

24th COSCAP-SA STEERING COMMITTEE MEETING

**Phase IV Programme Progress Report
Discussion Paper 2 (DP-2)**

(Presented by the CTA)

SUMMARY

The purpose of this paper is to outline the progress made to achieve programme objectives as stated in the COSCAP-SA Programme Document and other additional objectives approved at the Steering Committee Meetings.

1. Background:

The Directors General of Civil Aviation of seven South Asian States, in association with ICAO, formed a Steering Committee to consider the possibility of participating in an ICAO Technical Cooperation Bureau proposed Programme for the cooperative development of operational safety and continuing airworthiness of aircraft in the Region. At its' first meeting on 7-9 January 1997, the Steering Committee considered and approved the initial Project Document for the Cooperative Development of Operational Safety and Continuing Airworthiness Project – South Asia (COSCAP-SA).

The first Phase of the Project began implementation in 1997, with an initial duration of 5 years. The Project was revised in 2001 and its' duration was extended to the end of 2007 (Phase II). At the 16th Meeting of the Programme Steering Committee, it was decided to extend into Phase III, covering the period from 2008 to 2012. During this phase, COSCAP-SA transferred into an institution to which Member States are committed through a Memorandum of Understanding (MOU). On 28 March 2012, the Steering Committee decided to extend the Programme by another five years, from 2013 to 2017 (Phase IV).

During each Phase, the Programme Steering Committee has reviewed and revised the Programme Objectives. Each year a Work Plan is developed to help the region achieve its' goals.

2. Discussion of Immediate Objectives and Outputs:

The COSCAP-SA Steering Committee formally assigned priorities against the objectives and activities contained in Phase IV subsequent to the 23rd Steering Committee Meeting and determined that these be reviewed at each SC Meeting. The following criteria were utilized for 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.

3. IMMEDIATE OBJECTIVES – Phase IV

3.1 Immediate Objective 1 – High Priority

The establishment of a dedicated forum/organization to facilitate dialogues and exchange of information and experience on aviation safety matters among COSCAP-SA Member States and promote solutions to common problems as well as provide a vehicle for the harmonization of policies, regulations and procedures related to aviation safety oversight.

Update: COSCAP-SA conducts regular meetings that provide the member States with platforms that facilitate dialogues and exchange of information. The Steering Committee Meetings, the SARAST, the APRAST and the National Coordinators Meetings all focus on aviation matters. Some examples of associated CTA activities included the following:

- Organized the above mentioned Meetings.
- Disseminated minutes of the meetings to insure that all members remain informed of aviation issues.
- Identified the issues related to safety oversight which can be effectively addressed and established an agenda for dealing with the issues for the States.
- Worked to promote regional harmonization of regulations, policies and procedures related to the surveillance, certification and supervision of operators, manufactures, and maintenance facilities.
- The CTA will establish quarterly teleconferences with the NCs

3.2 Immediate Objective 2 - High Priority

Ensuring a coordinated, cost-effective approach for obtaining technical assistance in the field of aviation safety oversight, by minimizing duplication of efforts and allowing the sharing of available resources to the maximum extent. Promoting a comprehensive system approach/continuous monitoring approach for the conduct of safety oversight activities, focusing on effective implementation of Standards and Recommended Practices (SARPs), the efficient oversight capability of Member States and on assisting Member States in the effective implementation of the critical elements of safety oversight as identified by ICAO.

Update: Activities conducted by the CTA to meet this objective included the following:

- Coordinated a cost effective approach for obtaining technical assistance in the field of aviation safety oversight, by minimizing duplication of efforts and allowing the sharing of available resources to the maximum extent. The CTA networked with COSCAPS in South East Asia and North Asia in order to share technical resources.
- Promoted the comprehensive system approach/continuous monitoring approach for the conduct of safety oversight activities, focusing on effective implementation of Standards and Recommended Practices (SARPs), by offering Workshops and technical support as needed.
- Assisted Member States in effective implementation of the critical elements of safety oversight as identified by ICAO.
- Worked towards the effective implementation of the ICAO Standards and Recommended Practices (SARPs) by Member States, i.e. Maldives received specific Technical Assistance and an Audit Techniques (Flight Operations) Workshop and

Nepal received assistance with SSC and Cabin Safety Training.

- Used all available information, including USOAP audit reports, and updated data concerning specific safety deficiencies within Member Administrations.
- Evaluated existing and proposed safety related technical assistance programmes within South Asia to identify objectives, activities and available resources and promoted full collaboration as deemed necessary.

3.3 Immediate Objective 3- High Priority

Enhancing the knowledge and skills of the aviation safety professional personnel of COSCAP-SA Members, through a variety of formal training courses and on-the-job training.

Update: Activities conducted by the CTA to meet this objective included the following:

- Researched, planned and organized available resources required for supporting the needs of the Member States.
- Enhanced the knowledge and skills of the aviation safety professional personnel of COSCAP-SA Members, through a variety of formal training courses and on the job training.
- Assessed the training policy of individual Member States to ensure that the State policy was adequately addressed and that they implemented the ICAO requirements.
- Identified the training needs of individual Member States and determined the common areas of training that needed to be addressed based on the priority determined by the Steering Committee.
- Assisted individual States with their specific training needs based on availability of resources.
- Identified external sources for provisions of training (based on the availability of funds), in the event that the training needs of the Member States could not be met from within the Programme resources.
- Developed an Annual Training Plan as per the identified training needs.
- Made provisions in the Annual Training Plan for Train-the-Trainer courses for capacity building of Member States.
- Continued to develop and assist Programme Members to implement a system for the certification of competency of safety oversight inspectors, systematically trained, conducted on the job training and finally evaluated as appropriate the competency of inspectors engaged in safety oversight functions and assisted States to provide necessary segments of relevant training, depending on the availability of resources.
- Continued to encourage Industry participation in training programmes for greater awareness and enhancing the level of understanding between the regulators and the service providers.
- Assisted Member States, on an ongoing basis, to ensure that a sufficient number of adequately qualified personnel are available in the civil aviation administration.

3.4 Immediate Objective 4 – Medium Priority

Using Programme Personnel, personnel seconded from other COSCAP-SA Members or ICAO Staff, undertake missions to COSCAP-SA Member States to maintain liaison and augment the resources of those Member administrations.

Update: Activities conducted to meet this objective included the following:

- Researched COSCAP-SA personnel who have expertise in various areas.
- Shared information about personnel with COSCAPS in Northern Asia and South East Asia.
- Utilized many of these personnel to provide technical support and/or workshops in Member States.
- Planned to utilize ICAO Staff Members to undertake missions to COSCAP-SA Member States.
- Created a data base of subject matter experts.

3.5 Immediate Objective 5 – Medium Priority

Assisting within available resources COSCAP-SA Member States in rectifying deficiencies identified by USOAP audits on aspects covered by Annexes 1, 6, 8, 10, 11, 13 and 14. Support Member States in implementation of CMA Processes and States who may be audited under the CMA.

Update: Activities conducted to meet this objective included the following:

- Organized Workshops that support the CMA Process.
- Assisted Nepal by sending out Mr. Allan Tang to help the State rectify its' deficiencies.
- Assisted Maldives by organizing a course in Audit Procedures (Flight Operations) for Maldives CAA and Maldivian AOC.
- Assisted Bhutan by sending out Mr. Noppadol Pringvanich to provide technical assistance regarding RNP Certification Approval.

3.6 Immediate Objective 6 – High Priority

Supporting Member States to establish an effective Safety Management Systems in the area of Aircraft Operations, Aerodromes and Air Traffic Management.

Update: Activities conducted to meet this objective included the following:

- SMS course and workshops are included within the 2015-2016 Annual Workplan
- The CTA has scheduled a joint State Regulator and Industry workshop in January 2016

3.7 Immediate Objective 7 – High Priority

Supporting Member States in establishing an integrated State Safety Programme by identifying the gaps in States SSP and develop an action plan to address the gaps.

Update: Activities conducted to meet this objective included the following:

- SSP Workshop was conducted in Sri Lanka in 2014
- To be addressed in the 2015/2016 AWP through the introduction of SSP Workshops and Courses

3.8 Immediate Objective 8 – Medium Priority

Supporting the Member States in the effective implementation of Performance Based Navigation (PBN) in coordination with ICAO RO and the ICAO Flight Procedures Programme (FPP).

Update: The CTA received a request for technical assistance from Sri Lanka and has coordinated the request with the ICAO PBN office in Beijing

4 Action of the Meeting

4.1 The Steering Committee is invited to:

- a) Comment on the nature of the work completed; and
- b) Confirm or revise programme priorities.