



**Cooperative Development of Operational  
Safety and  
Continuing Airworthiness Programme  
COSCAP-SOUTH ASIA  
International Civil Aviation Organization**



**22<sup>nd</sup> STEERING COMMITTEE MEETING  
25-27 SEPTEMBER 2012, DHAKA, BANGLADESH**

**Status of Harmonization of South Asian Regional Initiatives**

**EXECUTIVE SUMMARY**

Since 2009 South Asian Regional Initiatives (SARI) is working on the development of a complete set of Airworthiness Regulation for the South Asia Region. As COSCAP-SA also intends to achieve similar objectives and in order to avoid duplication of efforts SARI is acting as the technical arm of COSCAP-SA for regulation harmonization matters and therefore reports to the COSCAP-SA Steering Committee.

These recommendations may kindly be reviewed by the Steering Committee for their effective implementation

SARI has embarked on the development of SARI Part 145, SARI Part 66 & 147, SARI Part M and SARI Part 21. In parallel SARI is developing the SARI Standardization Group (SSG) with the objective to monitor the implementation of the SARI Parts by the SARI member States.

SARI has further continued to work on SARI NPA (**SARI Notice of Proposed Amendment**) procedures for the development and issuing of amendment to the SARI Parts (Regulations, Acceptable Means of Compliance and Guidance Material).

**1. SARI Part 145:**

**Issue 1 published on 15 October 2010 with National Variants.** The regulation is today still in its implementation process as several countries have encountered difficulty to meet the initial objective of end of 2012. The implementation will be considered complete when both Section A (Requirements) and Section B (Procedures for Competent Authority). Summer 2013 is now the target date for the full implementation of SARI Part 145 Issue 1.

- Bangladesh, Nepal & Pakistan: Implemented before end of 2012.
- Bhutan: 2013 (TBC).
- India: Implemented with NV – Amendments in process.
- Sri Lanka and Maldives: Section A already implemented and Section B to be implemented in 2013.

**National Variants:** The number of National Variants has been slightly reduced but a significant number still exists (mainly from India and Pakistan). There are commitments from Pakistan to continue reducing the number of these NV however the complete disappearance of NV remains unlikely before the end of 2013.

**Amendments:** 2 NPAs have been drafted and are in their final consolidation phase. One of the NPA concerns SMS in maintenance the other addresses cosmetic issues. The Final NPA will be released before the end of the year for final adoption by the SARI member States. 4 New NPA may be issued in 2013 to keep SARI Part 145 in line with EASA Part 145.

## **2. SARI Part 66 and Part 147:**

**Final Draft Part 66 and Part 147:** After 6 meetings the SARI 66 & 147 Working Group (WG) has now completed the development process of SARI Part 66 and Part 147. Both final drafts are in consolidation phase. The first SARI Part 66 and Part 147 issues will be released in December 2013. These regulations will include National Variants.

**National Variants:** The number of National Variants from India remains extremely significant and not compatible with the SARI harmonization objectives. Therefore unless the number of the Indian NV is drastically reduced before November 2012, SARI Part 66 and SARI Part 147 applicability will not include India and will remain limited to the 6 other Member States.

## **3. SARI Part M:**

**Preliminary draft SARI Part M:** Two Working Group meetings have been held. At least three other meetings should be necessary before SARI Part M be published hopefully in September 2013.

**Opt-Outs:** The Member States agreed to the Opt-Outs concept to replace the previous National Variants concept.

## **4. SARI Part 21:**

The first SARI 21 WG meeting will be held in Bangkok from 6 to 8 November 2012. The objective is to publish SARI Part 21 beginning of 2014.

## **5. SARI Standardization Group (SSG):**

The draft SSG procedures have been tested in December 2011 and found effective. However the lack of qualified SSG experts as well as shortage of man-power encountered by some of the CAA Member States prevented to continue the development of this activity. As a consequence the two SSG visits (India and Pakistan) planned in 2012 have been postponed.

## 6. Status of the SARI 2011 Work Plan:

With the exception of the 2 SGG visits and workshop all the SARI 2012 Work Plan activities will be completed before the end of 2012.

One SARI M WG Catch-up meeting was added to compensate the absence of experts from Pakistan who could not attend the session in Delhi.

TITLE	DATES	LOCATION
5th SARI Part 66 & 147 WG meeting	28 Feb. to 2 March 2012	Sri Lanka (Colombo)
5 <sup>th</sup> SARI Part 145 WG meeting	22 to 24 May 2012	Bhutan (Paro)
1 <sup>st</sup> SARI Part M WG meeting	4 to 7 of June 2012	India (Delhi)
6 <sup>th</sup> SARI 66 & 147 WG meeting (Final)	9 to 11 July 2012	Bangladesh (Dhaka)
1 <sup>st</sup> SARI Part M WG meeting-Catch-up	28 to 30 August 2012	Pakistan (Karachi)
2 <sup>nd</sup> SARI Part M WG meeting	10 to 13 Sept. 2012	Kathmandu (Nepal)
8 <sup>th</sup> SARI SC meeting	25 Sept. 2012	Dhaka
1 <sup>st</sup> SARI Part 21 WG meeting	6 to 8 November 2012	Thailand (Bangkok)

## 6. Objectives and Work Plan for 2013:

- 2<sup>nd</sup> amendment to SARI Part 145 (4 new NPA) – 4th quarter of 2013.
- 1<sup>st</sup> amendment to SARI Part 66 & 147 – 4<sup>th</sup> quarter of 2013.
- Completion of SARI Part M – Publication during 3<sup>rd</sup> quarter of 2013.
- Completion of SARI Part 21 – Publication during 1<sup>st</sup> quarter of **2014**.
- Implementation of the SSG procedures –TBD.

The Work Plan will include a maximum of 10 activities and will be submitted to the approval of the SARI Steering Committee during its annual meeting on 25 September 2012. However this number may be significantly reduced should the lack of commitment from some the Member States remains an unresolved issue..

## 7. Main issues:

Although the SARI visibility has been improved with the strengthening of its management (Chairman and Vice-Chairman) additional improvements remain necessary.

Major harmonization issues still exist with India which currently prevent the harmonization process to develop satisfactorily in South Asia.

Lack of human resources from CAA Maldives and commitment from Bhutan (CAA and industry) and to some extent Sri Lanka are also hampering the development of SARI.

It should be noted that very significant efforts and progress towards the implementation of the SARI Parts have been noted in Bangladesh, Nepal and Bhutan.

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