



**Cooperative Development of Operational Safety and
Continuing Airworthiness Programme
COSCAP-SOUTH ASIA
International Civil Aviation Organization**



**22nd STEERING COMMITTEE MEETING
25-27 SEPTEMBER 2012, DHAKA, BANGLADESH**

DP-3 Phase IV Programme Document and Update

Note: DP-3 restricted to distribution/review by ICAO/ COSCAP-SA Member States only.

1. Introduction

1.1 At a Special Steering Committee Meeting (SSCM) convened on 28 March 2012, Member States agreed to extend the COSCAP-SA Programme for a Phase IV and requested ICAO to prepare a Programme Document for review of Member States. India was not able to participate at the SSCM but in a letter to D/TCB dated 2 May 2012 they advise ICAO of their continuation in Phase IV of the programme subject to certain constraints. This paper seeks comments from Member States to the Phase IV Programme Document (Attachment II) and outlines the concerns from India.

2. Background

2.1 At a Special Steering Committee Meeting (SSCM) convened on 28 March 2012, Member States agreed to extend the COSCAP-SA Programme for a Phase IV, which is from 1 January 2013 until 31 December 2017. A draft Programme Document was developed by ICAO based on the outputs from the SSCM and forwarded to Member States for their review on 30 August 2012.

2.2 The SSCM reviewed options concerning the organization structure for Phase IV of the COSCAP-SA. The options had been developed assuming that the funding remains at the levels as approved at the 21st Steering Committee Meeting.

2.3 The Special Steering Committee decided to adopt Option 2 (organizational structure) as depicted in DP2 of the SSCM (with some modification) for the continuation of the Programme. Option 2 included one RPC and two Regional Experts in the fields of Flight Operations and Airworthiness. In addition, COSCAP-SA would engage International Experts under short term SSA for a total period of less than 8 months.

2.4 The modification, to make the programme more cost-efficient, was that the RPC need not be an exclusive portfolio, but one who is an expert himself in one of the core areas (i.e. OPS, AIR, ATM) so that the programme can use the RPC/RE position more effectively.

2.5 The effectiveness of the selected option is to be tested over a one year period in Phase IV. Following which, if agreed by the States, another option may be selected if considered appropriate.

3. Discussion

3.1 India in a letter dated 2 May 2012 outlined issues for their continuation in the programme as follows:

3.1.1 The Steering Committee consisting of regional regulatory authorities is given administrative and financial authority for effective management of the programme.

3.1.2 The present charge of 13% from State's contribution of funds collected by ICAO be reduced to 8%.

3.1.3 The programme may be managed by ICAO Asia Pacific Office in Bangkok for better management of safety programmes and financial accountability.

3.1.4 India's commitment for continuation to the programme would presently be for a period of two years. Before the end of two years India would review its commitment based on the achievement of defined activities.

3.2 In addition, India indicated its support for Option 2 with some additional minor modification. They indicated that there should be two Regional Experts, one each in the field of Flight Operations and Airworthiness, one of whom would also serve as the RPC

3.3 The ICAO TCB views to DGCA India's letter are outlined in Attachment I which is submitted for review and consideration of COSCAP-SA Member States.

4. Recommendations

4.1 COSCAP-SA Steering Committee to provide comments concerning the draft Phase IV Programme Document.

4.2 COSCAP-SA Member States to review the proposal from India for an additional modification to Option 2, which would result in one Regional Flight Operations Expert and one Regional Airworthiness Expert one of whom would serve as the RPC.

4.3 COSCAP-SA Member States to review and provide feedback on the issues highlighted by DGCA India.

4.4 To permit a smooth transition to Phase IV, COSCAP-SA Steering Committee provide preliminary endorsement of the Programme Document subject to incorporation of any comments from the Member States.

4.5 ICAO TCB to forward to Member States a revised Programme Document by 30 October 2012, for signature by Member States before 31 December 2012.

4.6 In light of the significant changes to the COSCAP-SA organization structure and amendments to the Job Descriptions as contained in the Phase IV Programme Document, ICAO TCB to commence staffing action. Incumbents may re-apply or apply for the RPC position, if they meet the Qualifications contained in the Job Descriptions. Note: Current contracts expire 31 December 2012.

4.7 COSCAP-SA Steering Committee to assign priorities against the objectives outlined in the Phase IV Project Document. The Steering Committee may wish to use the following criteria when assigning priorities.

- High - Work to achieve the objectives will be continuous.
- Medium - Work to achieve the objectives will be carried out as time permits.
- Low - Little or no work will be carried out to achieve the objectives at this time.

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ICAO Views concerning DGCA India issues contained in their letter of 2 May 2012

Regarding the concerns outlined in the letter I wish to provide the following information:

1. The COSCAP-SA Steering Committee approves the Project Document which outlines the objectives and outputs of the project. At Steering Committee Meetings, the Programme Member States formulate policies, assign priorities for programme activities and approve the annual work programme and the associated budget. In the interim period between meetings the Steering Committee Chairman makes necessary adjustments in the approved work programme to meet contingency requirements or unforeseen circumstances in order to ensure unimpeded execution of the overall Programme. Consequently, the Member States have considerable input into the administration of the programme within the framework of ICAO modalities;
2. With regard to overhead costs applicable to the COSCAP Regional programmes, the Asia Pacific COSCAP programmes attract an overhead rate of 13% while the others have a rate of 10%. The Asia Pacific COSCAPs are different in that they are pure COSCAPs managed by ICAO TCB while the others are managed (at least partially) by a commission or other regional entity and by definition have less input from ICAO TCB. The current budget for COSCAP-SA was approved at the 21st SCM in Bangladesh in December 2011. Nevertheless, as budget approval is a function of the Steering Committee, India may wish to raise the issue of overhead rates as a discussion point at the 22nd COSCAP-SA Steering Committee Meeting;
3. Concerning the issue of management of the COSCAPs by the Regional Office, ICAO is finalizing a policy that will assign the operational management of Technical Assistance Programmes such as COSCAPs to the Regional Director. The Regional Director may provide more details concerning this matter at the 22nd COSCAP-SA Steering Committee Meeting;
4. India's commitment for participation in Phase IV of the programme for an initial period of two years is noted. I would encourage India to hold this condition for possible review after discussion at the 22nd COSCAP-SA Steering Committee Meeting.

With reference to the restructuring of the COSCAP-SA project team, I welcome your comments in support of Option 2 with some minor modification, in that there would be two Regional Experts, one each in the field of Flight Operations and Airworthiness, one of whom would also serve as the RPC. I have asked that this modified Option 2 be presented to the 22nd COSCAP-SA Steering Committee Meeting.

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