup>rd</sup> ARAST</li> </ul> </div> <p><b>Recommendation :</b></p> <p>States are kindly requested to participate at the next ARAST/SARAST to secure the benefit of ASIAS.</p>
<p><b>SASI OPS 038</b></p>	<p><b>RUNWAY SAFETY</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• FAA has confirmed to ICAO that they will provide runway safety programme in 2009 (tentative dates established in early 2009).</li> </ul> </div> <ol style="list-style-type: none"> <li>1. FAA (Glenn Michael) to brief in the 3<sup>rd</sup> ARAST on the work of the Flight Safety Foundation to reduce runway excursions.</li> <li>2. CAAC to provide a copy of the runway safety programme to COSCAP-SA</li> </ol>

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## 10<sup>TH</sup> SARAST-GENERAL

SASI NO.	SOUTH ASIA SAFETY ISSUES - [SE/AP/RSI] GENERAL (GEN)																
SASI GEN 001	<p><b>NATIONAL AVIATION SAFETY TEAM (NAST)</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>Initiated in 5<sup>th</sup> SARAST as decided by Steering Committee</li> <li>States were requested by COSCAP-SA provide COSCAP-SA with the minutes from their NAST meetings on a regular basis.</li> </ul> </div> <p><b>States' up to date Statistics on NASTs :</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">State</th> <th style="text-align: left;">Statistics</th> </tr> </thead> <tbody> <tr> <td>Bangladesh</td> <td>3<sup>rd</sup> NAST, Minutes received</td> </tr> <tr> <td>Bhutan</td> <td>1<sup>st</sup> NAST - None in the form of a 'Minute'.</td> </tr> <tr> <td>India</td> <td>1<sup>st</sup> NAST, Minute received</td> </tr> <tr> <td>Maldives</td> <td>18 MASTs, Minutes received</td> </tr> <tr> <td>Nepal</td> <td>18<sup>th</sup> NASTs, Minutes received</td> </tr> <tr> <td>Pakistan</td> <td>None in the form of a 'Minute'.</td> </tr> <tr> <td>Sri Lanka</td> <td>1<sup>st</sup>, 2<sup>nd</sup> &amp; 3<sup>rd</sup> SLAST, Minutes received</td> </tr> </tbody> </table> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. States are requested to kindly continue sending the Minutes of NASTs to COSCAP-SA</li> <li>2. States are requested to kindly amend the Terms of Reference (TOR) of the NASTs to include implementation of GASP ROADMAP in their respective State.</li> </ol>	State	Statistics	Bangladesh	3 <sup>rd</sup> NAST, Minutes received	Bhutan	1 <sup>st</sup> NAST - None in the form of a 'Minute'.	India	1 <sup>st</sup> NAST, Minute received	Maldives	18 MASTs, Minutes received	Nepal	18 <sup>th</sup> NASTs, Minutes received	Pakistan	None in the form of a 'Minute'.	Sri Lanka	1 <sup>st</sup> , 2 <sup>nd</sup> & 3 <sup>rd</sup> SLAST, Minutes received
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SASI GEN 002	<p><b>COSCAP-SA GENERATED AUDIT CHECKLIST (EDITION-2)</b></p> <p><b>COSCAP-SA Initiative :</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>COSCAP-SA revised the Flight Operations Audit Checklist Edition-2 (February 2008) which was provided to States in June 2007. States were requested to customize the Checklist, insert the State Regulatory References and procure Operators' document references to facilitate convenient auditing on the operators with minimum waste of time. States were requested to kindly accomplish the task by 30 June 2008.</li> </ul> </div>																



	<p><b>Recommendation :</b></p> <p>States are once again kindly requested complete the task by <b>30 September 2009</b> and provide update to COSCAP-SA accordingly.</p>																
<p><b>SASI GEN 003</b></p>	<p><b>SUB-SARAST MEETINGS</b></p> <p><b>COSCAP-SA Initiative :</b></p> <ul style="list-style-type: none"> <li>• The 17<sup>th</sup> Steering Committee Meetings of COSCAO-SA approved that Sub- SARAST Meetings are to be conducted in States during TA Missions by REs, participated by Officials from Regulators and Operators.</li> </ul> <p><b>States' up to date Statistics on Sub-SARASTs :</b></p> <table border="1" data-bbox="300 768 1521 1087"> <thead> <tr> <th>State</th> <th>Statistics</th> </tr> </thead> <tbody> <tr> <td>Bangladesh</td> <td>Conducted on 06 &amp; 10 December 2007</td> </tr> <tr> <td>Bhutan</td> <td>Conducted on 09 July 2008</td> </tr> <tr> <td>India</td> <td>Conducted on 28 November 2007 &amp; on 26 June 2008</td> </tr> <tr> <td>Maldives</td> <td>Conducted on 26 May 2008</td> </tr> <tr> <td>Nepal</td> <td>Conducted on 13 January 2009</td> </tr> <tr> <td>Pakistan</td> <td>Conducted on 19 June 2008</td> </tr> <tr> <td>Sri Lanka</td> <td>Conducted on 25 September 2008</td> </tr> </tbody> </table> <p><b>Recommendation :</b></p> <p>States are kindly requested <b>to continue to</b> organize a Sub-SARAST Meeting in their respective States with the participation of all local Stake holders (Regulators and Operators) to be in coincidence with TA Missions by REs of COSCAP-SA.</p>	State	Statistics	Bangladesh	Conducted on 06 & 10 December 2007	Bhutan	Conducted on 09 July 2008	India	Conducted on 28 November 2007 & on 26 June 2008	Maldives	Conducted on 26 May 2008	Nepal	Conducted on 13 January 2009	Pakistan	Conducted on 19 June 2008	Sri Lanka	Conducted on 25 September 2008
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<p><b>SASI GEN 004</b></p>	<p><b>GASP/ROADMAP OBJECTIVES/BEST PRACTICES</b></p> <p><b>COSCAP-SA Initiative :</b></p> <ul style="list-style-type: none"> <li>• The subject matter was discussed in 1<sup>st</sup> ARAST Meeting held in Bangkok during 19-20 November 2008.</li> <li>• Approval obtained in 18 SCM to establish RAST as the Roadmap implementation mechanism.</li> <li>• COSCAP-SA has published and circulated the GASP/GASR work sheet for review of member States.</li> <li>• The subject matter has been taken up in 2<sup>nd</sup> ARAST during 16-17 June 2009 in Bangkok for effective implementation</li> </ul> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. ARAST is to continue focus on the implementation of GSIs and seek to increase industry</li> </ol>																

	<p>participation.</p> <ol style="list-style-type: none"> <li>2. COSCAP-SA to follow the lead of the COSCAP-SEA to amend the terms of reference of their RAST to establish RAST as the Roadmap implementation mechanism.</li> <li>3. COSCAP-SA is to complete analysis of the relevant roadmap focus areas as was ascertained in 2<sup>nd</sup> ARAST on 18 June 2009 in Bangkok and take action necessary to diminish the gap for the South Asia region.</li> </ol>
<b>SASI GEN 005</b>	<p><b>CO-OPERATION WITH ESSI TO TAKE INITIATIVE ON SAFETY MATTERS</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• ESSI invited participation from COSCAPs, one member from each programme. Requests were made by COSCAP-SA to Member States for the ESSI Meeting held in Bangkok during 10-12 June 2008</li> <li>• Request was made to invite PAAST to attend future RAST Meetings through the Regional Office.</li> </ul> </div> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. States are once again kindly requested to advise COSCAP-SA of their interest in this regard.</li> <li>2. COSCAP-SA is to continue inviting PAAST to attend future RAST Meetings</li> </ol>
<b>SASI GEN 006</b>	<p><b>GROUND SAFETY</b></p> <p><b>COSCAP-SA Initiative :</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• Ground Accident Prevention Seminar with support from FSF was conducted in Bangkok during 27-28 March 2008.</li> </ul> </div> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. Action completed</li> </ol>
<b>SASI GEN 007</b>	<p><b>CREW FATIGUE RISK MANAGEMENT</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• Capt Johnson gave a presentation on the subject in the 1<sup>st</sup> ARAST</li> </ul> </div> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. Hong Kong China to share with COSCAPs (COSCAP-SA) the results of its study on Flight</li> </ol>

	<p>Crew Risk Management (FRM) once released.</p> <p>2. COSCAP-SA to arrange workshop in Flight Crew Fatigue Risk Management, linked to the proposed ICAO provisions on Flight Crew Fatigue Risk Management.</p>
<b>SASI GEN 008</b>	<p><b>PERFORMANCE BASED NAVIGATION (PBN)</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> <li>• Ms Yoe-Jin Jang from CASA Korea gave presentation in the 1<sup>st</sup> ARAST on PBN held in Bangkok during 19-20 November 2008</li> <li>• Capt Fareed Ali Shah kindly gave a presentation on the subject in 2<sup>nd</sup> ARAST on 18 June 2009</li> </ul> </div> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. CASA to kindly provide copies of PBN guidance material to COSCAP-SA</li> <li>2. CAAC (Jiang Rui) to kindly provide copies of PBN guidance material to COSCAP</li> <li>3. COSCAP-SA to pursue development of guidance material related to operational approval of PBN implementation.</li> </ol>
<b>SASI GEN 008</b>	<p><b>UPDATE ON MAINTENANCE ARAST</b></p> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. SARAST members to brief their M ARAST counterparts on the process that has been established for the development of safety enhancements by the safety team, and how these are then used by individual states to improve safety.</li> <li>3. COSCAP to examine the feasibility of conducting combined or concurrent meetings of the Maintenance and Flight Operations / Air Traffic Management RASTs.</li> </ol>

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## 10<sup>TH</sup> SARAST-ATM

<b>SASI ATM 001</b>	<p><b>CFIT- “Minimum safe Altitude Warning” (MSAW) [SE-9 / AP 1.07]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• MSAW Course conducted in Sri Lanka by FAA in February 2006.</li> <li>• 14 participants from three States (Bangladesh, Nepal &amp; Sri Lanka) attended the course.</li> <li>• COSCAP-SA gave presentation on ICAO requirements for MSAW during 2<sup>nd</sup> ARAST</li> <li>• CAA Sri Lanka was requested during 8<sup>th</sup> SARAST to offer its services to impart MSAW training to Maldives</li> </ul> <p><b>Recommendation :</b></p> <ol style="list-style-type: none"> <li>1. CAD Maldives in coordination with the CAA Sri Lanka will arrange MSAW training for its ATCOs in last quarter of 2009.</li> <li>2. States are kindly requested to advise COSCAP-SA regarding their installation and use of MSAW.</li> </ol>
<b>SASI ATM 002</b>	<p><b>ATC CFIT Training- CFIT Prevention [SE-13/ AP ]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <ul style="list-style-type: none"> <li>• Advisory Bulletin AB (SA) 009 on Safety Alert/Warning issued in December 2005.</li> </ul> </div> <p><b>Recommendation :</b></p> <p>COSCAP-SA to explore the methodologies for increasing teamwork between ATM personnel and flight crews</p>
<b>SASI ATM 003</b>	<p><b>Runway Incursions – Air Traffic Control Training - Training Programme, Course curriculum &amp; situational Awareness [SE-46]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• FAA conducted Air Traffic Teamwork Enhancement (ATTE) course in Sri Lanka in February 2006. 14 Participants attended the Course</li> <li>• FAA provided a CD on Memory Retention to all participants at the 6<sup>th</sup> SARAST meeting.</li> <li>• FAA conducted Runway Safety Programme Seminar for Asia Pacific at ICAO APAC Regional Office Bangkok, Thailand from 07 - 09 April 2009.</li> </ul> <p><b>Recommendation:</b></p> <p>States are requested to reinforce their training program by adopting ATC best practices on prevention of runway incursions provided in the ICAO guidance material (Doc 9870/AN463).</p>

<p><b>SASI ATM 004</b></p>	<p><b>Runway Incursions – Air Traffic Control Training – CRM Training [SE47]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>○ NATPRO is being used in the United States as a Controller memory enhancement tool. It is a course taken on a computer after having received the initial training by an Instructor. FAA is pursuing for release of NATPRO for COSCAPs.</li> <li>○ COSCAP-SA conducted CRM (Human Factors in Air Traffic Control) in all the seven South Asian States in 2008. The goals of CRM are to engage the Controllers in the outgoing efforts to reduce errors and accidents, to improve individual and team performance and to strengthen operational safety cultures.</li> <li>○ FAA conducted Runway Safety Programme Seminar for Asia Pacific at ICAO APAC Regional Office Bangkok, Thailand from 07 - 09 April 2009.</li> </ul> <p><b>Recommendation:</b></p> <p>FAA is kindly requested to pursue for release of NATPRO.</p>
<p><b>SASI ATM 005</b></p>	<p><b>Runway Incursion- SOPs for Controllers Situational Awareness [SE-55]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• Guidance material GM (SA) 001 on enhancing situational awareness in Control Tower issued in December 2006</li> <li>• FAA provided a set of 13 CDs on ATM related issues which were provided to all States.</li> <li>• FAA conducted Runway Safety Programme Seminar for Asia Pacific at ICAO APAC Regional Office Bangkok, Thailand from 07 - 09 April 2009</li> </ul> <p><b>Recommendation:</b></p> <p>States are requested to reinforce their training program by adopting ATC best practices on prevention of runway incursions provided in the ICAO guidance material (Doc 9870/AN463).</p>

<b>SASI ATM 006</b>	<p><b>Runway Incursion- Controllers Shared Responsibility [SE-59]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>○ Guidance material GM (SA) 001 on enhancing situational awareness in the Control Tower issued in December 2006.</li> <li>○ FAA provided a set of 13 CDs on ATM related issues. Same were provided to all States.</li> <li>○ FAA conducted Runway Safety Programme Seminar for Asia Pacific in Bangkok, Thailand from 07 - 09 April 2009.</li> </ul> <p><b>Recommendation:</b></p> <p>States are requested to reinforce their training program by adopting ATC best practices on prevention of runway incursions provided in the ICAO guidance material (Doc 9870/AN463).</p>
<b>SASI ATM 007</b>	<p><b>Midair---Airspace Design [159]</b></p> <p><b>COSCAP-SA Initiative:</b></p> <ul style="list-style-type: none"> <li>• ATM representative Pakistan to SARAST was advised by COSCAP- SA to examine this matter in the context of South Asia and ICAO requirements to determine its applicability. Pakistan CAA has submitted a Working Paper “Special Procedures for VFR flights”.</li> </ul> <p><b>Recommendation:</b></p> <p>CAD Maldives and CAA Nepal to review the Working Paper and suggest improvement in the next SARAST meeting.</p>

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## 10<sup>TH</sup> SARAST-MAINTENANCE

<p><b>SASI AEM 001</b></p>	<p><b>COLD WEATHER SERVICING OF AIRCRAFT NOSE LANDING GEAR STRUTS (SE-17)</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 2px;"> <ul style="list-style-type: none"> <li>• The issue was discussed during 2<sup>nd</sup> ARAST in Bangkok during 15-19 June 2009</li> </ul> </div> <p><b>Output:</b></p> <ol style="list-style-type: none"> <li>1. FAA will issue guidance, to their field inspectors, outlining FAA national policy to ensure that aircraft nose landing gear struts are serviced in accordance with the original manufacturers recommended methods for cold weather operations.</li> <li>2. FAA Bulletin Number FSAW 97-10.</li> </ol> <p><b>Recommendation :</b></p> <p>No further action is required by RAST. Action completed</p>
<p><b>SASI AEM 002</b></p>	<p><b>AIR CARRIER OPERATIONS SPECIFICATIONS RELATED TO SUB-CONTRACTOR MAINTENANCE (SE-18)</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 2px;"> <ul style="list-style-type: none"> <li>• The issue was discussed during 2<sup>nd</sup> ARAST in Bangkok during 15-19 June 2009</li> </ul> </div> <p><b>Output</b></p> <ol style="list-style-type: none"> <li>1. FAA will issue guidance, to their field inspectors, outlining FAA national policy for the evaluation and surveillance of sub-contractor maintenance providers.</li> </ol>

	<p>2. FAA Bulletin Numbers HBAW 98-01 and HBAW 96-05C</p> <p><b>Recommendation :</b></p> <p>COSCAPs to review this SASI/SE and provide a draft Advisory Circular for further consideration of Member Administrations/States</p>
<p><b>SASI AEM 003</b></p>	<p><b>INSTRUCTIONS CONCERNING MEL CONDITIONS AND LIMITATIONS (SE-19)</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 2px;"> <ul style="list-style-type: none"> <li>• The issue was discussed during 2<sup>nd</sup> ARAST in Bangkok during 15-19 June 2009</li> </ul> </div> <p><b>Output</b></p> <ol style="list-style-type: none"> <li>1. FAA will issue guidance, to their field inspectors, revising FAA national policy regarding the use of Minimum Equipment List (MEL) conditions and limitations by air carriers.</li> <li>2. FAA Bulletin Numbers HBAW 98-18 and HBAW-09</li> </ol> <p><b>Conclusion :</b> COSCAPs provide guidance and training material to Member Administrations/States and COSCAP administrations to determine if additional support is required</p>
<p><b>SASI AEM 004</b></p>	<p><b>DIRECTORS OF SAFETY TO ENSURE THAT MAINTENANCE PROCEDURES ADDRESS SE-18 AND SE-19 (SE-20)</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 2px;"> <ul style="list-style-type: none"> <li>• The issue was discussed during 2<sup>nd</sup> ARAST in Bangkok during 15-19 June 2009</li> </ul> </div> <p><b>Output</b></p> <ol style="list-style-type: none"> <li>1. Directors of Safety will determine 1) that the maintenance deficiencies described in the attached bulletins and policy letters have been remedied and 2) that Quality Control Procedures have been implemented to ensure that those deficiencies are continually addressed.</li> </ol> <p><b>Conclusion :</b> MRAST to reconsider this matter after completion of the work related to SE-18 &amp; SE-19 to determine if additional guidance material is required.</p>



<p><b>SASI AEM 005</b></p>	<p><b>POLICY &amp; PROCEDURES – WORK CARDS / SHIFT CHANGE / RESPONSIBILITIES / MANUALS (SE 169 R1)</b></p> <p><b>COSCAP-SA Initiative:</b></p> <table border="1" data-bbox="300 478 1515 520"> <tr> <td> <ul style="list-style-type: none"> <li>The issue was discussed during 2<sup>nd</sup> ARAST in Bangkok during 15-19 June 2009</li> </ul> </td> </tr> </table> <p><b>Output</b></p> <ol style="list-style-type: none"> <li>1. FAA to publish guidance materials on acceptable procedures and policies, or enhance AC120-16D. Materials should address procedural enhancements that incorporate clear responsibility and authority and manual enhancements that ensure they are complete and accurate. Materials should also address policies and training that support the appropriate use of work cards, shift change status reports, operations and maintenance manuals.</li> </ol> <p><b>Conclusion :</b> COSCAP to develop a draft AC for review of Members Administrations related to Output 1 that heighten the awareness and risk associated with the subject matter.</p>	<ul style="list-style-type: none"> <li>The issue was discussed during 2<sup>nd</sup> ARAST in Bangkok during 15-19 June 2009</li> </ul>
<ul style="list-style-type: none"> <li>The issue was discussed during 2<sup>nd</sup> ARAST in Bangkok during 15-19 June 2009</li> </ul>		
<p><b>SASI AEM 006</b></p>	<p><b>OEM CONTINUOUS MONITORING OF SERVICE HISTORY (SE-170R1)</b></p> <p><b>COSCAP-SA Initiative:</b></p> <table border="1" data-bbox="300 1234 1515 1276"> <tr> <td> <ul style="list-style-type: none"> <li>The issue was discussed during 2<sup>nd</sup> ARAST in Bangkok during 15-19 June 2009</li> </ul> </td> </tr> </table> <p><b>Output</b></p> <ol style="list-style-type: none"> <li>1. FAA to publish guidance to provide best practices for operators and maintenance organizations to report maintenance task difficulties to the OEMs relating to the physical ability of maintenance personnel to perform and verify satisfactory completion of regularly scheduled maintenance tasks.</li> </ol> <p><b>Output</b></p> <ol style="list-style-type: none"> <li>1. OEMs and operators to develop processes to follow the intent of the guidance material. OEMs will incorporate reported maintenance</li> </ol>	<ul style="list-style-type: none"> <li>The issue was discussed during 2<sup>nd</sup> ARAST in Bangkok during 15-19 June 2009</li> </ul>
<ul style="list-style-type: none"> <li>The issue was discussed during 2<sup>nd</sup> ARAST in Bangkok during 15-19 June 2009</li> </ul>		

	<p>difficulties into their continuing airworthiness/design review</p> <p><b>Conclusion:</b> COSCAP to gather information from ICAO related to USOAP data results (related protocol questions) and share that with Member Administrations.</p>	
<p><b>SASI AEM 007</b></p>	<p><b>GAP ANALYSIS OF EXISTING AIRPLANE MAINTENANCE PROCESS &amp; FOLLOW-UP ACTION PLAN (SE-172R1)</b></p> <p><b>COSCAP-SA Initiative:</b></p> <table border="1" data-bbox="298 726 1510 764"> <tr> <td data-bbox="298 726 1510 764"> <ul style="list-style-type: none"> <li>The issue was discussed during 2<sup>nd</sup> ARAST in Bangkok during 15-19 June 2009</li> </ul> </td> </tr> </table> <p><b>Statement of Work</b></p> <p>1. Related to MSG analysis and MRB report .....</p> <p><b>Conclusion :</b> China as a State of Manufacture requested support from COSCAP related to establishment of MSG and MRB. <b>(Not applicable to other members)</b></p>	<ul style="list-style-type: none"> <li>The issue was discussed during 2<sup>nd</sup> ARAST in Bangkok during 15-19 June 2009</li> </ul>
<ul style="list-style-type: none"> <li>The issue was discussed during 2<sup>nd</sup> ARAST in Bangkok during 15-19 June 2009</li> </ul>		

<b>SASI AEM 008</b>	<p><b>POLICY &amp; PROCEDURES – FLIGHT CRITICAL CONFIGURATIONS CHANGES MADE DURING MAINTENANCE (SE-175R1)</b></p> <p><b>COSCAP-SA Initiative:</b></p> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <ul style="list-style-type: none"> <li>• The issue was discussed during 2<sup>nd</sup> ARAST in Bangkok during 15-19 June 2009</li> </ul> </div> <p><b>Output 1</b></p> <p>OEMs and airlines should review, and amend, procedures as appropriate to ensure that multiple levels of alerting, including visible tagging, are used anytime the pitot static system is covered.</p> <p><b>Output 2</b></p> <p>OEMs and operators ensure that pre-flight walk-around procedures ensure that pitot/static ports are uncovered.</p> <p><b>Conclusions:</b></p> <p><b>COSCAPs to provide draft guidance material to Member Administrations for their review on best practices that could be followed to ensure that appropriate measures are in place to prevent such occurrences.</b></p>
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## 2<sup>ND</sup> ARAST UPDATES

#### 4. CAST update

ACTION: Mr. Olson undertook to provide a briefing on the ASIAs outputs at the next ARAST.

#### 5. ESSI update

CONCLUSION: ESSI invited participation from COSCAPs, one member from each programme. Member administrations are requested to advise respective CTA of their interest in this regard.

#### 6. ICAO GASP and relationship to RAST

ACTION:

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4. ARAST continue to focus on the implementation of GSIs, and seek to increase industry participation.
  5. COSCAP to complete analysis of roadmap focus areas and determine the gap for the Asia region.
  6. COSCAP-NA and COSCAP-SA to seek approval from their respective steering committees the follow the lead of the COSCAP-SEA to amend the terms of reference of their RAST to establish RAST as the Roadmap implementation mechanism.

## **8. Crew Fatigue Risk Management**

### **ACTION:**

7. Hong Kong China to share the results of its study once released.
8. COSCAPs to arrange workshop in FRM, linked to the proposed ICAO provisions on FRM.

## **9. Report on ATC Human Factors and MSAW training**

### **ACTION:**

9. COSCAP-SA to research ICAO requirements for MSAW and provide a briefing to the next ARAST.
10. Administrations to advise their respective COSCAP regarding their installation and use of MSAW. This relates to both the installation and the procedures for its use.
11. COSCAP to explore the methodologies for increasing teamwork between ATM and flight crews.

## **10. Update on Maintenance ARAST**

### **ACTION:**

12. ARAST members to brief their M ARAST counterparts on the process that has been established for the development of safety enhancements by the safety team, and how these are then used by individual states to improve safety.
13. COSCAP to examine the feasibility of conducting combined or concurrent meetings of the Maintenance and Flight Operations / Air Traffic Management RASTs.

## **11. Runway Safety update**

### **ACTION:**

14. FAA has confirmed to ICAO that they will provide runway safety programme in 2009 (tentative dates established in early 2009).
15. FAA (Glenn Michael) to brief the next ARAST on the work of the Flight Safety Foundation to reduce runway excursions.
16. CAAC to provide a copy of the runway safety programme to COSCAP

## **12. CDFFA amended AC**

### **ACTION:**

17. Administrations to review the draft revision to the AC, and provide comments to COSCAP by January 15, 2009.
18. COSCAP to issue a revised AC in consideration of comments received.
19. Administrations to review the revised AC and consider reissuance of the State ACs as necessary.

## **13. SE 121 Cargo Loading Training and SOPs**

**CONCLUSION:** ARAST to await further information from the FAA.

## **17. SE-30 Mode Awareness and Energy State Management Aspects of Flight Deck Automation**

**ACTION:** COSCAP to prepare an AC on Awareness and Energy State Management Aspects of Flight Deck Automation for review at the next ARAST.

**PBN****ACTION:**

20. CAAC (Jiang Rui) to kindly provide copies of PBN guidance material to COSCAP
21. COSCAP to pursue development of guidance material related to operational approval of PBN implementation.

**GASP-GASR****Bangkok16-17 June 2009****Global Safety Initiative 1 – Inconsistent Implementation of International Standards**

Table 1a –Best Practices	Metrics	Implementation
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<p><b>BP 1a-2 – States takes all necessary action to ensure compliance with SARPs and industry best practice.</b></p> <p>a. The State enacts enabling legislation which facilitates the creation and modification of a regulatory scheme giving SARPs the force of law.</p> <p>b. State processes include an evaluation of their own compliance with SARPs.</p> <p>c. State implements USOAP recommendations.</p> <p>d. State secures necessary financial, human and technical resources to develop, update and implement regulations meant to enforce SARPS and to implement industry best practices. Resources are drawn as necessary from national, regional and international sources.</p> <p>e. ICAO assistance activities are aligned with the Global Aviation Safety Plan (GASP) and the <i>Global Aviation Safety Roadmap</i>.</p>	<p>a. USOAP LEG 1.001 Has the State promulgated primary aviation legislation (civil aviation act, code of civil aviation, aeronautics code, etc.)? <b>N/S 2, NA 1</b></p> <p>LEG 1.005 Does the primary aviation legislation provide for the introduction/adoption of air navigation regulations and the promulgation thereof? <b>N/S 2</b></p> <p>LEG 1.009 Has the State established procedures for the amendment of its specific regulations taking into consideration existing ICAO provisions and future amendments to ICAO Annexes? <b>1.009 N/S 8</b></p> <p>ORG 2.009 What legal basis has been promulgated for the establishment of the civil aviation safety oversight system in the State? <b>N/S ORG 2.009</b></p> <p>b. USOAP OPS 4.003 Has the State developed procedures for the amendment of its enabling regulations and national standards? <b>4.003, N/S 7</b></p> <p>OPS 4.005 Has the State established and implemented a procedure to amend its regulations subsequent to an Annex amendment and for listing and notifying differences, if any, to ICAO? <b>4.005, N/S 7</b></p> <p>AGA 8.003 Has the State established procedures for the amendment</p>	<p>Complete</p> <p>Somewhat</p> <p>Little/None</p> <p>Not Applicable</p> <p><b>X On going</b></p> <p><b>Analysis:</b></p> <p><b>Republic of Korea has developed and made available the SMIS to support the need to track. implementation</b></p> <p><b>ACTIONS</b></p> <p><b>1. COSCCAP to request RoK to provide SMIS workshop</b></p> <p><b>2. States to continue their efforts as necessary to comply in this area.</b></p>
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	<p>of its enabling regulations and national standards? 8.003, N/S 7</p>	
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Table 1a –Best Practices	Metrics	Implementation
<p><b>BP 1a-4 States apply coordinated initiatives to ensure that non compliant States do not engage in activity which could be seen as unacceptably increasing the risk of operation</b></p> <p>a. Preventing operators certificated in non conforming States from operating internationally where the risk in doing so is evident or when the non conforming State has failed to carry our recommendations or determinations of the ICAO Council under Article 54j of the Chicago Convention.</p> <p>b. Preventing operators certificated in conforming States from operating in non conforming States where the risk in doing so is evident or when the non conforming States has failed to carry out recommendations or determinations of the ICAO Council under Article 54j of the Chicago Convention.</p> <p>c. State releases USOAP audit information to the public.</p>	<p>a. States have regulations and procedure to ensure that foreign operators complies with international Standards and receive proper oversight USOAP LEG 1.107 Does the legislation or regulations contain provisions to allow for a clear delegation of authority to CAA inspectors to access and inspect aircraft, aviation facilities and aviation documents?N/S 4</p> <p>LEG 1.109 Does an inspector have the right to detain aircraft for just cause either directly or using an established process that can be applied in a timely manner?N/S 2</p> <p>LEG 1.111 Does an inspector have the right to prohibit any person from exercising the privileges of any aviation license, certificate or document for just cause either directly or using an established process that can be applied in a timely manner?N/S 3</p>	<p>Complete</p> <p>X Somewhat</p> <p>Little/None</p> <p>Not Applicable</p> <p><b>Analysis:</b></p> <ol style="list-style-type: none"> <li>1. COSCAP Foreign Air Operator Validation and Surveillance Course</li> <li>2. COSCAP model rules and procedures manual for FAO Validation and Surveillance</li> </ol> <p><b>ACTIONS</b></p> <ol style="list-style-type: none"> <li>1) States to implement Annex 6, amendment 32 regarding Foreign Air operators by revision to regulations, procedures and guidance material</li> <li>2) COSCAP Foreign Air Operator Validation and Surveillance Course to be delivered on request.</li> <li>3) COSCAP to continue to</li> </ol>

	<p>b. States have a process to assess the risk or require the operator to conduct such assessment – Measures are taken when risk is deemed unacceptable.</p> <p>c. FSIX</p>	<p>monitor and support effective implementation of the requirements</p>
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## Global Safety Initiative 2 – Inconsistent Regulatory Oversight General Summary

Table 2a –Best Practices	Metrics	Implementation
<p><b>BP 2a-3 – State applies the principles of risk management to its safety related activities.</b></p> <p>a. Hazards and risks are assessed and prioritized on a regular basis.</p> <p>b. Risk mitigation strategies are developed and implemented.</p> <p>c. Results are assessed and corrective action taken as needed.</p>	<p>a. ICAO Doc. 9859 Para. 3.3</p> <p>b. Attendance at ICAO SMS Training Course</p>	<p>Complete</p> <p>Somewhat</p> <p>Little/None</p> <p>Not Applicable</p> <p><b>X On going</b></p> <p><b>Analysis: The Asian COSCAP’s use the results of risk assessments made by CAST, ESSI, Flight Safety Foundation, etc., to develop and implement safety enhancements for the Region. Data received from the CAST/JSSI review of accident/incident reports is shared among Asian COSCAP member States.</b></p> <p><b>In the future risk assessment techniques may be used to develop and prioritize safety enhancements. However, duplication will be avoided.</b></p> <p><b>Over the past seven years, the Regional Aviation Safety</b></p>



		<p>Teams in Asia have selected for implementation those safety enhancements that will provide the greatest risk reduction.</p> <p>COSCAP Steering Committee meetings and Safety Team meetings are each held at approximately 8-month intervals to review implementation status and assess results.</p> <p>b. COSCAP has provided the ICAO SMS training course to the member States in Asia. Most States have attended the course and the remaining States will attend in the next year.</p> <p><b>ACTIONS</b></p> <ol style="list-style-type: none"> <li>1. States to implement SSP, including the requirement for SMS implementation by service providers.</li> <li>2. COSCAPs to support SSP development and SMS implementation through provision of training courses</li> <li>3. COSCAPs to assist States through the development of generic models and guidance.</li> </ol>
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Table 2a –Best Practices	Metrics	Implementation
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<p><b>BP 2a-6 – Periodic assessments are conducted.</b></p>	<p>a. FSIX – ICAO Doc. 9735 Para 6.1.1e</p> <p>b. Structures exist and are utilized to facility the sharing of the results of periodic assessments</p>	<p>Complete</p> <p>Somewhat</p> <p>Little/None</p> <p>Not Applicable</p> <p><b>X On going</b></p> <p><b>Analysis:</b></p> <ol style="list-style-type: none"> <li>1. USOAP Audits</li> <li>2. At a regional level in Asia, COSCAP Steering Committee meetings and Safety Team meetings are each held at approximately 9 month intervals to review implementation status, assess results.</li> </ol>
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### **Global Safety Initiative 3 – Impediments to Reporting of Errors and Incidents**

Table 3a –Best Practices	Metrics	Implementation
<p><b>BP 3a-3 – The State encourages voluntary reporting.</b></p> <p>a. Regulatory framework exists.</p> <p>b. “Just culture” exists.</p> <p>c. Data from reports are used in a timely and efficient manner to improve safety.</p>	<p>a. USOAP AIG 6.503 Has the State established a voluntary incident reporting system to facilitate the collection of information that may not be captured by a mandatory incident reporting system? <b>N/S 8</b></p> <p>AIG 6.505 If there is a voluntary incident reporting system, has the State established legislation and procedures for</p>	<p>Complete</p> <p>Somewhat</p> <p>Little/None</p> <p>Not Applicable</p> <p>Analysis:</p> <p><b>ACTION:</b></p> <ol style="list-style-type: none"> <li>1) AIG / Reporting sub-</li> </ol>

	<p>ensuring that the system is non-punitive and for ensuring protection to the sources of the information? <b>N/S 5, N/A 1</b></p> <p>b. USOAP AIG 6.507 Has the State established an accident and incident database for facilitating the effective analysis of information obtained, including that from its accident and incident reporting systems? <b>N/S 7</b></p> <p>AIG 6.511 Does the State analyze the information contained in its accident/ incident reports and the database to determine any preventative actions required? <b>N/S 7</b></p>	<p>team to examine requirements and procedures and BPs for the establishment of effective voluntary reporting.</p> <p>2) Singapore AAIB kindly offered to support this initiative</p>
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Table 3a –Best Practices	Metrics	Implementation
<p><b>BP 3a-4 – Each aviation professional who has an impact on safety has a clear understanding of what constitutes acceptable and unacceptable behavior.</b></p>	<p>a. The State regulatory system provides clear guidance on the subject</p> <p>b. The operator /ANSP has clear explicit policy on the subject</p>	<p>Complete</p> <p>Somewhat</p> <p>Little/None</p> <p>Not Applicable</p> <p><b>Analysis:</b></p> <p><b>ACTION</b></p> <p>1) CTA North Asia to develop guidance to supplement ICAO material related to GSI-3a-4.</p>

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## Global Safety Initiative 4 – Ineffective Incident and Accident Investigation General Summary

Table 4a –Best Practices	Metrics	Implementation
<p><b>BP 4a-1 – State Accident Investigators are independent.</b></p> <p>a. The State’s safety accident investigators are organizationally independent from its Transportation authorities (from the Civil Aviation Authority (CAA)) and any other potential party to the investigation.</p> <p>b. Investigations are conducted functionally independent from political or other interference or pressure.</p>	<p>a. USOAP AIG 6.005 AIG 6.005 Does the legislation or regulations provide for the independence of the accident investigation authority in charge of conducting aircraft accident and incident investigations? <b>N/S - 6</b></p> <p>b. ICAO Annex 13 Paragraph 3.1; USOAP</p>	<p>Complete</p> <p>Somewhat</p> <p>Little/None</p> <p>Not Applicable</p> <p><b>Analysis:</b></p> <p><b>ACTION:</b></p> <ol style="list-style-type: none"> <li>1) COSCAP to develop terms of reference for AIG / Reporting sub-team as part of the ARAST Terms of Reference.</li> <li>2) COSCAPs to form AIG /Reporting sub-team as part of ARAST</li> <li>3) Model AIG rules and model manual to be sent to the Sub-group for detailed review to verify against BP / metrics of Roadmap</li> <li>4) COSCAPs to follow up</li> </ol>

		<p>with ICAO South America region for models</p> <p>5) Sub-team meeting in November 2009, at Regional Office, under ICAO RO invitation.</p> <p>6) Sub-group to continue analysis of GSI-4 and GSI-3 and report to ARAST</p> <p>7) Singapore AIB kindly agreed to provide strong support to the AIG / Reporting sub-team</p> <p>8) AIG / Reporting sub-team to report back to the ARAST.</p>
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### Global Safety Initiative 5 – Inconsistent Coordination of Regional Programs

Table 5a –Best Practices	Metrics	Implementation
N/A		

END