



**Cooperative Development of Operational Safety and
Continuing Airworthiness Programme
(Under ICAO Technical Co-operation Programme)
COSCAP – South Asia**



**19th Meeting of the Steering Committee
26th – 28th January 2010
Bangkok, Thailand**

Review of Progress - 2009

EXECUTIVE SUMMARY

This paper summaries the status of work accomplished by the Programme during the year 2009 in relation to objectives, activities and outputs identified in the Programme Document – Phase III (2008-2012), decisions taken and recorded in the Final Report of 18th SCM held on 15-17 February 2009 and record of discussion of the closed door session of the Steering Committee Members which took place on the 17th February 2009. The Paper also lists shortcomings and constraints faced by the Programme in delivering the expected outputs which may adversely affect the outcome of the Programme.

1. Background :

1.1 At the 30th Conference of Directors General of Civil Aviation, Asia and Pacific Region held in Penang, Malaysia from 8 to 14 September 1994, the need for greater attention to aviation safety was highlighted. This was followed by an ICAO regional seminar on Aviation Safety held in New Delhi from 6 to 10 February 1995, which was attended by 76 participants from 23 countries and 3 international organizations. Following the support expressed by the participants at the seminar, which recognized the need to pursue regional cooperative arrangements to improve flight safety, ICAO developed a model project document *Cooperative Development of Operational Safety and Continuing Airworthiness under ICAO Aviation Safety Oversight Programme*. The draft model project document, presented at the 31st DGCA's Conference held at Suva, Fiji from 2 to 8 August 1995, proposed cooperative agreements between defined groups of countries in the Asia and Pacific Region, to be executed by the International Civil Aviation Organization by means of a trust fund, and aimed at enhancing the safety and efficiency of air transport operations in the region by establishing Regional Flight Safety Certification and Inspection Organizations. The model project document received the overwhelming support of the States.

1.2 At the meeting of Directors General of Civil Aviation of the SAARC countries, which was held in Colombo, Sri Lanka on 29 and 30 November 1995, the ICAO draft model project document on cooperative flight safety oversight was discussed. Participants agreed in principle that a cooperative effort could answer the needs of many of the States present, and committed to hold a meeting of

DGCAs of South Asia at a future date for the sole purpose of examining such a project in detail.

1.3 The resultant meeting which was hosted by the Civil Aviation Department of Nepal, in Kathmandu on 30 Sep. - 01 Oct. 1996 was attended by Senior Representatives from seven South Asian States attended viz. Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan and Sri Lanka. An ICAO delegation, along with Senior FAA Representatives, the Secretary General of the European Joint Aviation Authority (JAA), the Deputy Vice President of Product Integrity from Airbus Industries, representatives from the UNDP, various embassies, as well as Nepalese operator organizations and airlines were also in attendance. The meeting concluded by agreeing on formulation of a project which would create a cooperative organization for the Participating States based on the following:

- *Detailed assessment by ICAO of the needs of each of the participating States and the identification of objectives designed to address those needs.* Needs were determined through a compilation of the data available from the self-evaluation questionnaires circulated by ICAO, from information available through ICAO Safety Oversight assessments, and from the conclusions of previous ICAO-administered projects in the area.
- *Formulation of a draft project document by ICAO reflecting the needs and resultant objectives discussed above and containing a budget for implementation of the project in a phased approach over a five-year period of time.* The most critical needs were addressed during the first phase, and it was agreed that sources of funding must be identified and committed for the first two phases before implementation of the project would commence. Additional phase(s) were implemented as the project progresses and as additional funding became available.
- *Immediate formation of a Steering Committee to include the Directors General of the Participating States or their designated representatives.* The purpose of the Steering Committee was to guide the project through the final steps of its formulation. It was agreed that the first meeting of the Steering Committee would take place after the first draft of the project document is circulated and the members of the Committee have sufficient time to consider its provisions with appropriate levels of their Governments. The intent of meeting was to finalize the provisions of the Draft Project Document and to finalize commitments for funding.

It was further agreed that the Cooperative Safety Organization (SCO), which is implemented through the project document, will be hosted by Nepal, which will provide the necessary working spaces, office equipment, and clerical support to implement at least the first two phases of the project. The CSO was considered to have been founded at the conclusion of the meeting with establishment of the Steering Committee.

1.4 On 7 and 8 January 1997, the first formal meeting of the Steering Committee was hosted by the ICAO Regional Director at the Regional Office in Bangkok. It was attended by Directors General of Civil Aviation or their deputies from Bhutan, India, Maldives, Nepal, Pakistan and Sri Lanka, and representatives from the FAA, Airbus Industries and the ICAO Technical Co-operation Bureau (TCB). The first meeting of the Steering Committee concluded by formally agreeing to the objectives, outputs and activities contained in the draft project document, together with the methodology used to compute apportionment of project costs amongst Participating States. The DGCA Nepal was unanimously elected as the Standing Chairman of the Steering Committee and a provisional office was established in Kathmandu following the meeting. At the eighth meeting of the Steering

Committee held in Maldives on 29 and 30 May 2001, it was unanimously decided that, while the project office will remain located in Kathmandu, Nepal, the Chairman of the Steering Committee be rotated on an annual basis, in alphabetical order, among the Directors General of the participant States.

2. Discussion :

2.1 Phase I of COSCAP-SA (1998-2002)

2.1.1 During Phase I, the Steering Committee held 11 meetings through which it asserted its direction of the Programme. It laid down, with the support of the ICAO Chief Technical Adviser, a solid foundation for the administrative and operational framework for the Programme. It also assigned priorities to the various objectives, outputs and activities, which reflected the immediate needs and priorities of the Participating States that can be accomplished during this Phase. Aspects given low priority received only limited attention in Phase I but were covered fully in Phase II. Phase I priorities included the formation and functioning of the Steering Committee, assignment of required experts within the funds available, training in classrooms and on-the-job of flight safety personnel of civil aviation authorities and airlines, development of generic manuals, guidance material and other documents related to safety oversight, providing on-site technical assistance to civil aviation administrations in the field of aviation safety, assisting civil aviation authorities in conduct of safety oversight surveillance and inspections at their request.

2.1.2 With the expansion of the scope of ICAO's Universal Safety Oversight Audit Programme (USOAP) to Aerodromes, Air Traffic Services and Aircraft Accident Investigation, the COSCAP-SA Programme was expanded to include some activities and outputs related to this expansion, as well as the assignment of regional consultants.

2.1.3 A major achievement of the Programme in Phase I was the establishment of the South Asia Regional Aviation Safety Team (SARAST) to deal with issues related to prevention of accidents and incidents in aviation.

2.1.4 A total of 2,831 personnel were trained in 75 courses/workshops on Aircraft Operations, Airworthiness, Personnel Licensing, Aerodromes, Transport of Dangerous Goods, etc. The training was provided by the project personnel and several instructors and technical personnel provided by donors and the aviation industry. Of the personnel trained, 1,421 came from the Civil Aviation Authorities of Participating States and 1,410 came from airlines and other aviation concerns in Participating States.

2.1.5 The total cost of the Project in Phase I was U.S.\$3,115,948, of which 41% was paid by the Participating States and the rest by donors. Detailed report about the Project activities during this period is posted at the COSCAPSA official website at <http://www.coscapsa.org/Progress.htm>.

2.2. Phase II of COSCAP-SA (2003-2007)

2.2.1 This Phase commenced in 2003 as an extension of the earlier COSCAP-SA project. It included many elements that had not been implemented fully in Phase I either due to the low priority given to them by the Steering Committee or to shortage of required experts because of funding limitations. The programme document was revised to reflect the latest requirements and priorities.

2.2.2 The institutionalization of COSCAP-SA received greater attention and scrutiny in the second

phase. The Steering Committee took a decision in 2003 to institutionalize the COSCAP-SA Programme while retaining the ICAO Trust Fund arrangements for its management and operation of the Programme in the period 2004 to 2007. Its aim was to strengthen the institutional framework of COSCAP-SA so as it can perform the role of a Regional Safety Oversight Organization (RSOO) as recommended by ICAO. Accordingly, an Institutional Framework and Administrative Procedures Manual was developed and approved by the Steering Committee in June 2005. This Framework enables COSCAP-SA to have its own work programme, budget and staff but without being incorporated as a legal entity. The Participating Civil Aviation Administrations signed a Memorandum of Understanding committing themselves to the COSCAP-SA Institutional Framework provisions as updated and revised from time to time by the Steering Committee. The Institutional Framework Manual has since been revised in 2006 and May 2008.

2.2.3 The objectives of COSCAP-SA as stated in the Institutional Framework and Administrative Procedures Manual include:

- Strengthening the regional institutional framework for aviation safety by the development of a harmonized regulatory framework amongst Member States;
- Promoting a comprehensive system approach to the conduct of safety oversight activities and to the effective implementation of ICAO Standards and Recommended Practices (SARPs);
- Developing a regional information sharing system;
- Assisting Member Civil Aviation Administrations in their efforts to comply with international and national safety standards and in conduct of safety oversight functions on their behalf, when requested; and
- Supporting civil aviation human resource development requirements of Member States.

2.2.4 Consequent to the on-the-job training and experience acquired by the Regional Flight Operations Inspector (RFOI) in Phase I, and the regionalization of the Programme, he was entrusted the task of the Programme Coordinator in addition to his substantial duties. The Programme recruited other qualified and experienced personnel from the Participating States for posts in the Programme. As a result, all posts in the Programme were filled with nationals of the Participating States with the exception of some short-term consultants who were mobilized from outside the region.

2.2.5 The harmonization of safety rules and regulations and their compliance with ICAO SARPs were given greater emphasis and attention in Phase II. However, the Steering Committee recognized that some Member States found it difficult to achieve the required standards in every aviation field. The Steering Committee therefore decided that rules and regulations related to aircraft maintenance and repair organizations would be the initial field to be harmonized.

2.2.6 Training of national staff in aviation safety fields was continued in Phase II, albeit with greater concentration on on-the-job training and refresher training. Donors' support and the instructors they provided contributed greatly to training in a variety of fields. International experts recruited by ICAO imparted training in Safety Management Systems, Air Traffic Services and Aerodrome Certification. In addition, various project-specific training programmes/workshops were conducted by ICAO Headquarters and Regional Office personnel, experts from the other two Asian COSCAP Programmes,

Airbus, Boeing, ISASI and other agencies. A total of 6,055 civil aviation administrations and aviation industry personnel (2816 and 3239 respectively) had been trained in the two phases of COSCAP-SA up to 31st December 2007 October 2007 in 251 training courses and workshops, apart from 1,110 days of in-country technical assistance and on-the-job training provided during COSCAP-SA missions to Member States. Several hundred more have been trained in classrooms and on-the-job training between October 2007 and August 2008.

2.2.7 The Steering Committee, while emphasizing the need for establishment of Safety Management Systems and Programmes in all Member States, agreed that a phased approach be adopted in implementing SMS, commensurate with the workload associated with it. The status of SMS implementation for airport certification purposes is continuously assessed by COSCAP-SA.

2.2.8 The Programme hired through EC funding the services of Integra Consult to assist States in the development and implementation of ATM Safety Management Systems in an expeditious, effective and efficient manner. The Steering Committee called upon Member States to develop an implementation plan for ATM SMS so that eventually a common reporting database can be established for gathering and processing of information relating to aircraft accidents and incidents.

2.2.9 A regional expert in the field of personnel licensing was recruited. He provided assistance to States in updating their licensing regulations in line with the latest ICAO SARPs, developing a Licensing Procedures Manual and a Question Bank for licensing examinations, and undertaking a physical evaluation of flying training institutes.

2.2.10 Where requested, COSCAP-SA personnel assisted States in their preparations for ICAO USOAP audits and in the preparation and implementation of corrective actions recommended in the reports of these audits. Furthermore, States were encouraged to take part in ICAO seminars and workshops on the ICAO USOAP audit process conducted in the region. The results of more recent USOAP follow-up audits of 162 ICAO Contracting States show an average of 17.46% lack of effective implementation, whereas in the COSCAP-SA States lack of effective implementation is only 7.2%. This is a marked improvement from the initial audit results of 18.47%. Lack of effectiveness for COSCAP-SA States against the global average of 32.6%, which in effect shows the improvement in COSCAP-SA States to be much better than the global average. Member States were also requested to nominate a national coordinator for all matters related to ICAO Safety Audits.

2.2.11 SARAST was recognized by the Steering Committee as the technical arm of COSCAP-SA in matters of accident preventions. It was empowered to make recommendations in this regard to the Steering Committee and to take appropriate actions to implement necessary actions after their approval by the regulatory authorities, the service providers, airlines and aircraft manufacturers, as applicable. SARAST held annual meetings including at least one joint meeting with SEARAST and NARAST.

2.2.12 Pursuant to a recommendation made by SARAST, the Steering Committee requested each Member State to establish a National Aviation Safety Team (NAST) by the end of April 2006. States had also to make arrangements for the implementation of CAST/JSSI Safety Enhancements which are identified by SARAST to be relevant and useful for the implementation in the region.

2.2.13 COSCAP-SA maintained, to the extent possible, close liaison with other modes of regional technical assistance related to aviation safety, particularly those provided under EU-South Asia and EU-India projects. Wherever possible, COSCAP-SA Regional Experts took part in the technical assistance programme run by EU-South Asia, and representatives of EU-South Asia were invited to attend the Steering Committee to facilitate better cooperation.

2.2.14 The COSCAP South Asia Office, which had been based in Kathmandu, Nepal since its inception in 1998, was transferred to Colombo, Sri Lanka in September 2005 by a decision of the Steering Committee. This move also helped in the professional development of the Regional Experts by enabling them to benefit from the advanced courses provided therein by the EU, which the Regional experts would then convey what they learned in these courses to COSCAP Member States and their personnel.

2.2.15 In line with new ICAO requirements on language proficiency in English and recent amendments to Annex 12 – Search and Rescue, the attention of States and the Steering Committee was drawn to these issues and on actions needed in these matters. The details of the progress made by the Programme during Phase II are posted at <http://www.coscapsa.org/Progress.htm>.

COSCAP- South Asia Training Details (1998-2008)

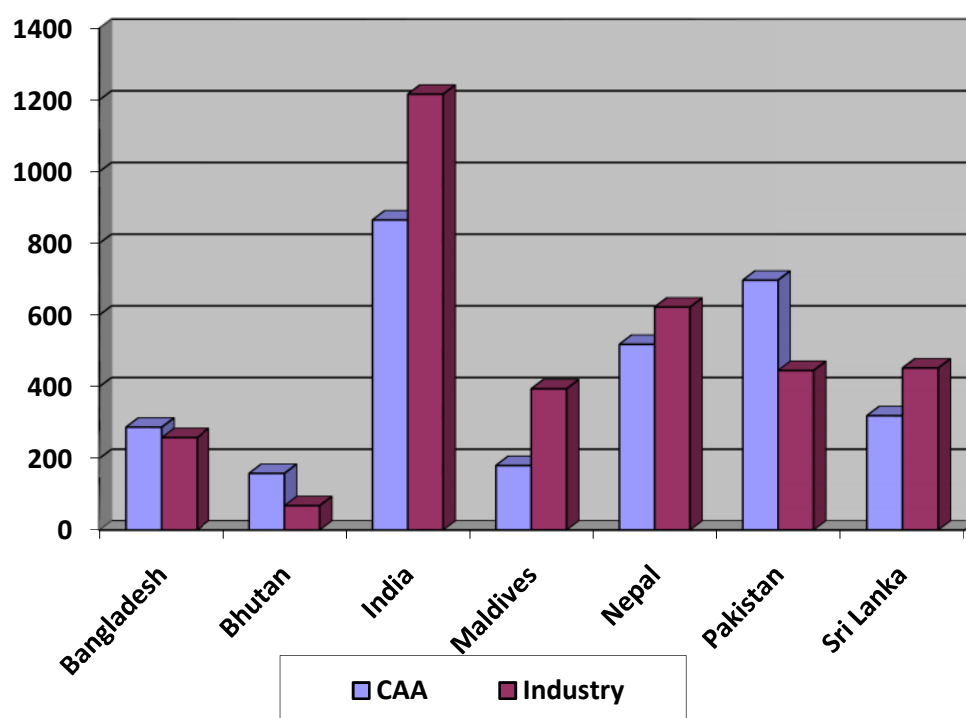


Figure 1 - States' participation at COSCAP-SA Training activities

2.3 Phase III of COSCAP-SA (2008-2012)

The Programme entered into its Phase-III with the a new Programme Document entitled **“Cooperative Development of Operational Safety and Continuing Airworthiness Programme – South Asia (COSCAP-SA) Phase III”** being endorsed by Steering Committee Members. A copy of this Programme Document is posted at the COSCAP-SA official website at <http://www.coscapsa.org/Main-Documents/> . The actions undertaken, activities carried out, difficulties encountered, outputs produced and achievements attained during the implementation of the Programme in the first year of Phase III which commenced on 01.01.2008 are outlined below in relation to the stipulations in the Programme Document. Since there was no specific priority assigned to any of the Immediate Objectives or intended Activities, all Activities were attended at the same pace within the resources available.

2.3.1 IMMEDIATE OBJECTIVES AND ACTIVITIES

2.3.1.1. Immediate Objective 1

Strengthening the regional institutional framework for aviation safety and assist in the development of a harmonized regulatory framework among Programme Members, in the areas where such harmonization would be required and is feasible.

Activity 1.1

The Civil Aviation Administration's of Programme Members to sign the Memorandum of Understanding stipulating the terms and conditions of the Institutional Framework of COSCAP-SA that they will adhere to and the mode and manner the assistance of the Programme would be offered to the Programme States.

Status as at 31.12.08

The activity completed. An electronic copy Memorandum of Understanding signed by all Steering Committee Members and ICAO, is posted at the COSCAP-SA official website at <http://www.coscapsa.org/Main-Documents/>

Status as at 31.12.09

At the 3rd National Coordinators meeting held in Nepal from 06-08 Sep 2009, the Member States were requested to review the MoU mentioned above to identify whether the MoU needs any revision or update in order to accommodate present day requirements of the Member States. No comments or proposals have been received from Member States in this respect to date.

Activity 1.2

Develop, adopt and apply a harmonized regulatory framework by Programme Members in the areas where such harmonization would be required and feasible.

Status as at 31.12.08

This activity has been started with the efforts being made for the harmonization of Maintenance Regulations based on EASA Part 145. A Task Force has been appointed with a nominee from each Member State and the worked performed in this respect to date is presented in the Discussion Paper DP-18SCM-12.

Development of Regulatory system and guidance material in the fields of Foreign Air Operator Certification and State Safety Programmes in order to give effect to the ICAO SARPS have been identified to be other possible areas for harmonization of rules and procedures. Worked performed in this respect is presented in Discussion Paper DP-18SCM-05.

Status as at 31.12.09

The 18th SCM reviewed the Discussion Paper presented by the Programme Office and decided that the ongoing SARI initiatives be fully made use of and supported by all Member States for early harmonization of the maintenance regulation based on EASA Part 145.

SARI had observed that four Member States (India, Maldives, Pakistan and Sri Lanka) were actively involved in the harmonization process. It had encouraged other Member States (Bangladesh, Bhutan and Nepal) to follow suit.

The Programme Management at the 3rd NC meeting re-emphasized the need of all Member States' active participation and cooperation in this exercise, if it is to bear fruits.

It is understood that SARI has developed draft SARI Part 145 and circulated same amongst the Member States seeking comments and notification of National Variations if any, for the finalization of the draft document. The Member States may pay attention to this matter assign due importance and priority.

*Model Regulations for the validation of Foreign Air Operator Certificates together with requisite guidance material entitled 'Manual of Validation and Surveillance of Foreign Air Operator' (COSCAPSA Doc.6633) were circulated amongst Member States. Updated Record of Guidance Material issued by the Programme is at **Attachment-4***

A joint regional training activity was held at the ICAO Regional Office in conjunction with COSCAP-NA and COSCAP-SEA, in order to educate the national staff attached to Member States of these requirements and procedures.

Through a one-day seminar conducted during the 3rd National Coordinators meeting held in Nepal in Sep 2009, the representatives of the Member States were educated on the development of a State Safety Programme (SSP), as per ICAO guidelines. The NC meeting recommended that the development and implementation of a SSP in each of the Member State by end of 2010 should be a high priority item and it should be incorporated in the Annual Work Programme - 2010 of COSCAP-South Asia. The NC meeting also agreed to provide the COSCAP-SA with a position report and implementation plan of SSP of the respective Member States (based on the chart given in the COSCAPSA Website at www.coscapsa.org/SSP/) by 15 Nov 2009. States' inputs in this respect are awaited.

Activity 1.3

Depending on the availability of resources, the Programme would organize, facilitate or conduct meetings /seminars or similar activities as may be necessary, involving the representatives of Programme Members, industry partners and other concerned, for development of a harmonized regulatory framework in the areas where such harmonization would be required or feasible.

Status as at 31.12.08

Due to limited budgetary resources and technical expertise, separate Task Force meetings could not be organized, albeit the desire for such.

However, the Programme has joined hands with another parallel regional Project called 'South Asian Regional Initiatives (SARI)' which is being executed by European Aerospace Industries under the Aviation Bridging Project to work in close cooperation for the harmonization of Maintenance Regulations in the sub Region based on EASA Part 145. SARI is identified to be the technical arm and driving force for the Task Force to complete the assigned task. The work completed in this respect is presented in Discussion Paper DP-18SCM-12.

The Programme also joined hands with COSCAP-NA and COSCAP-SEA in the organization of Maintenance RAST meeting held for all the States in the ICAO Regional Office in Bangkok for all three

RASTs operating in the Region.

Status as at 31.12.09

Since the SCM had assigned the highest priority to the need of providing the requisite technical assistance and support to the Member States for the preparation of the USOAP audits and, five out of the seven Member States were seriously engaged in the audit preparatory activities on priority basis, the Programme was not in a position to convene additional meetings for harmonization of rules and regulations during 2009. Updated Master Training Record of the Programme is in the Attachment-3.

Activity 1.4

Based on the outcome of the Activity 1.3, the Programme would develop generic rules, regulations or guidelines for the purpose of harmonization of relevant subjects and disseminate the same amongst parties concerned and cause to publish the same in the official website maintained by the Programme.

Status as at 31.12.08

Summary of work performed is outlined in the aforementioned Discussion Paper presented to the SCM. Further information on this activity is posted in the website at <http://www.coscapsa.org/Airworthiness/SMR/SMR.php>. For the Harmonization of Maintenance Regulations in the Region, the Programme has prepared a draft Decree to be signed by the Member States. It is presented at the meeting for approval by the Steering Committee Members, so that once adopted, the Member States will recognize the Maintenance Organization approvals given to the industry partners by a Member State under the Harmonized Regulations, without imposing additional requirements.

Status as at 31.12.09

Having observed a deficiency highlighted by the USOAP audit teams in one of the member States in regard to the grant of approval for All Weather Operations without being guided by a proper guidance material, the Programme developed a generic guidance manual on 'All Weather Operations Manual (COSCAPSA Doc. 6699)' to assist the Member States when attending to such matters.

All Guidance Material developed or adopted by the Programme to date are posted in the official website of the Programme and the access to these material are controlled through an username and password.

Activity 1.5

The Programme would develop and maintain a list of concordance in regard to the Programme Members' practices and compliances in respect of the subject or subjects which have been chosen for harmonization and same will be published in the Programme's official website.

Status as at 31.12.08

Summary of differences that exist between States' Regulations in relation to aircraft maintenance and that of Part 145 of EASA, is presented in the website at

<http://www.coscapsa.org/Airworthiness/SMR/SMR.php>.

Status as at 31.12.09

In view of the ongoing IUSOAP Audits in majority of the Member States in 2009 and early next year, it was decided that the Programme should wait until the audit process is completed in all the States for compilation of an accurate database on States' compliance with the ICAO Annex provisions and in congruence with the reports of SOA.

Also the Programme Management maintained a constant dialogue with Republic of Korea to explore the possibility of hiring their SMIS system which facilitates data processing requirements in respect of this matter. A workshop is expected to be conducted soon on the subject.

Activity 1.6

Develop and maintain an official website of the Programme which provides all the information about both current and on-going activities of the Programme and develop cost effective system which supports and promotes the work and functions of the Programme

Status as at 31.12.08

COSCAP-SA official website is created at <http://www.coscapsa.org> with a memory space of 1 GB as at present. It is constantly being updated with all pertinent information with a view to making it the 'one-stop' prime source for data and information sharing, coordination and communication amongst Member States. Hit counter of the webpage indicates increased use of the website. Details about the COSCAP-SA website are presented in terms of a separate Discussion Paper.

Status as at 31.12.09

The Programme has developed a comprehensive website which contains complete information about its overall activities (both ongoing, planned and also past) and is frequently updated and linked with various other important web portals.

All guidance material developed by the Programme is made available to the Member States through a secured web space which is controlled through a User Name and Password.

It is observed that the COSCAP-SA official website is becoming popular amongst Member States. By the middle of December 2009. The hit-list indicates that more than 21,000 personnel have visited Programme's website during year 2009.

2.3.1.2 Immediate Objective 2

Promoting a comprehensive system 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 COSCAP-SA Members in the effective implementation of the critical elements of safety oversight as identified by ICAO.

Activity 2.1

Ensure that ICAO Standards and Recommended Practices (SARPs) are being effectively implemented by COSCAP-SA Members.

Status as at 31.12.08

The Programme has employed experts in the field of Air Traffic Services, Flight Operations, Airworthiness and Aerodromes, at present in addition to the Programme Coordinator. These Experts undertake missions to each Member State at least twice a year and work with respective counterparts of the Member States in order to ensure that SARPS are consistently implemented and effectively enforced. Experts have assisted in varying such matters as reviewing Regulations or Implementing Standards, Inspector Training including OJT, Review of States Guidance Material, Participation at Air Operator Certification, Conducting Surveillance activities etc. in addition to provision of expert advices on various technical and administrative matters. The work of the Experts is recorded in the Mission Reports which are disseminated to States and hosted in the password-controlled secured web space of the COSCAP-SA. In addition, services of Aviation Medicine Experts have been made available to India and Pakistan under IFFAS funding for the improvement of Aviation Medicine meeting the ICAO requirements. Plans are underway to provide similar assistance to other Member States. A number of Sub regional and regional activities on various matters connected with ICAO SARPS were organized to impart necessary training to the States for this purpose.

Status as at 31.12.09

The work is ongoing and a summary of assistance given to States during 2009 is given in the Attachment-5.

Detailed reports on the work performed by the Regional Experts during their missions have been forwarded to the respective Member States on completion of the respective missions together with the recommendation of the Programme Coordinator and, a copy thereof is also posted in the secured web space in COSCAP-SA official website, allocated to the State. The Table 1 indicates the Mission Reports that are compiled, forwarded and posted in the website accordingly in respect of missions performed by the Experts in 2009.

Technical Assistance to States in the field of Airworthiness was not possible during 2009 since the post of Regional Airworthiness Expert fell vacant on 01st October 2008 remained same during 2009.

	Technical Missions - 2009						
	Bangladesh	Bhutan	India	Maldives	Nepal	Pakistan	Sri Lanka
RATSE	Mission-1 (25 Jan-14 Feb)	Mission-1 (16-21 Oct)	Mission-1 (16-25 Nov)	Mission-1 (25-30 July)	Mission-1 (07-23 Jan)	Mission1 (01-11 Jun)	Mission-1 (29Jun-17 Jul)
	Mission-2 (22 Mar-09 Apr)				Mission-2 (12-20 Mar)		Mission-2 (03-14 Aug)
	Mission-3 (14 – 27 May)				Mission-3 (20 Apr-13 May)		Mission-3 (09-13 Nov)
	Mission-4 (11-15 Oct)						
RFOE	Mission-1 (17 Jan-14 Feb)	Mission-1 (10-21 Sep)	Mission-1 (15-29 Aug)	Mission-1 (18-30 July 09)	Mission-1 (03-17 Jan)	Mission-1 (01-12 Jun)	Mission-1 (27 Nov-11 Dec)
	Mission-2 (22 Mar-09 Apr)	Mission-2 (14-16 Dec)	Mission-2 (16-25 Nov)		Mission-2 (06-20 Mar)		Mission-2 (03-17 July)
	Mission-3 (14-27 May)				Mission-3 (19 Apr-13 May)		Mission-3 (31 July-16)

							<i>Aug</i>
<i>RACSE</i>	<i>Mission-1 (25 Jan-14 Feb)</i>	<i>Mission-1 (11-21 Sept)</i>	<i>Nil</i>	<i>Mission-1 (02-13 Aug.)</i>	<i>Mission-1 (04-23 Jan)</i>	<i>Mission-1 (01-12 Jun)</i>	<i>Mission-1 (29Jun-31 Jul)</i>
	<i>Mission-2 (22 Mar-09 Apr)</i>			<i>Mission-2 (04-08 Oct.)</i>	<i>Mission-2 (09-20 Mar)</i>		
	<i>Mission-3 (18 – 28 May)</i>				<i>Mission-3 (20 Apr.- 15 May)</i>		
	<i>Mission-4 (11-15 Oct)</i>						
<i>RAwE (post vacant)</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>

Table 1**Activity 2.2**

Depending on the resources available, assist, as appropriate, civil aviation administration's of COSCAP-SA Members to develop their capabilities for effective and efficient safety oversight up to the levels required by ICAO and its USOAP audits.

Status as at 31.12.08

Member States have been informed of the maximum number of days that a Regional Expert of each specialty attached to the Programme, can be fully dedicated in a year for use of the respective administrations to perform their own safety oversight functions. The formula as to how, the Regional Experts' services would be segregated amongst Member States have been defined in the revised edition – 2008 of the IF&AFM Manual which is presented to the SCM for approval. Additional provisions have also been made for the supply of necessary experts to the respective administration 'at request' and States have also been informed of this facility.

Status as at 31.12.09

Respecting the decision of the SCM that assistance to the Member States for preparation of the USOAP audits, the Member States were provided with on-site technical assistance of the Regional Experts attached to the Programme as shown below in the Table 2 . The numbers in brackets shows the State's minimum entitlement of expert's service in respect of each expert (expert-days) as per the IF&PM. The Regional Experts attached to the Programme have provided extensive on-site technical assistance to the Member States.

	<i>No of Days of Technical Assistance - 2009</i>							
<i>Expertise</i>	<i>Bangladesh (20)</i>	<i>Bhutan (10)</i>	<i>India (30)</i>	<i>Maldives (15)</i>	<i>Nepal (20)</i>	<i>Pakistan (25)</i>	<i>Sri Lanka (20)</i>	<i>Total (140)</i>
<i>RATSE</i>	45	06	08	10	44	09	30	152
<i>RFOE</i>	44	08	18	12	47	10	30	169
<i>RACSE</i>	45	07	0	15	48	10	25	150
<i>RAwE</i>	0	0	0	0	0	0	0	0
<i>Total</i>	134	21	26	37	139	29	85	471

Table 2

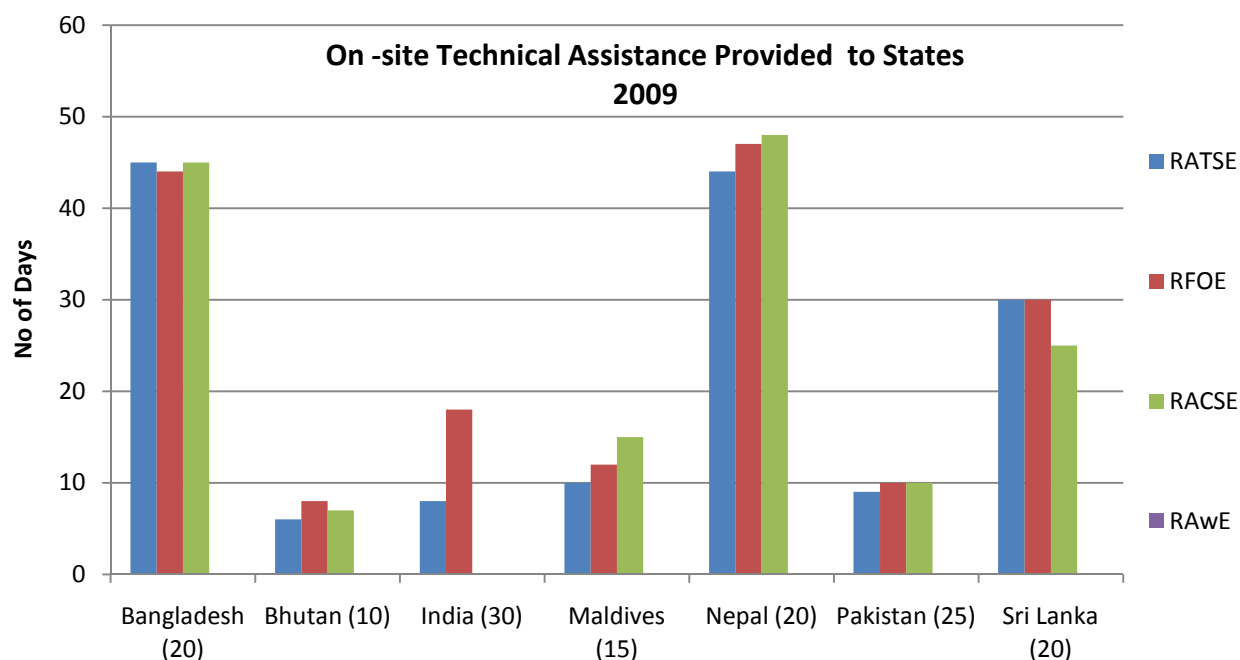


Figure 2

Activity 2.3

Assist, as required, COSCAP-SA Members in the effective implementation of critical elements of safety oversight.

Status as at 31.12.08

On going as outlined under 2.1 and 2.2.

Also comparatively low salaries paid to the national inspectors by the respective Member States, are also observed to be one of the critical factors which is adversely affecting the ability of the States to discharge its States' Safety Oversight functions due to difficulties in recruiting competent staff or retaining qualified and trained staff to attend to the safety oversight tasks and functions which require professional skills. This is identified by ICAO as under CE-03 of the eight Critical Elements in an Effective Safety Oversight System. When States are weak or unsatisfactory status in CE-03, it has a chain reaction and consequently CE-04, CE-06, CE-07 and CE-08 are also seriously affected. Accordingly the Programme provided each Member State with a table of salary scale which is used by ICAO for the employment of Regional Experts in the Programme, to enable the States to make use of it as a benchmark in the determination of salaries for their technical staff. National Coordinators were also advised the possibility of making use of the COSCAP-SA mechanism to pay technical allowances to their national experts, if the present administrative structure does not make provisions for such payments.

Status as at 31.12.09

In order to strengthen the safety oversight capacity of the civil aviation administration of the Member States, have entered into Bilateral Agreements the Programme in conformity with IF&PM. The status which stands as at 31.12.2009 is shown in the Table 3.

	Member States entered into Bilateral Agreements for the use of COSCAP-SA experts to perform Safety Oversight functions under delegated authority						
	Bangladesh	Bhutan	India	Maldives	Nepal	Pakistan	Sri Lanka
Status	☑	☑	☒	☒	☑	☑	☑

Table 3

During missions to States the Regional Experts have assisted the civil aviation administration to perform various safety oversight functions of the Member States. The Table 4 below indicates the breakdown of the type of services provided by Regional Experts to States in relation to the eight critical element identified by ICAO for effective Safety Oversight.

	Areas of Technical Assistance -2009																															
	RATSE								RFOE								RACSE								RAwE							
	CE-1	CE-2	CE-3	CE-4	CE-5	CE-6	CE-7	CE-8	CE-1	CE-2	CE-3	CE-4	CE-5	CE-6	CE-7	CE-8	CE-1	CE-2	CE-3	CE-4	CE-5	CE-6	CE-7	CE-8	CE-1	CE-2	CE-3	CE-4	CE-5	CE-6	CE-7	CE-8
Bangladesh		X	X	X	X		X			X	X	X	X	X	X			X	X	X	X		X									
Bhutan					X					X	X	X	X									X	X	X								
India					X					X	X	X	X																			
Maldives		X	X	X	X	X				X			X								X	X	X									
Nepal		X	X	X	X		X			X	X	X	X	X	X			X	X	X	X	X										
Pakistan				X	X					X		X	X	X				X	X	X	X		X									
Sri Lanka		X		X	X		X			X	X	X	X	X	X					X	X	X										

Table 4

Activity 2.4

With the voluntary and active support of COSCAP-SA Members, develop and maintain a list of concordance of Member States' compliance in regard to SARPS contained in Annex-1, Annex-6, Annex7, Annex-8, Annex-11, Annex-13 and Annex-14 initially and extend the work to cover other aviation safety related Annexes as well, depending on the availability of resources.

Status as at 31.12.08

This activity is being pursued with the States in parallel with States' activities relating to the IUSOAP activities where States are required to prepare Compliance Checklists. However, as some of the Member States had not progressed well in the fulfillment of their responsibilities regarding pre-documentations needed for Audits under CSA – IUSOAP, action was taken to field a team comprising all the Regional Experts attached to the Programme in each such Member States in order to work with the State's counterparts and prepare for the ICAO Safety Audit.

Status as at 31.12.09

3rd NC meeting recommended establishment of working panels consisting of representatives from each member State in regard to Aircraft Operations, Airworthiness, Air Traffic Services and Aerodromes with a view to attend to this sort of activities in consistent, professional and comprehensive manner. This recommendation awaits the decision of the SCM to proceed further.

Activity 2.5

Provide whatever assistance possible for COSCAP-SA Members to develop electronic databases in regard to recording, sharing and processing of information relating their compliances with SARPS in line with the ICAO USOAP Audit Protocols.

Status as at 31.12.08

This activity is being pursued with the States in parallel with States' activities relating to the IUSOAP activities where States are required to prepare Compliance Checklists. However development of a system similar to what Republic of Korea has developed and presented to the DGCA at the 42nd DGCA Conference, needs a fresh directive from the Steering Committee, taking into account their own internal arrangements and future requirements.

Status as at 31.12.09

The assistance of Republic of Korea is pursued in this regard, to educate the States of the arrangements in place, to follow suit.

2.3.1.3 Immediate Objective 3

Developing a regional information gathering and sharing system in order to improve access to safety-related information.

Activity 3.1

Establish a regional data gathering and distribution centre in COSCAP-SA through which information related to critical elements of safety oversight can be easily obtained analyzed and shared by the Programme Members and others concerned.

Status as at 31.12.08

The Programme has studied ECCAIRs system and found to be the most effective means of sharing data relating to incidents and accidents. A Regional Workshop for the technical staff and operational staff is being organized to take place in 2009 in India.

In the meantime information on safety matters are shared with the National Coordinators who are supposed to share them with the National Aviation Safety Teams and take whatever reactive, proactive or predictive measures needed to minimize future accidents.

Status as at 31.12.09

Assistance of BEA has been sought for the conduct of ECCAIRS workshop and a date for the activity to be organized is awaited.

Establishment of a regional database for sharing of information in connection with the Ramp Inspections is being pursued and approval of the Steering Committee is awaited for the purpose.

2.3.1.4. Immediate Objective 4

Assisting the Civil Aviation Administration's of COSCAP-SA Members in their efforts to comply with international and national civil aviation safety standards.

Activity 4.1

Provide Civil Aviation Administration's of COSCAP-SA Members with needed assistance to attain compliance with national and international safety standards and in correcting any deficiencies that may exist or have been identified by USOAP audits.

Status as at 31.12.08

On going at the request of the States. Details of the Regional Experts in work engagement is shown in the Attachment -B

Status as at 31.12.09

On going. Mission Reports of the Regional Experts contain in detail the nature and scope of work performed in 2009. The Annual Work Programme – 2010 has been drawn up to continue with this work.

Activity 4.2

Undertake specific safety oversight functions on behalf of states that do not have the capability to do so, at their request and at their expense.

Status as at 31.12.08

On going at the request of the States. Details of assistance provided to the Member States are contained in their Mission Reports which are placed in the secured web space in COSCAP-South Asia which is separately allotted to each State.

Status as at 31.12.09

On going. Mission Reports of the Regional Experts contain in detail the nature and scope of work performed in 2009. The Member States have been requested to provide a feedback on the services rendered by the Experts. The Annual Work Programme – 2010 has been drawn up to continue with this work.

Activity 4.3

Create and maintain a Regional Aviation Safety Team which comprises the technical personnel nominated by COSCAP-SA Member and other competent personnel specialized in aviation safety for the progressive implementation of safety enhancement initiatives resulting from GASP, GANP and GSI or any other international safety institutions such as CAST, JSSI, FSF etc and take appropriate measures for the effective implementation of such initiatives within the regions in a cohesive manner.

Status as at 31.12.08

South Asia Regional Aviation Safety Team (SARAST) has been in existence since 2001 in COSCAP-SA with participation of senior technical officers of each member Civil Aviation administration. ICAO, CAST and ESSI are also represented at the SARAST meetings. SARAST make safety enhancement recommendations to the Steering Committee based on Safety initiatives taken by CAST/ESSI and also on aviation safety issues specific to the region. SARAST activities have been integrated with the National Aviation Safety Teams (NAST) which have been established in each Member States. Sub-

SARAST meetings are held in each Member State by the Programme so that SARAST work is further elaborated and shared with a wider forum. SARAST is now linked with NARAST and SEARAST through the Asian Regional Aviation Safety Team (ARAST) which met for the first time on 19-20 November 2008 in Bangkok. Accordingly the Safety Network in the COSCAP-SA States have now been interwoven to incorporate all parties concerned from the industry grass route level in the Member States to the worldwide specialized Safety Teams such as CAST, ESSI, FSF and ICAO, through NAST, SARAST and ARAST. Member States participation at the 8th and 9th SARAST meetings are as shown in the Table 5.

	Member States' participation at the SARAST meetings														
	Bangladesh		Bhutan		India		Maldives		Nepal		Pakistan		Sri Lanka		Total
	CAA	Industry	CAA	Industry	CAA	Industry	CAA	Industry	CAA	Industry	CAA	Industry	CAA	Industry	
8 th meeting (2007)	03	-	01	-	-	-	02	02	02	02	-	01	02	03	18
9 th meeting (2008)	02	02	01	-	-	-	02	01	02	03	-	-	03	02	18
10 th meeting (2009)	04	01	04	-	-	-	-	-	03	03	-	-	04	04	23

Table 5

Status as at 31.12.09

The 2nd meeting of SARAST was held during the period of 15-19 Nov 2009 in Bangkok, Thailand in order to discuss issues relating to Maintenance, Global Aviation Safety Plan/Roadmap (GASR/P) and Flight Operations/ANS issues with separate dates allocated for each subjects. The meeting was attended by a total of 118 participants representing the Civil Aviation Authorities of Member States, Air Navigation Service providers and Airlines of the participating Member Administrations of COSCAP-NA, COSCAP-SEA and COSCAP-SA, relevant International / Regional Experts attached to the Programmes including Programme Coordinators, representatives from ICAO, FAA, AAPA, Airbus and Boeing. The breakdown of the attendance at each of the activity mentioned above is as in the Table 6 table follows.

Attendance at 2nd ARAST meeting (15-19 Nov 2009)			
	Meeting component	Duration	No of participants
1	Maintenance component	15 th November 2009	87
2	GASR/GASP component	16 th – 17 th November 2009	102
3	Flt Ops/ATM component	18 th -19 th November 2009	92
4	SARAST	19 th November 2009	23

Table 6

The Recommendations made at the 2nd ARAST meeting is presented to the SCM separately for necessary approvals/directions.

A meeting of SARAST (10th) was held on the 19th immediately following the 2nd ARAST to discuss sub-regional issues relating to civil aviation. It was attended by 23 States as shown in the Table 5 above. Recommendations of the 10th SARAST is presented to the SCM for necessary approval / directions.

Activity 4.4

Develop and maintain a Performance Based Reporting System in regard to implementation of Safety Enhancement Initiatives of Member States and cause the same to be published on the COSCAP-SA official website

Status as at 31.12.08

This task is completed and information is provided in the website at <http://www.coscapsa.org/compliance-tracking/Tracking%20System.html>. It will be updated with time and change of status of implementation of Safety Enhancement Initiatives in the Member States. Action is also being taken to develop a similar Performance based Tracking System in regard to the implementation of GSI as outlined in the Safety Roadmap in the Member States, which are proposed in another Discussion Paper to be included into the SARAST Terms of Reference.

Status as at 31.12.09

SARAST Implementation Tracking System is being updated consistently and latest information is available in the website. Development of tracking system for the implementation of GASR/GASP is underway.

2.3.1.5. Immediate Objective 5

Supporting the development of human resources in the Civil Aviation Administration's of COSCAP-SA Members.

Activity 5.1

Continue to provide classroom and on-the-job training in aviation safety fields to Civil Aviation Administration personnel.

Status as at 31.12.08

On going. Twenty six (26) training activities were conducted in 2008 a total of four hundred and twenty four (424) personnel from Member States (with 208 from CAA and 216 from industry) participated at these training activities.

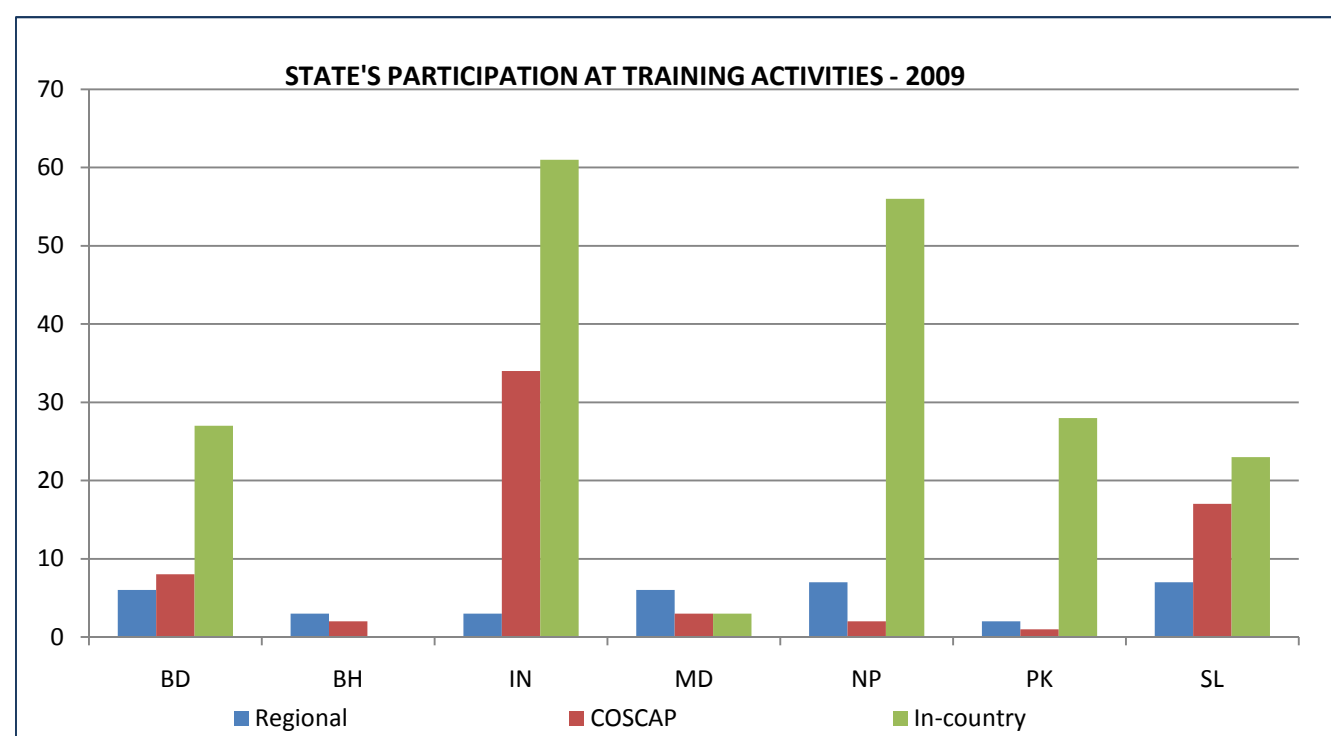
Status as at 31.12.09

On going. In order to improve economies of scale of the Programme and avoid duplications, the Programme joined hands with ICAO Regional Office and two other COSCAPs (COSCAP-SEA and COSCAP-NA) in the organization of training activities to meet the requirements of the Member States, whilst continuing to offer sub-regional and country specific training on safety related subjects. The Programme has trained a total of 299 personnel in 2009 in various subjects. It is observed that the States' participation at the training activities have been more when training activities are conducted at their respective States.

Level of participation of Civil Aviation Administrations and their industry partners at these training activities are shown in the Table 7 below. (R-ICAO Regional activity, C-COSCAP-SA sub-regional activity, S-State specific in-country activity)

Number of Personnel attended training activities-																							
2008		Bangladesh			Bhutan			India			Maldives			Nepal			Pakistan			Sri Lanka			Total
CAA		41			14			04			08			38			63			40			208
Industry		-			03			68			23			06			75			41			216
Total		41			17			72			31			44			138			81			424
2009		R	C	S	R	C	S	R	C	S	R	C	S	R	C	S	R	C	S	R	C	S	
Ops	CAA	3	4	-	-	-	-	-	20	40	-	-	-	1	-	-	1	-	13	2	4	1	89
	Ind	-	0	-	-	-	-	-	12	21	-	-	-	-	-	-	-	-	-	-	9	-	42
ATS	CAA	1	-	-	-	-	-	-	1	-	1	-	-	2	-	-	-	-	15	1			21
	Ind	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	2
AGA	CAA	2	2	-	2	-	-	1	-	-	-	-	2	3	-	24	1	-	-	2	2	2	43
	Ind	-	-	-	-	-	-	2	-	-	2	-	1	-	-	-	-	-	-	2	-	-	7
AIG	CAA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
	Ind	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
SMS SSP	CAA	-	2	-	1	2	-	-	1	-	1	1	-	1	2	-	-	1	-	-	2	-	14
	Ind	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
AvM	CAA	-	-	2	-	-	-	-	-	-	-	2	-	-	-	2	-	-	-	-	-	5	11
	Ind	-	-	25	-	-	-	-	-	-	-	-	-	-	-	30	-	-	-	-	-	15	70
Aw	CAA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ind	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		6	8	27	3	2	0	3	34	61	6	3	3	7	2	56	2	1	28	7	17	23	299
		41			7			98			12			65			31			47			

Table 7



Details about Training Activities conducted during the year under review is in the Attachment-3 hereto.

Activity 5.2

Develop and assist Programme Members to implement a system for the certification of competency of safety oversight inspectors systematically train, and conduct On-the Job training for already certified staff and finally evaluate the competency of inspectors engaged in safety oversight functions and assist them to provide necessary segments of relevant training, depending on the availability of resources.

Status as at 31.12.08

Work in this direction was commenced as a pilot project with one Inspector attached to a Member State being certified as a fully competent Dangerous Goods Inspector after imparting necessary class room training in the Safety Oversight Tasks, letting the officer to perform the Tasks under supervision and evaluation of the officer's competence to perform the tasks independently by a COSCAP Regional Expert. The work is shown to be satisfactory and the Programme is to proceed with this task further in addition to usual training, recurrent training and OJT being offered to States on various topics from time to time.

Status as at 31.12.09

As a measure of institutionalizing the regional capacity for development of human resources in the field of safety oversight in a consistent and systematic manner respecting the foregoing objectives, steps have been taken to get Civil Aviation Training Centres in the Member States actively involved for the conduct some of the important Safety Oversight courses in the region on a regular basis. A meeting of Chiefs of Civil Aviation Training Centres was convened in Colombo from 02-04 December 2009 to discuss this matter extenso. Conclusions and Recommendations of the meeting of the Chiefs of Civil Aviation Training Centres are presented to the meeting for consideration and further direction.

Activity 5.3

Assist the COSCAP-SA Member States to ensure that sufficient number of adequately qualified personnel are available in the Civil Aviation Administration of each Programme Member for safety oversight functions and in case for requests to supplement their technical work force, provide such assistance at cost to the Programme Member, depending on the availability of resources.

Status as at 31.12.08

On going. A generic agreement that may be signed between COSCAP-SA and the respective Member States for the assignment of State's Safety Oversight duties and function to the Regional Experts under the 'core subjects' of the Programme was developed and included in the IF&APM-COSCAP-South Asia. This agreement enable the State to make use of the Regional Experts when they are on mission to the respective States, as part of their own Staff to perform safety oversight duties and functions at no extra cost to the State. Furthermore, the Regional Experts provided 181 days of on-site technical assistance to the Member States as follows.

	Number of days of technical assistance							
	Bangladesh	Bhutan	India	Maldives	Nepal	Pakistan	Sri Lanka	Total
RACSE	10	05	05	07	16	05	*	48
RAwE	05	05	11	-	05	-	*	26
RATSE	10	05	05	05	10	15	*	50
RFOE	23	05	05	05	06	13	*	57

Total	48	20	26	117	37	33	*	181
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Table 8

(*) – Programme office is located in Colombo, Sri Lanka

Status as at 31.12.09

On going. Technical assistance provided to the States during 2009 is given in the Table 2 above.

Activity 5.4

At the nomination of COSCAP-SA Members, establish study groups/working panels/ task force or similar arrangements to support the functioning of the Programme or to study specific subject(s) relating to aviation safety for the development of rules, regulations, procedures or guidance material for the purpose of harmonization of such matters within the sub-region.

Status as at 31.12.08

On going. A Maintenance Task for was established for the standardization of Rules relating to aircraft maintenance and action was initiated for the establishment of a Regional Aviation Medical Panel as outlined in DP-18SCM-14.

Status as at 31.12.08

This matter was further discussed at the 3rd National Coordinators Meeting held in Kathmandu in Sept 2009. A separate Discussion Paper is presented to the Meeting for consideration.

Activity 5.5

Establish and maintain the Regional Expert (Home Base) register in collaboration with the Programme Members in accordance with the Terms of Reference already developed by the Programme and update the Terms of Reference to ensure that only the competent personnel are enlisted in the Roster in regard to all subject areas which are subject to ICAO comprehensive system audit programme.

Status as at 31.12.08

On going. States have been requested to review the list of Regional Experts (Home Based) provided by them previously and update it in such a way that only personnel who are in a position to provide professional and dependable service to other States at request, are included in the list of Regional Experts (Home Based). Also as there is very less use of RE (Home Based), a proposal has been made in Discussion Paper DP-18SCM-15 to set apart a certain percentage of funds of the Programme to make more use of experts under this arrangement.

Status as at 31.12.09

This matter was further discussed at the 3rd National Coordinators Meeting held in Kathmandu in Sept 2009. A few positions for which Regional Experts (Home Base) concept can be applied were identified and applications have been called for these positions.

Status of implementation of 18th Steering Committee Meeting is given at Attachment-1 and Attachment- 2.

Shortcomings & Constraints

The Programme management observed the following shortcomings and constraints in securing the objectives of the Programmes effectively.

- 1. Absence of response or overly delayed communication between the States and Programme in respect of matters for which the Programme requires the inputs from States to proceed.*
- 2. Excessive delays in filling the Regional Expert positions in the Programme.*
- 3. Difficulties faced and/or uncertainties prevailed for Regional Experts' travel by air for technical missions (when travel on gratis tickets).*
- 4. States' non commitment to facilitate execution of the Annual Work Programme which is coordinated with the State at beginning.*
- 5. Non availability of national counterparts when Regional Experts visit States on technical missions.*
- 6. Absence of States' input on Regional Experts' Mission Reports.*
- 7. Mobilization of Regional Experts to work in their home State.*
- 8. Nonpayment of States' agreed annual financial contribution or delayed payment or part payment.*
- 9. States' non participation at the meetings or training activities organized by the Programme.*
- 10. Non availability of experts who have requisite professionalism and competence to handle some of the work the programme is called upon to execute.*

3. Recommendations:

- a. To make note of the progress made in the year under review.
- b. To draw attention to the shortcomings and constraints and address them suitably.
- c. To assign due priority to each of the Programme objectives and associated activities depending on the needs of Majority of Member States, if such activities are to be implemented at different rate of pace.
- d. To consider whether there is any need to revise/amend the Programme Objectives in the Programme Document and intended Activities under the Objectives, to meet the current needs of Member States.