

25th 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 conducted regular meetings that provide the member States with platforms that facilitate dialogues and exchange of information. State Visits, the Steering Committee, SARAST, APRAST, National Coordinators meetings and DGCA Conferences all focus on aviation matters. The CTA conducted the following activities to meet these objectives:

- **STATE VISITS**
Bangladesh - May 2015
Bhutan – June 2015
India - July 2015
The Maldives – July 2015
Sri Lanka – July 2015
Nepal – August 2015
Bangladesh (2nd) – September 2015
- **MEETINGS**
8th National Coordinator – July 2015
USOAP CMA OLF session for officers – July 2015
7th APRAST – August - 2015
17th SARAST September - 2015
24th SCM – September/October - 2015
52nd DGCA Conference – October – 2015
COSCAP S SC Side Meeting – October – 2015
PEL and AIR Expert Briefings – January 2016
USOAP/CMA Course – February 2016
18th SARAST February – 2016
9th National Coordinator – June 2016
25th SCM – July 2016

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:

- Technical assistance/visit was provided to the following member States:

Nepal (SSC) – August 2015
 Nepal (SSC) – October 2015
 The Maldives (SARI OPS) – November 2015
 Nepal (SSC) – January 2016
 Sri Lanka (SACBM) – Feb 2016
 Nepal (SSC) – March 2016
 Nepal (SSC) – June 2016

- The CTA has coordinated Airworthiness Technical Assistance with EASA, Mr. Dave Waller in order to avoid duplication of technical assistance and training activities. A list of COSCAP SA Airworthiness Technical Assistances and Training had been provided to EASA for collation and integration within their upcoming 2016-2017 work plan.
- During her TA missions to Nepal, the CTA provided advise towards the development of an effective oversight system including the implementation of the SARPS. This included a review of State SSC related PQs in OPS and PEL.
- Technical Assistance from the CTA of COSCAP NA was also obtained in January 2016 in order to provide support towards the removal of Nepal's SSC. The CTA provided support to the CTA of COSCAP NA to achieve the mission accordingly.
- The CTA is developing South Asia Capacity Building Matrices (SACBM) in order to identify regional technical experts who may provide technical assistance and training to the South Asia region. These regional experts will be able to provide technical assistance and training to support States in the effective implementation of the critical elements of safety oversight identified by ICAO. Phase I of the project is completed (pending approval of criteria by the SC). Phase II will start during the second week in August 2016.
- The CTA participated on the Maldives CAA hosted SARI OPS/FCL workshop in the Maldives in November 2015. The purpose was to obtain a perception of the work involved in the development of regulations/requirements related to SARI OPS/FCL. This would enable the CTA to obtain the technical assistance required to assist other member States who are also contemplating moving their regulations/requirements in that direction.

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:

- **COSCAP COURSES 2015-2016 (as of October 2015 to present) (DP4)**
- PBN OPS (COSCAPS) – Delivered October 2015
- ISASI AIG Workshop (COSCAPs) – Delivered November 2015

- Dangerous Goods (COSCAPS) - Delivered January 2016
- SMS Basic (Sri Lanka) (CTA) – Delivered February 2016
- SMS Basic (Bangladesh) (CTA) – Delivered May 2016
- ECCAIRS (COSCAPS) – Delivered in June 2016
- Cabin Safety (COSCAPS) – Confirmed for August 2016
- FOI initial (COSCAPS) – Confirmed for August 2016
- PEL initial (COSCAPS) – Dates to be confirmed shortly
- SSP Implementation (COSCAPS) - Confirmed for November, 2016
- SMS Basic (CTA) - Nepal –Dates to be confirmed
- SMS Basic (CTA) – Bhutan –Dates to be Confirmed
- SMS Basic (second course) (CTA) – Sri Lanka – Scheduled in August 2016
- SMS Advance (CTA) – Sri Lanka – TBD (to be determined)
- SMS Advance (CTA) – Bangladesh - TBD
- SMS Advance (CTA)– Nepal – TBD
- SMS for Executives (CTA) – Bangladesh – TBD
- SMS for Executives (CTA) – Bhutan - TBD
- Airworthiness/OPS course for OPS SPEC Approval –(COSCAP SA)-EASA- TBD
- Airworthiness course for reliability programme – (COSCAP SA) – EASA - TBD
- OPS – EDTO– (COSCAP SA) – Not yet available
- Audit Techniques (generic) –(CTA) – Bhutan in the late fall
- Pilot/Controller Training – Unstabilized approaches – Maldives – to be sources and scheduled
- Human Factors including those involved in the automation of ATM – Maldives and other member States – to be sourced and scheduled.

3.4 Immediate Objective 4 – High 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 (DP6):

- The CTA is developing a South Asia Capacity Building Matrices (SACBM) in order to identify qualified regional experts who may provide technical assistance and training to member States. Phase one of the project involves the development of a South Asia Qualification Criteria for experts within the following areas: FOI, PEL, CS, AIR, AGA and ANS. This phase will be completed once the SC approves the criteria. Once approved, Phase II of the project will commence in August 2016 with the measurement of member States personnel vis a vis the matrices.

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 (DP4):

- The CTA provided support and technical advise to Nepal during her technical Assistance missions in regards to PQs associated with the SSC in the OPS and PEL areas.
- The CTA attended two USOAP CMA OLF sessions in order to acquire a clear understanding of the USOAP CMA and OLF activities. This will enable her to provide an enhanced support to her member Sates.
- The CTA notified her member States to attend the ICAO APAC USOAP CMA course which was delivered in February 2016

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 (DP4):

- The CTA has delivered a COSCAP SA Basic SMS Course to Sri Lanka (February 2016) and one to Bangladesh (May 2016). This course will also be delivered to Nepal and Bhutan in the fall of 2016. Sri Lanka will also receive a second course in August 2016. In addition, the CTA will be developing and delivering the COSCAP SA Advance Course in the fall to those member States who have taken the Basic course.
- The CTA will be scheduling two executive SMS training sessions that will be held in Bangladesh and Bhutan in the fall of 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:

- The CTA has procured an SSP Implementation course from Singapore Aviation Academy. This course has been scheduled for November 2016
- At Bangladesh's request, the COSCAP SA will provide support in the development of their SSP. Dates to be scheduled.

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: In conjunction with COSCAP NA and SEA, the CTA has obtained a PBN OPS approval course for her member States. This course was delivered in Beijing in October 2015.

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.