



24th STEERING COMMITTEE MEETING
The EU South Asia Civil Aviation Project
Discussion Paper 10 (DP10)
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SUMMARY

The purpose of this paper is to inform the COSCAP-SA Member States and partners of the upcoming EU South Asia Civil Aviation project in order to facilitate coordination and help shape the design of the project.

1.0 Introduction

The stated objectives of the upcoming EU South Asia Civil Aviation project are to, inter alia, support the South Asian Regional Initiative (SARI), provide bilateral technical assistance to Member States and bolster EU-South Asia relations.

The project will be implemented over a period of 4 years by EASA. The project's implementation is still subject to contract signature, but may start in late 2015 / early 2016.

This paper reflects EASA's current intentions regarding the project, with particular reference to COSCAP-SA, in order to facilitate proper coordination and discuss Member State expectations.

2.0 Bilateral activities

Traffic levels are growing dramatically in South Asia, providing a significant challenge to the region's oversight authorities. The project will provide specific bilateral support to affected Member States in order to help develop their capacity for safety oversight.

These actions will be implemented in coordination with existing initiatives in the Member States by partner organisations and, if found practicable, the project's actions may include the joint funding of initiatives.

3.0 Regional activities

South Asia was the first region to establish a COSCAP, with COSCAP-SA starting in February 1998 with an objective to strengthen the regional institutional framework, improve safety and standardise regulations.

As COSCAP-SA had to focus on immediate priorities faced by its Member States, the standardisation of regulations did not happen. This task was therefore taken over by SARI from 2006, which was adopted as COSCAP-SA's technical arm for regulatory harmonisation. At the 9th and 10th SARI Steering Committee meetings, the Member States expressed a wish to expand SARI beyond its initial scope of airworthiness.

Within this context, the EU South Asia Civil Aviation project will aim to support SARI and Member States strengthen the regional institutional framework for aviation safety and the development of a harmonised regulatory framework as well as assist raising industry awareness and collaboration.

Activities may include the support of SARI rulemaking working groups, development of model guidance material, handbooks and checklists, practical training, implementation workshops, formalisation of the SARI framework etc.

4.0 Implementation

The project will include an inception phase through which each Member State will be consulted regarding beneficial areas of cooperation. This phase will not preclude more immediate support in areas where an agreement has already been established.

Governance of the project will be via a Steering Committee meeting including all Member States. International organisations may be invited to attend as observers. Steering Committee meetings may be held back to back with COSCAP-SA/SARI Steering Committee meetings.

5.0 Conclusions

The EU South Asia Civil Aviation project represents a new model of EU cooperation project as it aims to facilitate EU - South Asian cooperation at the political, institutional and industry level. It consequently provides the SARI Member States with a significant tool through which to address the common and critical issues it faces in the field of aviation safety, in cooperation with COSCAP-SA and ICAO.

6.0 Action of the Meeting

The meeting is invited to take note of the above project – which, pending contract signature, cannot yet be taken as a commitment – in order to assist future coordination and cooperation.

The meeting is furthermore invited to provide EASA with its comments regarding an effective approach in promoting a sustained level of safety within the South Asian region.