

24th COSCAP-SA STEERING COMMITTEE MEETING
Airworthiness Support – Interim Measures
Discussion Paper 12 (DP-12)
Presented by Mr Abdulla Mohamed, CAA Maldives

SUMMARY

The purpose of this paper is to propose a methodology to fulfil a key COSCAP-SA programme goal, i.e. assistance in the field of airworthiness, on the short term.

1. Recommendations

- 1.1 The Maldives recommends the Steering Committee to approve the use of COSCAP-SA funds to sponsor:
- a. participation of State Inspectors in the SARI regulation working groups (WG); and
 - b. short training courses back-to-back with the SARI WGs; and
 - c. OJTs via SARI standardisation style audits.

while the COSCAP Airworthiness Expert position remains open.



2. Background

- 2.1 A primary objective of COSCAP-SA is to support States in the area of Continuing Airworthiness¹.

COSContinuing**A**irworthiness**P**

- 2.2 States have received limited assistance in this area as the COSCAP Airworthiness Expert position continues to remain open since 2013.



¹ COSCAP - SA Phase IV Programme Document, Part B, para. 2.1

- 2.3 The financial resources available to the States are limited. At the same time States continue to make² financial contributions obligated by the Programme AND spend on alternate mechanisms to get assistance on continuing airworthiness matters.



- 2.4 It is important to consider cost-effective interim measures until a permanent solution is achieved. It is also important to leverage existing resources and create synergies.
- 2.5 Maldives proposes to combine COSCAP-SA funds and SARI resources to meet some airworthiness needs (that are consistent with immediate high priority objectives of COSCAP-SA) as an interim measure.
- 2.6 Three immediate high priority objectives of COSCAP-SA include providing a vehicle for harmonization of regulations, reduce duplication of efforts ensuring cost-effective approaches in technical assistance and capacity building³.



- 2.7 The SARI programme embodies these objectives and its merits have been recognized by the SC⁴. Further the SARI SC has endorsed the decision of COCAP-SA SC to recognise SARI as an extended entity of COSCAP-SA for regulatory harmonisation and agreed to provide a framework, including a funding mechanism to be established through COSCAP-SA⁵.
- 2.8 EASA has, in the past, agreed to assist COSCAP-SA in the field of airworthiness⁶.
- 2.9 Maldives is of the opinion it is reasonable to use COSCAP-SA funds to sponsor 1.1 activities while the Airworthiness Expert position remains open and provided the programme objectives are met.

² Minutes of Meeting, 8th COSCAP-SA NC Meeting, section NC806-2, July 2015

³ COSCAP-SA Phase IV Programme Document, Part C, paras. 1.1, 2.1 and 3.1

⁴ Decision Record, 23rd COSCAP-SA SCM, May 2014

⁵ Minutes of Meeting, 10th SARI SC Meeting, February 2015

⁶ Minutes of Meeting, COSCAP-SA Sidebar Meeting at 51st DGCA conference, Nov 2014

2.10 The approximate costs of such sponsorships are as follows:

Activity	Amount (USD)
Airfare and DSA for one Working Group	9000
Airfare and DSA for one training course	3500
Airfare and DSA for one audit	3500

2.11 The most cost effective way would be to have a training course or an audit back-to-back with a WG.

2.12 The administrative and disbursement procedures used for sponsoring NCs for the COSCAP-SA NC meetings may be used.

3. Discussion

3.1 The Steering Committee may consider the following discussion points:

- a. Appropriateness of using COSCAP-SA funds to meet State airworthiness needs while the Airworthiness Expert position remains open.
- b. If the Programme can afford the proposed expenses.
- c. If such a proposal fulfils the immediate high priority objectives of COSCAP-SA.

3.2 The Steering Committee may propose alternate interim procedures to meet State continuing airworthiness needs.