




	CIVIL AVIATION AUTHORITY MINUTES OF MEETING	<u>CAAF-007-XXMS-1.0</u>	
SAFETY & INVESTIGATION BOARD			
MEETING DESCRIPTION: 5TH NATIONAL AVIATION SAFETY TEAM (NAST) MEETING 2011 DATE, TIME & PLACE: 02 DECEMBER, 2011 1000 HRS, MAIN CONFERENCE ROOM, HQCAA, KARACHI	Page 1 of 19	FILE NO: HQCAA/1904/58/3/SIB	
CHAired BY:	AVM JUNAID AHMED SIDDIQUI, Dy DG CAA	RECORDED BY:	FAYYAZ AHMED, ATS INVESTIGATOR, SIB
<p>INTRODUCTION:</p> <p>1. 5th National Aviation Safety Team (NAST) Meeting 2011 was held on 2nd December 2011 in Main Conference Room, HQCAA Karachi. The meeting was organized by Safety Investigation Board, Pakistan Civil Aviation Authority, and chaired by Dy DG CAA. Prior to the meeting, progress made on the points raised during previous meeting was placed on CAA website under the portal of SIB since June 2011. The agenda points received from Airlines and General Aviation Companies for 5th NAST meeting were circulated to concerned Directors of CAA in advance for preparing up-to-date response.</p> <p>OBJECTIVE:</p> <p>2. The objective of the 5th NAST meeting 2011 was to provide a suitable platform to identify, discuss and formulate policies for long-term solutions to aviation deficiencies. At the same time it was to provide a feedback to South Asia Regional Aviation Team (SARAST) and Asia Regional Aviation Safety Team (ARAST) on various aviation issues of common interest.</p> <p>PARTICIPATION:</p> <p>3. 5th NAST meeting 2011 was attended by representatives from Pakistan aviation industry, which included Reps of Flight Operations, Engineering Depts and Corporate Safety from all the major airline operators, most of General Aviation Companies, and Flying Schools. Besides, Regulators and the Service Providers from PCAA also participated in the meeting. List of participants is attached as Annex 'A'.</p> <p>PROCEEDINGS:</p> <p>4. After introduction of the participants, Deputy Director General, Pakistan Civil Aviation Authority, the Chair, delivered welcome address and highlighted the significance and benefits of NAST platform. The participants were then apprised of the aims and objectives of NAST meeting, followed by the proceedings by President SIB.</p>			


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DISCUSSION / DECISIONS		ACTION BY
AGENDA POINTS 5th NAST MEETING-2011		
AGENDA POINTS FOR THE NAST-2011 MEETING <ol style="list-style-type: none"> 1. GENERAL AWARENESS ON SAFETY ISSUES 2. REVIEW OF PROGRESS ON PREVIOUS (NAST- 2010) MEETING POINTS 3. AGENDA POINTS FOR THE 5th NAST- 2011 MEETING 4. FRESH POINTS AND SUGGESTIONS 		
AGENDA No 1 : GENERAL AWARENESS ON SAFETY ISSUES		
<p>It was observed during the conduct of various investigations in the past, that some Operators and their personnel were deficient of the knowledge of the obligations, responsibilities, as well as actions to be taken in case of accidents or incidents. With the result, timely assistance and willing co-operation from the Operators was observed less then desired. President SIB, therefore, drew attention of the house in general, and Corporate Safety Managers of Operators in particular on the following points.</p> <p>Requirement of Mandatory Occurrence Reporting (MOR) by the Operators.</p> <p>Provision of Voluntary and Confidential Reporting for the Operators and their personnel</p> <p>Investigation related Guidelines & ANOs available on CAA website under the portal of SIB;</p> <ol style="list-style-type: none"> a. Annex 13 of ICAO. : Aircraft Accident and Incident Investigation b. CARs 1994 Part XV : Accidents and Incidents c. ANO-001-XXSB-1.0 : Aircraft Accident & Incident Investigation d. ANO-002-XXSB-1.0 : Incident Reporting System e. ANO-003-XXSB-1.0 : Initial Response Investigation Procedures <p>General Awareness on following points by the Operators and their personnel;</p> <ol style="list-style-type: none"> f. Production of on the spot Statements by the crewmembers / personnel from the Operators, CAA Managers & Officials – a mandatory CARs -1994 requirement for investigation by Safety Investigation Board, HQ CAA. g. Preservation of evidences, and safe custody of aircraft & equipment by Operators and nearest APM for subsequent investigation by SIB – a CARs -1994 requirement . h. Co-operation and support of Operator with SIB in the conduct of investigations. i. Independence of SIB – Present Status j. How to contacts SIB – CAA website under the portal of Safety Investigation Board (SIB) <p>Decision. Corporate Safety Managers are to ensure contents of following important subjects are duly conveyed to all the concerned personnel in respective Companies.</p>		<p style="text-align: center;">Safety Managers All Airlines, All GA Org, Operators</p> <p style="text-align: center;">All CAA Dtes/APMs</p>


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1. AGENDA No 2 : REVIEW OF PROGRESS ON POINTS RAISED IN NAST MEETING - 2010		
<p>There were total of 26 points raised during last Meeting NAST- 2010 held on 3 March 2010, which were reviewed in detail before the house. Out of these 26 points, 22 were closed with satisfactory progress. Whereas, 04 points needed further and continued actions by CAA offices before considering them satisfactory. Accordingly, these 04 points have been Carried Forward (CF) to 5th NAST meeting. The detail of the progress on all 26 points raised during previous NAST Meeting – 2010 is attached as Appendix 'A'.</p>		
2. AGENDA No 3 : AGENDA POINTS FOR THE MEETING 2011		
1.	<p>There were total of 33 new points (proposed points 21 + 12 fresh points) discussed in the 5th NAST Meeting 2011.</p> <p>Point No. 1: Irregularity in the Conduct of Flight Safety Meetings by Operators. There has been no intimation of the “Flight Safety Meetings” being conducted by the Operators including its schedule, MoM, and follow up actions being carried out by the Operators. As a guideline, the Flight Safety Meetings are to be conducted at least on quarterly basis. Regular conduct of such forums contribute directly towards prevention of accidents, therefore needs due attention of the Corporate Safety Departments of each Operator.</p> <p>Decision: As the year 2011 is nearing completion, all Operators to plan the conduct of Flight Safety meetings for year 2011, and formally disseminate the information to CAA Regulatory and Safety Investigation Board, for possible attendance and record purposes. Subsequently, the Minutes of the Meetings are also to be regularly provided to these offices.</p>	All Operators
2.	<p>Point No. 2 : Unsatisfactory Downloading results from Flight Recorders. During surprise checks and investigations in the past, down loaded data from the Flight Recorders indicated un-satisfactory status of Flight Recorders. With the result, an important and scientific means of evidence were not available for accurate and timely investigations.</p> <p>Decision: All Operators to carry out serviceability check of each aircraft and provide aircraft-wise current serviceability status of the flight recorders (FDR & CVR) on board each aircraft to SIB by 31 January 2012.</p>	All Operators
3.	<p>Point No. 3: Inadequate Emergency Response Plan (ERP) with Operators. During various investigations conducted in the past, in-adequacy of ERP with number of Operators and Service Providers has been observed. Establishment of ERP with required equipment is a SMS requirement, therefore needs to be given due attention.</p> <p>Decision: Operators to develop respective ERP which is comprehensive, encompassing all requirements and addressing all eventualities with respect to equipment being operated. Operators to also provide the copies of ERP to CAA Regulatory and the Safety Investigation Board as early as possible, latest by 31 March 2012.</p>	All Operators


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4.	<p>Point No. 4: Inadequacies in Airport Emergency Plan (AEP) at the Airports. AEP is a SMS requirement. In case of accidents / serious incidents, nearest Airport Management to the site of accidents / serious incidents is responsible to take over and manage the activities as per AEP. AEP is to cater for all the possible eventualities with respect to types of aircraft being operated from respective airport, and the nature & quantum of aviation activity being conducted at the airport.</p> <p>Decision: Airport Managers to develop well co-ordinated and well rehearsed AEP and provide copies to CAA Regulator and the Safety Investigation Board at the earliest, latest by 31 January 2012 .</p>	Dir APS All APMs
5.	<p>Point No. 5: TCAS Incidents – Refresher training for Aircrew and ATCOs. Number of TCAS incidents investigations conducted in the recent past revealed that there is a definite requirement for suitable awareness programme on TCAS for ATC Controllers, and the refresher training for Aircrew. The awareness programme is to be with specific reference to TCAS procedures, its mechanism & operating principles, limitations of TCAS system, and aircrew procedures while climbing, descending and levelling off, etc.</p> <p>Decision: Awareness program / refresher training for ATCOs and Aircrew respectively be arranged in coordination with Dir Ops & PSIB. Plan for the conduct of training be made for expeditious conduct of training.</p>	Dir Ops, HQCAA GM CS PIA PSIB
6.	<p>Point No. 6: Inadequate Job Protection to the Aircrew and Engineering Staff in GA Organizations. Audits and investigations in the past reveal that there is a reasonably higher number of aircrew and Engineering staff being inducted and discharged within short intervals, with the result required continuity in flight operations and maintenance activities is not maintained.</p> <p>Decision: GA Operators to ensure incorporation of appropriate polices to provide job protection, and instituting compatible incentives to maintain interest of their personnel.</p>	All Operators
7.	<p>Point No. 7: Documentation – A weak area with Operators. Documentation is observed to be a weak area with most of the Operators and seems unending. Correct, complete and timely documentation of flight / tech log, maintenance and its related activities not only provide history, but helps in taking preventive measures.</p> <p>Decision: All Operators to pay due emphasis in maintaining up-to-date documentation records.</p>	All Operators
8.	<p>Point No. 8: Increasing Trend of Insufficient / Nil snags write ups. Inadequacies have been observed in this area where by; despite regular conduct of flying activity, the Flight & Tech logs do not indicate discrepancies / un-serviceabilities commensurate with the quantum of flying and maintenance taking place.</p> <p>Decision: Operators to encourage crew members / engineering personnel, and ensure this healthy practice is maintained.</p>	All Operators


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9.	<p>Point No. 9: Non conformance to FDA/FDM Programme by Operators. Despite its importance, it is observed that FDM/FDA programme is not being implemented in letter and spirit. At number of occasions, the required data authenticating its implementation was not found adequately maintained / available with various Operators. FDM/FDA program is also a preventive approach to identify potential problems creeping in to established procedures / system, and allows timely corrective measures.</p> <p>Decision: Airline Operators to provide current status of the FDA/FDM program by 31 January 2012, and subsequently ensure compliance to FDM / FDA programme.</p>	Airline Operators
10.	<p>Point No. 10: Inferior performance of Extended VHF communication 128.3. Despite the improvements made in the past, the problem still exists with the communication of extended VHF 128.3 between aircraft and area West. Due to which, aircraft when entering into Pakistan airspace from the West, most of the times the calls are being repeated / relayed by other aircraft, resulting in intermittent and unnecessarily blocking of R/T.</p> <p>Decision: Necessary improvements be made to resolve the deteriorated performance of VHF 128.3 in the West. Followed by which comments be sought from various Operators for confirmation.</p>	Dir CNS Engg.
11.	<p>Point No. 11: Adoption of FOD Prevention Programme. FOD at airports can cause damage that costs airlines, airports and handling agencies millions of rupees every year. CAA is doing very good in FOD prevention, but we all should come forward and combat FOD together by adopting FOD Prevention Plan.</p> <p>Decision: Modus-operndi of FOD Prevention Plan be discussed, and the recommendations be made in this regard for considerations and implementation.</p>	D APS
12.	<p>Point No. 12: Combat against Bird Strike. Though, the measures have been taken by the managers of CAA and Joint users' airfields, yet the hazard is not completely eradicated, with the result, the Bird strike to aircraft continues with varying frequency and extent of damages.</p> <p>Decision: Airport Services to employ all available resources / means and continue to combat against the existing bird menace to prevent bird strikes in future. Meeting of NBCC is also to be convened to discuss strategy at National level to minimize the bird strikes to aircraft.</p>	D APS P SIB
13.	<p>Point No. 13: Non-availability of Let Down Procedure for JIAP Rwy 07. For one to two months in a year the wind direction in Karachi is such that Rwy-07 has to be used. It is always the Radar which vectors an aircraft to finals on R/W 07. Although there is no ILS for 07, but some VOR/NDB procedure could be laid down through which an aircraft may position itself on finals R/W 07 without the assistance of Radar.</p> <p>Decision: To study the feasibility of establishing such procedures, including GPS Procedures, on priority basis and recommendations be put up for implementation.</p>	D Ops DFS



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14.	<p>Point No. 14: Investigations of “Incidents” by SIB. It was observed by the Operator that besides investigating Accidents and Serious Incidents, some “Incidents” are also being investigated by Safety Investigation Board, HQ CAA, which is not necessary as per ICAO.</p> <p>President SIB highlighted that ICAO Annex-13 deals with investigations of Accidents and Incidents, and does not stop investigation of incidents. However, such investigations are under taken only rarely, but with a purpose, to prevent Serious Incidents and Accidents.</p> <p>Decision: The Chair agreed with President SIB.</p>	All Operators
15.	<p>Point No. 15: Preservations of CVR & FDR for incidents investigations is a waste of efforts. It was observed by Operator that it wastes lot of effort and impedes operations, especially, when flight recorders cannot give any parameters that may help in investigation.</p> <p>President SIB highlighted that Flight Recorders are a great help in all the investigations whether of a accident or an incident. If Flight Recorders on board aircraft are of required specs and are of serviceable status, it does not taken much efforts to download the data, and identify the cause of the occurrence. All Operators are therefore required to equip their aircraft with such resources and efforts.</p> <p>Decision: The Chair agreed with President SIB.</p>	All Operators
16.	<p>Point No. 16: In-correct Categorization of “Incidents & Serious Incidents” in Monthly IOURs. It was highlighted that at times the occurrences are not correctly categorized as Accidents, Serious Incidents or Incidents by SIB.</p> <p>President SIB highlighted that Categorization is done according to ICAO definitions and determination of damage through criteria issued by ICAO. However, in case of any ambiguity observed by the Operator, same can be indicated to SIB for timely corrections, if warranted.</p> <p>Decision: The Chair agreed with President SIB.</p>	All Operators
17.	<p>Point No. 17: Establishment of CAMB at Lahore Location. It was highlighted by the Operators that due to considerable aviation related personnel residing at and around Lahore, arrangements be made for CAMB at Lahore also.</p> <p>GM Aero Medical highlighted that the case is already in process and suitable arrangements would be made soon.</p> <p>Decision: The Chair directed that progress on establishment of CAMB at Lahore be briefed to Dy DG for taking necessary steps in this regard.</p>	GM Aero Medical

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18.	<p>Point No. 18: Laser Light Flashing. It was highlighted by the Operators that the Laser pointing on aircraft on approach is an unsafe act which besides posing security hazards, distracts aircrew at critical stages of Flight. The practice has become a recurring phenomenon, and needs to be ceased.</p> <p>Decision: A comprehensive SOP be developed involving APS, Aviation Security, Ops & ASF along with Local Govt. Representatives to prevent such situations.</p>	D APS CoS, D Ops ASF
19.	<p>Point No. 19: Shortage of Trained HR with Operators. It was highlighted by the Operators that there is a shortage of Skilled / Licensed Human Resource for aviation industry because of irregular conduct of examinations by CAA in the past. Necessary measures like establishment of recognised training centres, well defined syllabus for exams, and frequent examinations for Ops & Technical personnel, therefore, be ensures by CAA.</p> <p>Decision: Necessary steps be undertaken to ensure availability of increasing demand of skilled human resource for flourishing aviation industry of Pakistan.</p>	PD (Reg) GM Lic
20.	<p>Point No. 20: In-adequacy of Human Resource with Directorate of Flight Standards (FSD) and Safety Investigation Board (SIB) HQ CAA. There is acute shortage of Flight Inspectors with FSD, and Investigators along with Tech HR with SIB at HQ CAA. The deficiency is therefore causing unnecessary delays in accomplishment of Flight Checks and finalization of Investigations.</p> <p>Decision: The Chair underscored the need of Human Resource with these two Departments of CAA, and highlighted the measures already being taken to address the issue at FSD. However, provision of Human Resource to SIB will be considered at appropriate level to keep SIB a vibrant Department.</p>	CHR DFS P SIB
21.	<p>Point No. 21: Introduction of new Bird / Animal Hit Reporting Form. To determine most of the details of Bird/Animal Hit occurrence, and to ascertain extent of damage caused to aircraft, a new Bird/Animal Hit Reporting Form has been introduced. The new form CAAF-002-SBXX-1.1 is attached as Appendix 'C' to ANO-002-SBXX-1.0 "Incident Reporting System", and will be applicable with effect from 1st Jan 2012. Mainly, the new procedure using CAAF-002-SBXX-1.1 form for reporting a Bird/Animal Hit cases will be as per following guidelines;</p> <ol style="list-style-type: none"> 1. New Bird Hit Form will have to be raised on the spot and without delay (within 24 hours maximum) by the Operator. 2. Bird Hit and the Damage to aircraft will be verified by the Duty AW Surveyor / Inspector. (At locations where Duty Surveyor/Inspector is available) 3. Bird Hit and the Damage is verified by the Duty Manager Airside. 4. New Bird Hit Form, duly filled by all three agencies, will be despatched to SIB and SQMS Dte by the Operator. <p>Decision: All Operators / concerned CAA Directorates to ensure required instructions to concerned officials for awareness and implementation with effect from 1 January 2012.</p>	All Operators CAW S & N Mgr Airside D APS DAW

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3. AGENDA No 4 : FRESH POINTS & SUGGESTIONS		
22.	<p>Point No 22. Location of ILS vs PAPI on JIAP Rwy 25 L. Because of the displaced location of ILS and PAPI for Rwy 25L JIAP Karachi, the Ground Proximity Warning is heard by the aircrew if PAPI is followed during approach. In other case (following ILS GS) the approach results into a touchdown later than the Touch Down zone.</p> <p>Decision. Necessary measures be initiated expeditiously to remove the anomaly. Until such time the fact should be NOTAMized through AIP or other suitable means appropriately.</p>	D Ops
23.	<p>Point No 23. Provision of Radar controlled airspace in Cherat Control Zone. Where there is an extremely busy and ever increasing flying density all over Pakistan air space, Cherat control zone presents area without Radar cover, which does not only poses challenges to Air Traffic Managers, but also causes a risk to safe flow of air traffic. TCAS related incidents do also indicate towards similar defeciency.</p> <p>Decision. Co-ordinated plans be made to expeditiously address this gap.</p>	D CNS E D Ops
24.	<p>Point No 24. Anemometer at Zhob Airport. In view of non availability of Anemometer at Zhob airport, the Chair directed to ensure availability at the earliest.</p>	Dir Met PMD
25.	<p>Point No 25. Development of Communication failure Procedure for ILS RWY-30 at BBIAP, Islamabad. When on ILS Rwy-30 (BBIAP) approach aircraft facing Communication failure are likely to encounter unsafe situation, and violate the limits of prohibited / restricted areas around.</p> <p>Decision. Necessary study be carried out to address the issue, and to recommend suitable procedures for timely implementation.</p>	D Ops DFS
26.	<p>Point No 26. Long clearance instructions by Radars Controllers. As compared to radar clearances of rest of the world, Radar controllers in Pakistan generally issue longer instructions (calls) which can be shortened, if followed crisp and standard phraseology.</p> <p>Decision. Evaluation of the proposed suggestions vis a vis our ATS / ATM environment be carried out, and necessary measures, including adequate training of ATCOs be undertaken to improve upon the observation made , if so warranted.</p>	D Ops
27.	<p>Point No. 27. Aircraft to remain on radar VHF during circling approach at BBIAP, and other airports for continuous radar monitoring. It was suggested that aircraft should remain on Radar VHF while in circling approach so that the approaches are also monitored by the Radars where radar facility is available.</p> <p>Decision. Suggestion be evaluated in consultation with DFS, and to make suitable recommendations, if necessary.</p>	D Ops D CNS E DFS

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28.	<p>Point No 28. Inclusion of Private owned airports / airfields in AIP. As there are number of charter flights proceeding to Privately owned airfields in Pakistan on regular basis, there is a need to include these airfields / airports in AIP of Pakistan. This will facilitate the Operators to have accurate and current status of the airfields for flight planning purposes, and would help prevent landing on wrong runways.</p> <p>Decision. Emphasizing over the point, the Chair directed for expeditiously inclusion of such airfields in AIP.</p>	D Ops
29.	<p>Point No 29. Timely Execution of Nav Aids / ILS Provision plan issued by HQ CAA. The NAST participants having appreciated the plans for provision of Air Navigation Services at CAA airports highlighted the need to ensure execution of plan as per the time line explained by CNS Engineering Directorate of HQ CAA.</p> <p>Decision. Timely execution of the plan be ensured, and progress be presented on every NAST meeting, until its completion.</p>	D CNS Engg
30.	<p>Point No 30. Accident Investigation Reports be provided to the Operators. Highlighting the importance of Investigation reports to the Operators, it was suggested that the reports be provided to all the Operators for drawing lessons, implementing the Safety Recommendations and to avoid recurrences.</p> <p>President SIB highlighted that it is the ICAO SARPs and generally it is being complied with, except when the issue becomes subjudice, or due to lack of efforts, or any other such reasons.</p> <p>Decision. Provision of investigation reports to the Operator be ensured as and when possible.</p>	P SIB
31.	<p>Point No 31. APRAST Meeting from 20 – 24 February 2012. It was intimated by the participants that First Meeting of the Asia Pacific Regional Aviation Safety Team (APRAST/1) Meeting is planned from 20 – 24 February 2012 at the ICAO Asia Pacific Office, Bangkok and maximum participation is encouraged. All participants from the Aviation Industry are invited to attend.</p> <p>Decision. Information be dissemination to all Operators and concerned CAA offices for their participations as per the conditions stipulated in the letter.</p>	All Operators CAA Dtes PD (Reg)
32.	<p>Agenda Item No 32. Implementation of SMS. It was reiterated that implementation of SMS is a pre-requisite to ensure safe practices. SMS needs to be implemented by all Service Providers including all the Operators at the earliest, and before 31 December 2012. Based on which the Acceptable Level of Safety (ALoS) will be determined by the Regulator.</p> <p>Decision. Implementation of SMS by Service Providers including all the Operators be ensured at the earliest, and in all cases before 31 December 2012. To ensure timely implementation, all Service Providers and the Operators to provide Quarterly progress to Regulatory, HQ CAA.</p>	All Service Providers All Operators

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33.	Agenda Item No 33. Establishment of PIAC Emergency Response Centre. Corporate Safety Department PIAC informed the house that the ERC has been set up at Corporate Safety Department, HQ PIAC Karachi, and it is available for others aviation organizations to employ this resource with prior co-ordination. Decision. The Chair appreciated the initiative by PIA and asked other Operators to seek necessary guidance, if required, in establishing respective ERCs.	All Operators
4. CARRIED FORWARD (CF) POINTS FROM NAST MEETING 2010		
1.	CF-2010 Point No. 2: Human RVR Reporting Progress : Human RVR reporting procedures as per ICAO guidelines is contained in Station Air Traffic Instructions (SATI) of each airport and is being practiced. Observation by Operators: Though, the RVR is being reported but with naked eyes, and that it is not being reported by trained meteorologists. Decision. Coordinated means to report RVR by trained staff be ensured as per the requirements of ICAO SARPs. The issue needs to be resolved before the radiation Fog starts to pose problems.	D Ops HQCAA Dir Met PMD
2.	CF-2010 Agenda Item No. 14: Weather Briefing Progress: The matter was taken up with Director General PMD to improve the indicated deficiencies. The Dir PMD present in the meeting briefed the participants in detail about the measures taken vis a vis constraints and un-serviceabilities / shortage of Radars and its spares / equipments with PMD. Decision. Adequacy of important equipment (weather radars) and Human Resource with PMD be ensured for safe flying operations. Inadequacies, if any, be resolved by approaching highest offices/MoD. CAA to co-ordinate and develop strategy to mutually enhance the deficiencies.	D Ops HQ CAA Dir Met PMD
3.	CF-2010 Agenda Item No. 17: Pre Flight Unit at BBIAP, Islamabad and all Joint User Airfields. Progress: PFIU is established by PAF Chaklala in the building housing aerodrome control tower, at BBIAP, Islamabad. The flight plans of schedule operators are processed through Aeronautical Message Handling System (AMHS) where as representatives of non schedule operators visit PFIU to process their flight plans and obtain current METAR. Decision. The Chair directed to further study the present arrangements at all such airports, and to find amicable and practical solution to the problem.	D Ops Dir APS

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4.	CF-2010 Agenda Item No. 25: Difficulties in Maintenance of Flight Licence. Progress: Holding / maintaining Flight licenses in Pakistan is comparatively less expensive and simpler than anywhere else. ICAO/EASA/FAA requires a valid rating on Multi Crew Multi Engine aircraft, while CAA Pakistan does not require so. In Pakistan a license can be renewed by passing an Oral examination if renewal is sought within lapse time period of 6 months or by passing a Written examination if more than six months but less than 5 years have elapsed since expiry. During the 5 th NAST-2011 meeting, it was also highlighted that the ANO governing the age limit for flight licenses needs to be appropriately amended to bring it in line with ICAO standards. Decision. Appreciating the existing difficulties in the system, despite recent improvements in Lic Branch, the Chair directed necessity for a detailed briefing to Dy DG. Presentation to cover details of issue and renewals procedures of licenses along with the recommendations, with the aim to facilitate the license holders in terms of one window procedure, process at Lic Branch, documents requirement and applicable fee etc wherever possible.	GM Lic GM Aero Medical
CONCLUDING REMARKS BY THE CHAIR		
<p>Quote "NAST meeting has been an excellent forum to interact directly with the all the stake holders of aviation activity under one roof. As Chair of the meeting and in my capacity as Dy DG CAA, I feel more educated on current aviation safety matters, and would like to assure you all of our best efforts in maintaining our skies clear of accidents and incidents. Which I believe is one of the aims of the National Aviation Safety Team at Pakistan.</p> <p>For today's meeting, I would like to see the progress on the points raised and discussed. The action addresses will be required to define the timeframe for the completion of task, in their first progress report which shall be submitted to the Leader of NAST Pakistan by 31 January 2012.</p> <p>I would, at this stage, ask President SIB, the NAST Leader for Pakistan to keep me posted with the progress made in this regard, with time to time.</p> <p>I, would now like to thank all the participants, especially who have joined us today from the Operators side, for their keen interest and presenting their view points for the improvement of aviation safety." Unquote.</p>		All CAA Directors All Operators
Date: 15 December, 2011	 (KHAWAJA A MAJEED) Air Commodore President SIB Leader Pakistan NAST	



**CIVIL AVIATION AUTHORITY
MINUTES OF MEETING**

CAAF-007-XXMS-1.0

SAFETY & INVESTIGATION BOARD

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C.C.


- DG CAA
- Dy DG CAA


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ANNEXURE 'A'

5TH NATIONAL AVIATION SAFETY TEAM (NAST) MEETING-2011

LIST OF CAA PARTICIPANTS	
S. #	NAME & DESIGNATION
1.	Syed Yousuf Abbas, Director Ops
2.	Air Cdre Khalid Allauddin, Director CNS Engg.
3.	Mr. M. Hanif Aurakzai, Director AS
4.	Engr. Munawar Jamal Qureshi, Actg. DAW
5.	Mr. Khawar Ghayas, A / D. AT & ER
6.	Dr. Afzal Bhogio, GM. Aero Med
7.	Gp Capt. © Riasat Ali Changezi, Rep of PD (Reg)
8.	Mr. Naveed Nawaz, GM SQMS
9.	Mr. Liaquat Ali Shahzad, GM Aerodrome Standards, Rep of DAAR
10.	Mr. Altaja Mirza Changezi, AANS, Rep of DAAR
11.	Engr. Ahmed Bilal, FI (T), FSD
12.	Ms Tabassam Qureshi, CM Licensing
13.	Dr. Roshan Ara, CM Security, Rep of COS
14.	Wg Cdr © Bilal, Rep of CFI
15.	Mr. Muhammad Aslam Awan, CM ATS/PBN
16.	Mr. Muhammad Arshad Malik, COO, JIAP, Karachi
17.	Mr. Pervez George, PRO
AIRPORT SECURITY FORCE	
18.	Col Muhammad Farooq Khan, Dy DG ASF


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METROLOGICAL DEPARTMENT		
19.	Mr M Touseef Alam, Director RMC	
LIST OF OPERATORS / PARTICIPANTS		
S #	AIRLINE / COMPANY	NAME & DESIGNATION
1.	PIAC	Capt Syed Adnan Haris. CP Corporate Safety & QA Capt. Aziz-ud-Din
2.	SAI	Capt. Bulban Sabir, GM Flight Operations
3.	Air Blue	Mr. Shaukat Ibahim, Manager Corporate Safety
4.	Vision Air	Mr. Asim Nawaz
5.	Indus Air	Capt. Zakir Ali Khan, DFO Mr. Irshad, D. Engg.
6.	Bhoja Air	Capt. Rizwan Yousuf, CP Corporate Safety
7.	Rayyan Air	Engr. Jamil A. Malik, GM Corporate Safety
8.	Schon Air	Captain Mazhar-Uz-Zaman
9.	Edhi Air	Captai. Kashif / Captain Raheel
10.	Aircraft Sales & Services	Captain Mohsin Ali
11.	VIP Flight, Govt. of Balochistan	Captain Arshad Javed, Chief Pilot
12.	VIP Flight, Govt. of Sindh	Brig Ahmed Salman, Chief Pilot
13.	Air Eagle	Wg Cdr (R) Ahmed Saeed Jan


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APPENDIX 'A'

PROGRESS ON POINTS RAISED DURING PREVIOUS NATIONAL AVIATION SAFETY TEAM (NAST) MEETING - 2010

DECISION / DECISIONS	ACTION BY	STATUS
Agenda Item No. 1: Security of Old Lahore Airport. Progress: The use of Old Terminal for domestic flights is not considered practical.	D APS	Closed
Agenda Item No. 2: Human RVR Reporting Progress : Human RVR reporting procedures as per ICAO guidelines is contained in Station Air Traffic Instructions (SATI) of each airport and is being practiced.	D Ops, HQCAA & Dir Met, PMD	CF (Point Carried Forward)
Agenda Item No. 3: Formulation of Joint SMS task Force. Progress: All Service Providers are to have their own SMS, and the joint task force is not required.	PD (R) / Operators / Service Providers	Closed
Agenda Item No. 4: Establishment of Emergency Response Centre Progress: The APMs of all operational Airports have developed their SOPs on emergency response plan.	D APS	Closed
Agenda Item No. 5: Establishment of Non-Punitive Reporting System Progress: Proposed Amendments in CARs, 94 covering various aspects of Safety & Accident Investigation as per ICAO Convention and Annex-13 thereto (including establishment of Non Punitive Reporting System) have been forwarded to MoD for processing.	P SIB	Closed

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Agenda Item No. 6: Establishment of Database System for reported incidents			
Progress: Database has been established at SIB which manages basic information on occurrences reported through IOURs and MORs. Proposed amendments in CARs, 94 covering various aspects of Safety & Investigation as per ICAO Convention and Annex-13 thereto (including establishment of Database System) have been forwarded to MoD for processing.		P SIB	Closed
Agenda Item No. 7: Runway Incursion			
Progress: Air Safety Circulars ASS-007 and ASC-008 have been issued by Flight Standards Directorate which are aimed at prevention of runway incursions by aircraft. These ASCs are adapted from COSCAP-SA guidance material. Operators are invited to specify any additional information for which COSCAP-SA may be approached in this regard. Since then there has been no requirement of additional information by Operators in this aspect.		DFS	Closed
Agenda Item No. 8: Bird Hit			
Progress: As the target of PCAA is to reduce the level of bird activity as per ICAO standard therefore, for achieving the target, available efforts have been enhanced by 100%, and more. To control the bird activity outside the airports, PCAA is dependent on authorities having administrative control on such areas. Therefore, PCAA has approached number of concerned authorities (including Civil and Military Organizations) for fulfilling their national obligation for taking effective measures under their area of jurisdiction to eliminate bird activity and threat to flight safety by using all legal tools available on the subject.		D APS	Closed (Please refer Point No. 12 of 5 th NAST Meeting 2011)

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Agenda Item No. 9. Basic Aerodrome Markings Progress: Necessary marking as indicated have been improved. However, basic Aerodrome Marking work is a continuous process and remains in progress as planned by the Airport Managers round the year as per ICAO standard. The painting of runway marking has been improved. PIA is operating its regular flights from this Airport. No further requirement has been received from the users. Operators / Users may therefore indicated any such short coming to Manager Airside, ATC, PFIU for prompt response by CAA.	D APS / Operators	Closed
Agenda Item No. 10: Un-Qualified ATCOs Progress: The Private strips like Sawan and Kandawari are uncontrolled airfields which fall under class "G" airspace where provision of CAA Air traffic Control service is not required.	D Ops	Closed
Agenda Item No. 11: CCTV Camera Coverage Progress: The installation of CCTV system for coverage of restricted areas at airports is in the purview of ASF. However, ASF has been asked to carry out a re-survey of the airports to define any blind areas not covered by ASF CCTV Cameras.	D APS CoS ASF	Closed
Agenda Item No. 12: Navigational Aids Progress: Provision of Navigational aids at Airports (with phased up-gradation and induction plan for Nav and landing aids) is placed at Appendix 'A' .	D CNS	Closed
Agenda Item No. 13: ILS on RWY 07 L/R at JIAP Progress: Installation of ILS at Karachi RWY 07L/R is not feasible due to close vicinity of Masroor Airfield. RNAV procedure for RWY 07R is being designed and expected to undergo simulator trials during March 2012.	D Ops DFS	Closed
Agenda Item No. 14: Weather Briefing Progress: Matter was taken up with Director General PMD to improve the indicated deficiencies. The Dir PMD present in the meeting briefed the participants in details.	D Ops Dir Met, PMD	CF (Point Carried Forward)
Agenda Item No. 15: Airport Information (ATIS). Progress: ATIS broadcast is updated on 30 minutes interval and on any significant weather phenomena. Performance check carried out to verify operational status and effective range of ATIS equipment installed at JIAP Karachi, AIIAP Lahore, BBIAP Islamabad and Peshawar Airport. Further more no complaint received since 03rd March, 2010	D CNS Engg	Closed

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Agenda Item No. 16: Runway Conditions Progress: Runway treatment was carried out earlier at Hyderabad Airport. No further users requirements have been received. Fencing of operational area has been completed a year ago whereas Fencing around CAA land is in progress and 80% of work has been completed. 20% balance work is held-up due to land dispute near Latifabad pumping station. Runway at Gwadar Airport has been cleared of all debris and mud deposited during the last flood.	DAAR D Works	Closed
Agenda Item No. 17: Pre Flight Unit Progress: PFIU is established by PAF in the building housing aerodrome control tower. The flight plans of schedule operators are processed through AMHS where as representatives of non schedule operators visit PFIU to process their flight plans and obtain current METAR. The Chair directed to study further to find amicable and practical solution to the problem.	D Ops Dir APS	CF (Point Carried Forward)
Agenda Item No. 18: VHF frequency 125.4 and 126.7 Progress: Extended Range VHF Frequency 125.4 MHz was changed with 134.15MHz. However the performance of the same was not satisfactory due to some mismatch problem. During operational performance checks, Echo and distortion was reported in transmission and was eliminated by Re-Tuning and upgrading the software of the E/R VHF Transmitters. Currently, Frequency 134.15 MHz is working satisfactorily and same has also been cross checked by different Airlines. For Frequency 126.7MHz, no interference has been reported from any location.	D CNS Engg D Ops	Closed
Agenda Item No. 19: Space for Aircrew of General Aviation Progress: Aircrew may use Terminal Met / TM Offices during VVIPs flights as waiting area, otherwise designated CIP Lounges may be used.	D APS	Closed
Agenda Item No. 20: Limited ATIS Range Progress: After necessary work, the ATIS range was put under observation. These being no further observations on ATIS range, the point are considered closed.	D CNS Engg	Closed
Agenda Item No. 21: RWY Braking Action Progress: Due to lack of in favour support, agenda item was dropped.	--	Closed
Agenda Item No. 22: Contact Point at CAA Progress: Pre-Flight Units are established at all CAA major airports to receive suggestions / observations / complaints pertaining to ATS matters. At medium / smaller airports this function is performed by aerodrome	D Ops	Closed

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control tower.		
Agenda Item No. 23: Design Criteria-Instrument Flight Procedures Progress: ICAO PANS-OPS criteria allows descent of 655 feet/min on the final leg and 804 feet/min on the outbound leg of any instrument approach procedure.	D Ops	Closed
Agenda Item No. 24: Flying Training Progress: The lean traffic periods to accommodate training flights have been notified.	D Ops	Closed
Agenda Item No. 25: Maintenance of Flight Licence Progress: Holding / maintaining licenses in Pakistan is comparatively less expensive and simple than any where else. ICAO/EASA/FAA requires a valid rating on Multi Crew Multi Engine aircraft while CAA Pakistan does not require so. In Pakistan a license can be renewed by passing an Oral examination if renewal is sought within lapse time period of 6 months or by passing a Written examination if more than six months but less than 5 years have elapsed since expiry.	GM Lic	CF (Point Carried Forward)
Agenda Item No. 26: Age limit for flight Licences Progress: The age limit of various licenses in Pakistan is according to ICAO Standards as given in Annex-1, they are kept in line with CARs, 94.	GM Lic GM Aero Med	Closed