



COSCAP – SOUTH ASIA
17th STEERING COMMITTEE MEETING
06-08 November 2007
Bangkok Thailand



FINAL REPORT

1 General

- 1.1 **Venue:** The 17th Steering Committee (SC) meeting was held at the Main Conference Hall, Kotaite Wing, ICAO Regional Office, Bangkok, Thailand during 06-08 November 2007.
- 1.2 **Opening:** The Meeting was declared open by and presided over by Mr. Farooq Rahmatullah, Director General, and Civil Aviation Authority of Pakistan. List of Participants of the Meeting are given in the **Attachment – A**.
- 1.3 **Opening Remarks:** The Chairman welcomed the participants at the outset of the meeting and Mr. L. B. Shah, Regional Director, ICAO Asia Pacific Office made remarks on the benefits of a multi-national and multi-partner co-operative arrangement such as COSCAP and the areas that need attention in the future. Text of the speeches given by the Chairman and Regional Director are given in the **Attachment – B**, and **Attachment – C** respectively.
- 1.4 **Agenda and Programme:** A copy of the Agenda and the Programme of the Meeting as approved by the SC Meeting for its proceedings are given in the **Attachment-D** and **Attachment – E** respectively.

2 Presentations

Mr. Fareed Ali Shah, Regional Officer, Flight Safety of the ICAO Asia Pacific Office made presentations to the Meeting on ‘Global Aviation Safety Plan’ and ‘Safety Management System for Senior Staff’. Mr. Jacinto Lopez Navalon, Administrator, International Air Safety Cooperation of the Directorate General for Energy and Transport, European Commission, made a presentation on ‘Recent Developments in the EU Aviation Safety Policy’. A web based presentation on the ECCAIRS Reporting System was conducted by Mr. Jarmo Korhonen, AIG Section, ICAO Headquarters, and Montreal. Copies of those presentations are made available to the Participants on a CD and are also published in the COSCAP-SA official website.

3 SC Members’ closed-door meeting

The SC Members and the designated Focal Points had a closed-door meeting with the Regional Director, ICAO Asia and Pacific Office at his office to facilitate a free and frank exchange of views in connection with the outcomes of the COSCAP-SA.

4 Recommendations & Conclusions

4.1 SCM-17-01 (DP-17SCM-01): GANP & GASP

The SC took note of the Discussion Paper and,



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- a. authorized the Programme Management to ensure that components of ICAO GASP and GANP are utilized for planning, designing, implementation and prioritizing the future technical work of the COSCAP-South Asia, to the extent possible, in addition to activities or tasks that the SC may decide to entrust upon the Programme;
- b. approved the Programme Management to effect necessary updates in the relevant control documents of the Programme such as Memorandum of Understanding for Phase-III, Programme Document – Phase III or Institutional Framework and Administrative Procedures Manual etc. to accommodate the above decision and submit any such amended documents to the next SC Meeting for formal adoption; and,
- c. authorized the Programme Management to undertake tasks or activities, that may be needed to conform to GASP or GANP in congruence with ICAO GASP and associated Global Safety Initiatives (GSI), to the extent possible and within the resources available.

4.2 SCM-17-02 (DP-17SCM-02): Progress Review

The SC took note of the Discussion Paper, appreciated the work and achievement of the Programme to date and,

- a. requested Member States who have not yet signed the Memorandum of Understanding for the Phase-III to sign the MoU as early as possible but not later than 31st December 2007; and,
- b. requested all Member States to sign the Programme Document as early possible and return the signed copy to the Programme Management not later than 31st December 2007.

4.3 SCM-17-03 (DP-17SCM-03): SARAST Implementation Status

The SC took note of the Discussion Paper approved the implementation of the SARAST Tracking System as described in the Discussion Paper and:

- a. reviewed the Recommendations and Conclusions that were made at the 7th SARAST meeting held in January 2007 in Bangkok and authorized the Programme Management to take appropriate action for their implementation;
- b. requested each Member State to review their nominees attending the SARAST meetings with a view to ensuring the nomination of appropriately qualified and sufficiently experienced staff to take part at such meeting consistently without discontinuity;
- c. requested each Member State to Designate the Head of Flight Safety or equivalent officer to be the SARAST Coordinator to attend all future SARAST meetings consistently and to make him/her responsible to the SC Member for the effective local implementation of SARAST Recommendations/Conclusions which are approved by the SC;
- d. requested each Member State to include the official referred to at paragraph (c) above in the National Aviation Safety Team in order to facilitate effective implementation of the SARAST recommendations;
- e. decided to identify the Safety Enhancements approved the SC to be 'South Asian Safety Issue' (SASI);



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- f. requested each Member State to conduct sub-SARAST meetings in their respective States with the participation of all local stake-holders involved and relevant COSCAP-SA Regional Experts to facilitate effective local implementation of the SASI requirements; and,
- g. requested each Member State to programme the meetings of their National Aviation Safety Teams (NAST) to coincide with the filed missions undertaken by the Regional Experts attached to the Programme, as far as practicable.

4.4 SCM-17-04 (DP-17SCM-04): Designated Focal Points

The SC took note of the Discussion Paper, approved the draft Terms of Reference referred to in the Paper in respect of designation of Focal Points to serve the Programme on part time basis, on the nomination of respective Member States; and.

- a. requested each Member State to appoint a person with interpersonal skills at an optimum level of management seniority, to make appropriate and timely decisions with the requisite mandate in regard to routine matters, to be a Designated Focal Point, to liaise with the Programme as per the Terms of Reference aforementioned; and,
- b. approved a payment of reasonable honorarium in accordance with applicable provisions in the UN system.

4.5 SCM-17-05 (DP-17SCM-05): Harmonization of Aviation Regulations

The SC took note of the content of the Discussion Paper and gave directions to the Programme Management to pursue with harmonization of the rules, regulations and procedures, manuals on subject areas where such harmonization is possible, subject to the availability of resources; and

- a. approved the formation of the Working Group as required for harmonization of subject matters which are identified in the Work Programme.

4.6 SCM-17-06 (DP-17SCM-06): Sustenance of Competency

The SC took note of the Discussion Paper and gave directions to the Programme Management to pursue the matter further; and

- a. approved inviting the Head of each CATC in the region to attend future meetings of the SC and/or RAST when regional training could be included in the Agenda.

4.7 SCM-17-07 (DP-17SCM-07): Work Programme – 2008

The SC approved the work programme to be implemented by the Programme Management in 2008, subject to availability of fund and other resources required.

4.8 SCM-17-08 (DP-17SCM-08): Funding & Budget

Mr. Wolfgang Sander- Fischer, Chief, Asia Pacific Section, TCB ICAO, presented the COSCAP-SA Funding and Budget for phase III of the programme commencing from January 2008 for a further period of five years. He provided details of the



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Contributions / Grants received since the 16th COSCAP-SA SC Meeting. The donors who were present showed their willingness to continue financial support to the programme and accordingly the SCM directed COSCAP-SA to review the Phase III budget within three (3) weeks and re-distribute a revised budget together with the Programme Document for Phase III.

4.9 SCM-17-09 (DP-17SCM-09): System for Certification of Competency

The SCM directed COSCAP – SA to put forward this important subject to a future SCM when Heads of Civil Aviation Training Centres may be invited to attend.

4.10 SCM-17-10 (DP-17SCM-10): Broad basing SARAST Activities and formation of ARAST

The SC decided that subject to the decisions of the relevant SC meetings of the COSCAP-NA and COSCAP-SEA, the SARAST should join with NARAST and SEARAST to form a combined Regional Aviation Safety Team (RAST) which will be designated as 'Asia Regional Aviation Safety Team (ARAST)' which may meet for the usual period of days with an additional day to deliberate on sub-regional issues specific to COSCAP-South Asia.

4.11 SCM-17-11 (DP-17SCM-11): Regional Aviation Medical Examiner's Panel

The SC concluded that a decision on the issue would be made following the ensuing medical seminars to be conducted by ICAO in the region during January/February 2008.

4.12 SCM-17-12 (DP-17SCM-12): Regional Aircraft Accident Investigation Panel

The SC made note of the paper and approved the proposal for the establishment of an aircraft investigation panel under COSCAP-SA and,

- a. agreed to the proposal that such panel members may be called upon by the State of Occurrence to participate in future accident investigations.

4.13 SCM-17-13 (DP-17SCM-13): Highlights of Action items of 44th DGCA Conference

The SC directed the Programme Management to pursue the implementation of the relevant items (Action items 44/1, 44/2, 44/3, 44/4, 44/5, 44/6, 44/7, 44/11) of the 44th DGCA Conference Asia/Pacific in liaison with the respective Civil Aviation Administration in the Member States.

4.14 SCM-17-14 (DP-17SCM-14): Certification of ATS Organizations

The SC directed COSCAP-SA to initiate action on the development of applicable rules, model regulations and procedures for the certification of ATS organization.



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4.15 SCM-17-15 Any other matter

a. Attendance at SCM

The SC emphasized the need of the physical presence of each SC member in person for all future SC Meetings to maintain the Programme with integrity to achieve the desired objectives and solicited that each SC member should strive to the highest abilities to attend the SC meetings in the future. In the event, the SC member cannot attend a SC Meeting due to an unavoidable reason; the person representing him/her should be sufficiently senior and be given the full powers and authority to make decisions on behalf his/her administration at the meeting.

b. Combined Regulatory Audits

The SC recognized the need for continued technical assistance by the Programme especially to assist States in pre-audit preparations and even the audit of operators on behalf of the Civil Aviation Authorities

c. Task Force

The SC agreed that a Task Force be established with a clear Terms of Reference immediately to commence work within six (06) weeks of the Conclusion of the 17th SCM in order to work out a strategy for more focused monitoring of the performance and productivity of the Programme and better institutionalization of the Programme which includes enhancing the expertise of Regional Experts.

d. ECCAIRs Reporting System

The SC observed the immense benefit of the ECCAIRs Reporting System developed by EC for the collection, sharing and processing of data concerning aircraft accidents and incidents and directed the Programme Management to take appropriate action for its implementation in the Region.

e. Rotation of Chairmanship

The SC decided to rotate the Chairmanship of COSCAP-SA after every two years instead of the present system of one year and accordingly decided that DGCA Pakistan shall continue to remain the Chairman till the next SC Meeting.



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f. Venue and Date of the 18th SC Meeting

The Director General, Civil Aviation Authority of Pakistan kindly offered to host the 18th SC Meeting of the COSCAP-SA in Pakistan. The venue and meeting dates would be communicated later. Alternately, the Government of Sri Lanka, Government of Nepal, Government of Bhutan and ICAO Regional Office offered to be the host, in the order of listing.

g. Adoption of Conclusions

The SC unanimously adopted the Conclusions of the 17th SC Meeting.

h. Closing of the Meeting

The Chairman thanked all Member States, ICAO, European Commission, EASA, FAA, Airbus, Bombardier and COSCAP-SA for their active and constructive participation in the meeting. He thanked the Airbus for sponsoring dinner for the participants. Special thanks were also expressed to the Regional Director, ICAO for providing the facilities to host the meeting and hosting dinner for the participants and for his outstanding contributions, continued guidance and assistance and unstinted support extended to the COSCAP-SA since the establishment.

Enclosures

Attachment – A – List of Participants

Attachment – B – Text of the speech of the Chairman, COSCAP-SA

Attachment – C – Text of the speech of Regional Director, ICAO Asia Pacific Office

Attachment – D – Agenda of the Meeting

Attachment – E – Programme of the Meeting



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Attachment–A

LIST OF PARTICIPANTS

S. No.	Name	Position	Organization	E-mail Address
BANGLADESH				
1.	Gp. Capt. Shahe Alam	Member (Operations & Planning)	CAA- Bangladesh	mopscaab@bangla.net
2.	Capt. Rafi Ul Haque	Consultant/ FOI	CAA- Bangladesh	foi_caab@yahoo.com
3.	Mr. Md. Ayub Khan	Snr. Aerodrome Officer	CAA- Bangladesh	dfscaab@bracnet.net
BHUTAN				
4.	Mr. Phala Dorji	Director	DCA- Bhutan	phaladorji@yahoo.co.uk
5.	Mr. Sangay Wangdi	Aerodrome Officer	DCA- Bhutan	swangdi@druknet.bt
6.	Mr. Sangey Tenzing	Managing Director/ CEO	Druk Air	sangeyt@druknet.bt
MALDIVES				
7.	Mr. Ahmed Nazim	Director Standards	CAD- Maldives	nazim@aviainfo.gov.mv
8.	Mr. Yajna Prasad Gautam	Director General	CAA- Nepal	cnsatm@mos.com.np
9.	Mr. Binod kumar Gautam	Director (Aviation Safety Dept.)	CAA- Nepal	atsc@ccsl.com.np gautam.binod@gmail.com
10.	Ms. Mary Patrabansh	Manager	CAA- Nepal	m_patrabansh@hotmail.com m_patrabansh@yahoo.com
11.	Mr. Farooq Rahmatullah	Director General	CAA- Pakistan	dgcaa@caapakistan.com.pk
12.	Capt. Khizar H. Naqvi	Asst. Director General (Regulatory)	CAA- Pakistan	-do-
13.	Air Cdre Junaid Ameen	CEO (Airport Services)	CAA- Pakistan	mja1456@yahoo.com
14.	Mr. Syed Yousuf Abbas	Director (Operations)	CAA- Pakistan	dgcaa@caapakistan.com.pk
15.	Capt. S. Aftab Hussain	GM (Licensing) / Focal Point	CAA- Pakistan	-do-
16.	Sqn Ldr Jawed Iqbal	Staff Officer to DG	CAA- Pakistan	sodg@caapakistan.com.pk
17.	Air Cdre. Tariq Mohiuddin Khan (Retd)	Managing Director	Shaheen Air Cargo	shaheen_air_cargo@yahoo.com
18.	F/E Jamil A. malik	General Manager Flight Safety	Pakistan International Airlines, Karachi Airport-Pakistan	teamexcel@piac.aero
SRI LANKA				
19.	Mr. W.P.M Fernando	Director (Flight Safety)	CAA-Sri Lanka	prcaa@sltnet.lk
20.	Mr. Ananda Senaratne	Dy Director (Special Projects)	CAA-Sri Lanka	naans@sltnet.lk
21.	Capt. S. A. K. S. Rathnasekara	Base Manager	Deccan Aviation Lanka (Pvt.) Ltd.	kapila@deccanhelicopters.com
ICAO				
22.	Mr. Wolfgang H. O. Sander-Fischer	Chief (Asia Pacific Programme)	ICAO Headquarters	fap@icao.int
23.	Mr. L. B. Shah	Regional Director	ICAO, R.O. Bangkok	icao_apac@bangkok.icao.int
24.	Capt. Fareed Ali Shah	Regional Officer (Flight Safety)	ICAO, R.O. Bangkok	fshah@bangkok.icao.int
FAA				
25.	Mr. Kyle L. Olsen	Manager (Continued Operational Safety)	FAA- USA	Kyle.olsen@faa.gov
26.	Ms. Beverly Sharkey	Flight Standards Int'l	FAA- USA	beverly.j.sharkey@faa.gov
27.	Mr. Randall Fiertz	Senior Representative for South Asia	FAA- USA	randall.fiertz@faa.gov
28.	Mr. Michael E. Daniel	Manager	FAA-USA	Mike.e.daniel@faa.gov Shirley.Ang@faa.gov
AIRBUS				
29.	Mr. Jean-Yves Causse	The general manager	Airbus	jean-yves.causse@airbus.com
EASA				
30.	Mr. Erick Ferrandez		EASA	erick.ferrandez@easa.europa.eu
EUROPEAN COMMISSION				
31.	Mr. Jacinto Lopez Navalon	Administrator (Int'l Air Safety Cooperation)	Directorate General for Energy & Transport	jacinto.lopez-navalon@ec.europa.eu
BOMBARDIER Inc.				
32.	Mr. Jim Donnelly	Manager (Strategic Initiatives)	Bombardier Inc. Canada	jim.donnelly@aero.bombardier.com
COSCAP-SA				
33.	Mr. Chandrasena Nimalsiri	Regional Programme Coordinator	COSCAP-SA	rpc-coscapsa@sltnet.lk
34.	Capt. Salahuddin M.	Regional Flight Operations	COSCAP-SA	rahmatullah@sltnet.lk



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S. No.	Name	Position	Organization	E-mail Address
	Rahmatullah	Expert		
35.	Mr. Pawan Kumar	Regional Airworthiness Expert	COSCAP-SA	pawankumar@sitnet.lk
36.	Dr. Punya Raj Shakya	Regional Aerodrome Certification & Safety Expert	COSCAP-SA	prshakya@sitnet.lk



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Attachment-B

SPEECH OF MR.FAROOQ RAHMETULLA
CHAIRMAN, COSCAP –SOUTH ASIA

1. His Excellency Mr. Lalit Bikram shah, Director Regional Office Bangkok, distinguished director generals of Civil Aviation in South Asia, delegates from donor Agencies, Ladies and Gentlemen.

2. It is indeed a great pleasure for me to welcome the distinguished gathering of Aviation Authorities and experts from various organizations to 17th Steering committee COSCAP – SA meeting. First of all, on behalf of the Government of Pakistan, allow me to convey my warmest welcome to you all and extend our sincere regrets for not being able to host you at Islamabad for this conference because of the reasons beyond our control. I wish you a pleasant and comfortable stay here and hope that you will be able to find time to explore this beautiful tourist city.

3. I am fully confident that this meeting would become a significant forum in promoting Regional Cooperation and Coordination in the Civil Aviation sector. My felicitations and compliments to all the guests for attending this meeting with a change of venue at a short notice. This clearly indicates that COSCAP – SA programme is very close to our hearts. The COSCAP – SA programme have had considerable success in improving states Safety Oversight capabilities in a Cost effective manner, even though the programme has limited resources.

4. In a global economy, where it is getting easier to move people, goods and services around the world, air transport has become an important part of supply chain execution in economic growth, and it has various modes along with many complex activities, by which safety and security are the two most important aspects. Standardization in safety and security has become a global agenda as logical consequence of an aggressive liberalization of air transport industry. Standardization would be focused on the more strategic optimization of competitiveness through the design implementation and continuous improvement. All of these have to be coupled by careful diagnosis of current designed systems, capabilities and processes. There is need to improve safety and security management systems as well as develop



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manpower. The systematic building on safety and security in air transport means that it is imperative to combine all aspects in air transport in a concerted effort in order to provide more holistic solutions to all matters related to safety and security.

5. The provision of on-the-job training is an important aspect of the COSCAP programme. It is not uncommon for National Inspectors to receive a particular training programme more than once from a variety of sources. Despite having received this training in many instances, implementation was lacking. The reasons for the lack of implementation are the lack of guidance material and/or the lack of experience with the inspectorate staff on how to implement the training received. The COSCAP programme will follow up to ensure implementation of the concepts and provisions learned in the class room. While harmonization of regulations is a major goal of the COSCAP programme, the priority assigned to this activity varies between the COSCAPs. In many cases States have invested considerable time and effort to develop updated regulatory material prior to the establishment of the COSCAP programme. It also requires extensive resources to harmonize regulations, resources far in excess to that which is available in the COSCAP programme. COSCAPs do assist in developing harmonized regulations when new SARPs are established. The COSCAP programme has produced considerable guidance material for use by Member States. To a large extent the guidance material is based on other CAAs guidance documents, but adapted for use in the sub-region. States that have yet to develop required guidance material can utilize the COSCAP guidance material or adapt it further for use by their State. Generally, guidance material is developed prior to the training programme being provided to States. Regional Aviation Safety Teams (RAST) have been established by COSCAP-SA and are a high priority activity of COSCAP. The RAST Meetings are well attended by Member States CAAs, air operators, air traffic management staff, ICAO, FAA, JAA Airbus, Boeing, bombardier, IATA. Approximately 95% of RAST efforts are focused on the review of the outputs from the FAA Commercial Aviation Safety team and the JAA Joint Safety Strategic Initiative, to determine the applicability of their safety enhancement plans to the respective sub-region. Generally to date, the safety enhancements identified by FAA and JAA have been readily adapted for use by the COSCAP programme. COSCAP resources are utilized to assist Member States with preparations for the USOAP



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audits, development of Corrective Action Plans. While the main focus of the COSCAP mechanism is safety oversight of Flight Operations, Airworthiness and Licensing, COSCAP programme now provide assistance in the areas of Aerodromes, Air Traffic Management, Dangerous Goods and Accident Investigation. The core functions of the COSCAP programme remain Flight Operations and Airworthiness but the COSCAP programme has broadened their scope with the expansion of the ICAO USOAP.

6. As my final remark, I would like to wish you a very fruitful and constructive discussion. And please allow me to recommend special attention on discussions, dealing with standardization and systematic building on safety and security, as both have become global agenda on air transport industry. Last but no the least, I am sure that this conference would produce a set of implementing actions that should be taken by all participants in order to improve and enhance our safety and security standards.

I thank you all.



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Attachment-C

SPEECH OF MR.LALIT B.SHAH
REGIONAL DIRECTOR, ICAO ASIA AND PACIFIC OFFICE

Mr. Farooq Rahmatullah, Chairman of COSCAP-SA and DG CAA Pakistan
Fellow Colleagues,
Distinguished partners of COSCAP-SA,
ICAO Colleagues,
Programme Coordinator, Mr. H. M. C Nimalsiri

Ladies and Gentlemen,

I am very much honoured to be attending the 17th SCM of COSCAP-SA; in doing so I would also like to extend a very warm welcome to all the delegates to the ICAO Asia Pacific Office, Bangkok. It gives us great pleasure to be able to offer the premises for hosting of this annual meeting of COSCAP-SA.

I convey warm greetings of the President of the ICAO Council and the Secretary General to all of you present here this morning.

COSCAP-SA set up in 1997 has come a long way and has served as the proto-type, inspiring the establishment of similar cooperative arrangements in many parts of the world – each customized to operate in its unique regional or sub-regional environment. I vividly recall holding of the first meeting of COSCAP-SA in 1997 at these very premises when the partner States in South Asia took the monumental decision to cooperate in establishing the very first safety oversight project in Asia.

A Regional Safety Oversight system can take various forms depending on the operational needs, socio-economic environment of the particular sub-region. COSCAPs, having thrived on the collaborative approach, undoubtedly facilitated, albeit in its own modest way, the evolution of A35-7.

If the spirit of A35-7 is to be truly implemented – efforts of all partners must be united – and this is the basic premise on which COSCAP has built itself – cooperative partnership of State Authorities, Industry partners and Funding agencies.

If safety and efficiency of civil aviation are to be enhanced, Partnership and Transparency must be all pervasive. This is the strongest call that resonates out of the 36th Session of the ICAO Assembly.

Within the context of COSCAP-SA a very concrete example of an excellent output of this partnership is the fact that as of November, 2007, a total of 6069 civil aviation and industry personnel participated in 256 training courses/workshops/seminars arranged by COSCAP-SA. Industry personnel represent 51 percent of the total participants.

All of us owe our deepest gratitude to all the partners and people who made this happen. Please do not brush aside this achievement lightly because training is one of the



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basic tenets of capacity enhancement of any Institution. It has been proven that this part is one of the strengths of COSCAP-SA. Of course, quality and standardization need to be enhanced progressively.

The size, complexity and intricacies of an instrument do not necessarily ensure productivity. It is our commitment, level of comfort in working together, sharing problems and experiences freely, setting our agenda, genuinely seeing value in the work that we do, are the more important factors.

COSCAP-SA stands on these values. We sincerely hope that all partners will continue to contribute to this Institutional Framework. The political and institutional commitments from all players are crucial. In this regard, your presence, becomes highly significant because we look forward to your good office in spreading the need for continued support for COSCAP-SA.

The 17th meeting is significant in a way because the Programme now moves into the THIRD PHASE. This is no small achievement in itself. The agreement by the COSCAP-SA States to move into the third phase reflects the confidence that the member States repose in the Programme. However, I would urge the Directors General to do some soul searching in retrospect to see if we have truly achieved what we had set out to do. Subsequently, you need to accord the highest priority to this programme as it is your own programme and you have to demonstrate continued ownership. I would also urge the Directors General to take a very critical look at the Project Document that has been developed for the Third Phase to ensure that it meets the collective aspirations of the South Asian States and that the individual needs of your States are also clearly and adequately reflected.

I note that we have a challenging and demanding Agenda set out for the coming three days. Some new ideas are being introduced, which I am sure will generate fruitful discussion.

This will be the last time that I will be participating in a COSCAP meeting as I will be relinquishing the responsibilities of the Regional Director at the end of the year. It none the less gives me great pleasure to see this Programme come this far and I would like to wish it continued success.

Once again a very warm welcome to the Regional Office. I wish you all a very enjoyable and memorable stay in Bangkok.

Thank you.



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Attachment–D

AGENDA

1. Welcome Delegates and Participants
2. Inauguration of the Meeting
3. Self-Introduction of the Participants
4. Adoption of the Agenda and Programme
5. Presentations & Discussions
6. DGCA's closed session
7. Any other matters
8. Handing over the Chairmanship
9. Venue and Date for the next meeting
10. Adoption of Recommendations and Conclusions
11. Vote of Thanks
12. Closing of the meeting



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Attachment–E

PROGRAMME

Tuesday, November 06, 2007		
Time	Event	Remarks / Speaker
0815-0900	Registration of Participants	
0900-0920	Welcome Speech – Chairman /COSCAP-SA	
0920-0940	Speech – Regional Director, ICAO	
0940-1000	Self introduction of Participants	
1000-1015	Adoption of Agenda and Programme	
1015-1045	Tea Break	
1045-1145	Presentation on Global Aviation Safety Road Map	Capt. Fareed Ali Shah, ICAO
1145-1230	Presentation on SMS for Senior Staff	Capt. Fareed Ali Shah, ICAO
1230-1330	Lunch Break	
1330-1500	Presentation on SMS for Senior Staff	Capt. Fareed Ali Shah, ICAO
1500-1530	Tea Break	
1530-1630	Closed-door meeting of SC members and Focal Points with the Regional Director – ICAO Asia & Pacific Office	
Wednesday, November 07, 2007		
0830 -1015	Recent Development in the EU Aviation Safety Policy	Mr. Jacinto Lopez Novolon, European Commission
1015-1030	Tea Break	
1030-1130	DP 02 - Progress Review	Programme Coordinator
1130-1215	DP 03 - SARAST Implementation Status	Programme Coordinator
1215-1315	Lunch Break	
1315-1345	DP 10 - Broad basing SARAST Activities and formation of ARAST	Programme Coordinator
1345-1445	DP 01 - GANP & GASP	Programme Coordinator
1445-1530	DP 08 - Funding and Budget	Mr. Wolfgang Sander Fischer, ICAO
1530-1600	Tea Break	
1600-1645	DP 13 - Highlights of 44th DGCA Conference	Capt. Fareed Ali Shah, ICAO



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Thursday, November 08, 2007		
0830-0930	DP 07 - Work Programme -2008	Programme Coordinator
0930-1015	DP 05 - Harmonization of Aviation Regulations	Programme Coordinator
1015-1045	Tea Break	
1045-1130	DP 04 - Designated Focal Points	Programme Coordinator
1130-1200	DP 11 - Regional Aviation Medical Examiners' Panel	Programme Coordinator
1200-1230	DP 12 - Regional Aircraft Accident Investigation Panel	Programme Coordinator
1230-1330	Lunch Break	
1330-1415	DP 06 - Sustenance of Competency	Programme Coordinator
1415-1445	DP 09 - System for Certification of Competency	Programme Coordinator
1445-1515	Tea Break	
1515-1545	DP 14 - Certification of ATS Organizations	Programme Coordinator
1545-1600	Any Other Matter	
1600-1605	Venue and Date for the 18 th Steering Committee Meeting	Programme Coordinator
1605-1630	Adoption of Conclusions and Decisions of the 18 th Steering Committee Meeting	Programme Coordinator
1630-1700	Closing of the Meeting	Chairman COSCAP-SA