



Cooperative Development of Operational Safety and Continuing Airworthiness Programme

COSCAP – South Asia

(Under ICAO Technical Co-operation Programme)



17th Steering Committee Meeting

06th – 08th November 2007

Bangkok, Thailand

SUSTAINANCE OF COMPETENCY IN SAFETY OVERSIGHT CAPABILITIES

EXECUTIVE SUMMARY

During the 1st and 2nd Phases of the COSCAP-South Asia, primary attention has been focused inter alia for providing training to technical staff in the Member States. Trainings in all most all fields have been provided and more than six thousand personnel have received training. It is necessary that competency gained be sustained and arrangements are made to provide necessary training to national staff as and when necessary by putting up required centers of excellence in the region.

1. INTRODUCTION

1.1 BACKGROUND:

The COSCAP-South Asia was launched with the commencement of ICAO USOAP, which started with a systematic approach of ascertaining States' compliance with their obligations for safety oversight of the aviation activities taking place under their jurisdiction.

With the IUSOAP, examining the status of competency of civil aviation inspectors, the Member States' need to provide required training to the inspectors was intensified. It was accordingly identified to be a high priority. Responding to this need, the Steering Committee directed the COSCAP-South Asia to organize as many training courses as possible to meet the requirements of the States.

COSCAP South Asia has conducted two hundred and thirty (235) training activities to date and six thousand one hundred and seventy nine (6179) personnel have attended these activities. The training opportunities were shared by both regulatory staff and industry personnel, contributing to the progression of professionalism and expansion of knowledge in the industry, as a whole. These training activities involved mainly the short courses (5 days usually and 10 days maximum) and seminars accomplished primarily for the benefit of the serving inspectors of the CAA.

It is found that although a large number of training courses have been conducted in the region to meet the most immediate training requirements of Member States, there is a necessity to make proper and stable arrangements in the region for the sustenance and continuity of training so that the States are assured that on-going training, both initial and recurrent, will be available for training of their new inspectors and re-training of serving inspectors as and when necessary. This arrangement is necessary especially for retaining of civil aviation inspectors with a CAA which has become difficult due to high demand out side CAAs.

It is observed that the majority of Member States have dedicated Civil Aviation Training Centres (CATC) established for training of aviation personnel. However, it is observed that these CATCs are not yet geared to conduct civil aviation inspector training for regulatory staff as their prime focus so far has been to train operational staff. Also, CATCs have so far been not actively involved in the COSCAP-SA activities and the officials of CATCs have little knowledge of the COSCAP-SA activities.

Member States can achieve more and sustained benefits from the training courses which are conducted by the COSCAP-South Asia with the assistance of donor agencies, if arrangements could be made to infuse the required know-how in the CATCs making use of these valuable opportunities and encourage CATCs to conduct courses for States as and when necessary by receiving necessary guidance and assistance from COSCAP-SA.

Similar to the ICAO TRAINAIR programme, the CATCs in the region can get together and work under the umbrella of COSCAP-South Asia to develop selected training courses to be conducted at each CATC, depending on the need of States. Basic Inspector Training Courses for Flight Personnel Licensing, Operations, Airworthiness, Air Traffic Services and Aerodromes would be useful, if such courses are aimed at joining Staff and developed to include initial certification and continuing surveillance requirements of operators and services providers. Also, short courses on specialized subjects to be available on published calendar would be beneficial to States.

2. RECOMMENDED ACTIONS BY THE STEERING COMMITTEE

- A -** To consider the contents of the paper and give necessary directions to pursue the matter further, if agreed.
- B-** To consider inviting the Head of each CATC in the region to attend future meetings of the Steering Committee and/or RAST when regional training could be included in the Agenda.