



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



**22nd STEERING COMMITTEE MEETING
25-27 SEPTEMBER 2012, DHAKA, BANGLADESH**

Review of Progress- 2012

EXECUTIVE SUMMARY

This paper is a summary of the status of work accomplished by the Programme up to August 2012 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 21st SCM held on 12-14 December 2011.

1.0 Background

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

1.1.1 During Phase I, the Steering Committee held 11 meetings through which it asserted its direction of 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.

1.1.2 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.

1.1.3 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.

1.1.4 Detailed report about the Project activities during this period is posted at the COSCAP-SA official web site at <http://www.coscapsa.org/Progress.htm>.

1.2 Phase II of COSCAP-SA (2003-2007)

1.2.1 This Phase commenced in 2003 as an extension of the earlier COSCAP-SA project.

1.2.2 A total of 6,055 civil aviation administration and aviation industry personnel (2816 and 3239 respectively) had been trained in the two phases of COSCAP-SA

- up to 31st December 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 class rooms and on-the-job training between October 2007 and August 2008.
- 1.2.3 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.
- 1.2.4 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.
2. Discussion of Programme Objectives for Phase III

The Programme entered in to its Phase-III on 1st January 2008 **with the Programme Document** being endorsed by Steering Committee Members a copy of which is posted at the COSCAP-SA official website at <http://www.coscapsa.org/Main-Documents/>. The actions undertaken, activities carried out, outputs produced and achievements attained during the implementation of the Programme during Phase III are outlined below.

2.1 **Immediate Objective 1** (ICAO GASP Global Safety Initiative 5 relates to the SC Meeting activities. ICAO GASP Global Safety Initiative 3, 4 relates to the activities related to SARAST.)

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.

The Steering Committee constitutes the forum and will continue to:

- (a) Identify the issues related to safety oversight which can effectively be addressed on a regional basis and establish an agenda for dealing with those issues.
- (b) Establish an action plan for the regional harmonization of regulations, policies and procedures related to the surveillance certification and supervision of operators, manufacturers, and maintenance facilities.
- (c) Enable South East Asia Regional Aviation Safety Team (SARAST) to continue to address aviation safety issues and develop safety enhancement (interventions) in areas of focus approved by the Steering Committee.

- (d) SARI has achieved valuable results fully matching its main initial objective which was the development of a regulatory convergence process for the South Asia region. As SARI is working on a voluntary basis on technical issues it was agreed with COSCAP-SA will acknowledge the technical actions implemented by SARI. COSCAP-SA will also act with the States to promote harmonization and to identify the needs in particular from the CAAs.
- (e) The 7th Steering Committee Meeting held during 26-27 March, 2012 in Bangkok, Thailand for the first time was attended by the Chairman and Director Generals of the South Asian Aviation Authorities.
- (f) It was recognized that full harmonization of aviation safety requirements in SA may justify the development of a regional integrated system in the long term, similar to the establishment of a South Asian variant of the Joint Aviation Authorities.

However the activities and outputs of SARI in the region will be discussed in more detailed in DP-09.

- (g) There had been two APRAST Meetings convened at the ICAO APAC Office in Bangkok, Thailand this year. APRAST/1 Meeting was held during 20-23 February, 2012 with the corresponding SARAST (13th) Meeting being held on 24 February, 2012. The record of discussions and conclusion are enclosed as Appendix-I. The APRAST/2 Meeting was held during 20-24 August, 2012 with the corresponding SARAST (14th) Meeting being held on 24 August, 2012. The record of discussions and conclusion are enclosed as Appendix-II. A separate DP-08 describing the outputs on the 13th & 14th SARAST Meeting will be presented to the Steering Committee Meeting. As a standing procedure APRAST outputs will be presented to the next RASG Meeting on 8th October, 2012 in New Delhi, India.
- (h) The COSCAP programmes developed PBN Model Regulations, Model PBN Operational Approval Handbooks and PBN Operational Approval training courses. A COSCAP-SEA initiative with kind support of Singapore to develop a Model PEL Handbook and associated officer training has been taken over by ICAO to support its updated PEL Guidance Manual.

2.2 **Immediate Objective 2** (ICAO GASP Global Safety Initiative 1)

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 assisting COSCAP-SA Members in the effective implementation of the critical elements of safety oversight as identified by ICAO.

- (a) Assisting within available resources COSCAP-SA Members in preparing for ICAO USOAP audits and in rectifying deficiencies

identified by these audits on aspects covered by Annexes 1, 6, 8, 10, 11, 13 and 14 as well as in conducting air operator inspections and follow up actions requested by Members which currently lack the capability to do so independently, provided they pay for their expenses.

- (b) Determine those Member Administrations which require immediate assistance to carry out basic flight safety oversight functions.
- (c) Adapt available manuals related to certification, inspection, and surveillance for use by COSCAP-SA Member States and Administrations.

22nd Steering Committee Update

The Regional Experts of COSCAP-SA undertake missions to each Member State and work with respective counterparts of the Member States in order to ensure that SARPS are consistently implemented. Experts have assisted in varying matters such 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 number of missions and trainings conducted during the year 2012 and a short outline of the mission is attached in Appendix-III to this paper.

2.3 Immediate Objective 3

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

The Programme has studied ECCAIR system and found it to be the most effective means of sharing data relating to incidents and accidents. In the mean time information on safety matters are shared with the National Coordinators who are supposed to share them with the National Aviation Safety Teams (NAST) and take whatever reactive, proactive or predictive measures needed to minimize future accidents. Establishment of a regional database for sharing of information in connection with the Ramp Inspections are being pursued and would be finalized considering the latest developments in iSTARS and RASG/APRAST.

2.4 Immediate Objective 4 (ICAO GASP Global Safety Initiative 2)

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

- (a) Using Programme personnel and personnel seconded from other COSCAP-SA Members, undertake missions to COSCAP-SA Members to maintain liaison and augment the resources of those member administrations, even those who in normal circumstances fulfill their

safety oversight responsibilities by themselves but which may need, on *ad hoc* basis, special expertise or outside assistance in periods of high demand.

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

22nd Steering Committee Update

Mission Reports of the Regional Experts contain in detail the nature and scope of work performed during 2011. The Annual Work Programme–2013 has been drawn up to continue with this work considering the limited resources of COSCAP-SA in Phase IV.

2.5 Immediate Objective 5 (ICAO GASP Global Safety Initiative 1)

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

- (a) 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.
- (b) Conduct/coordinate seminars and/or workshops on safety matters for participants from Member Administrations.

22nd Steering Committee Update

Whilst continuing to offer sub-regional and country specific training on safety related subjects, 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. It is observed that the States' participation at the training activities have been more when training activities are conducted at their respective States. The programmes completed since the 21st SCM are outlined in Appendix-IV.

Recommendations :

The Steering Committee is invited:

- a. to make note of the progress made in the year under review.
- b. to request Member States to facilitate the annual work Programme of the COSCAP SA by assigning due importance to it.
- c. to request member states to make the national counter parts available when the technical mission takes place in the state.
- d. to request member states to give appropriate feedback on the regional experts mission in the states.

- END -



Cooperative Development of Operational Safety and Continuing Airworthiness Programme COSCAP - SOUTH ASIA



International Civil Aviation Organization

Records of Discussions, Conclusions and Recommendations **13th Meeting of the South Asian Regional Aviation Safety Team (SARAST)** **Bangkok, Thailand**

24th February, 2012

Preamble

1. The 13th SARAST Meeting was conducted on 24th Feb, 2012 immediately after the conclusion of the 1st APRAST Meeting (20-23 Feb, 2012) at the ICAO Asia Pacific Regional Office in Bangkok. The aim was to review the progress on all the South Asian Safety Issues (SASIs) under taken in the areas of Operations, ATM and Maintenance and Engineering so far and to decide on enlisting new SASIs to be under taken by the SARAST.

Attendance

2. A total of 24 participants attended the meeting which consists of the five members of the COSCAP SA Programme Office, Representatives of all the member states except Bhutan and Sri Lanka, Safety Partners like DGAC France, FAA USA, Boeing and Air Blue (Industry Participation from Pakistan) and ICAO APAC officials. The list of the participants is given as Annex-1 to this paper.

Conduct Of the Meeting

3. The RPC COSCAP SA conducted the meeting as per the Agenda circulated in advance to the States and the other participants. A copy of the Agenda (programme) is given as Annex-2 to this paper.

Adoption of the Agenda

4. The circulated Agenda was placed before the participants and the meeting unanimously adopted the Agenda.

Address by the Regional Programme Coordinator

5. The RPC COSCAP SA gave a short overview of the activities of the SARAST during the last years and took a note on the support and initiatives through which a lot of progress has been made to remove many of the findings on the safety issues in the region. He also briefed the participants about the future approach which would be followed in the light of the APRAST newly developed safety issues. The member states were briefed that they will be kept informed with the latest developments in APRAST.

Review of APRAST Meeting by SARAST

6. The activities of the 1st APRAST Meeting were deliberated by the SARAST members. All the representative members of the states present supported the format, theme, conduct, recommendations and above all that the whole Asia Pacific participation was there to reach the conclusions unanimously.
7. All the SARAST members decided unanimously that the safety issues taken up by 1st APRAST may be taken up by SARAST for further follow up and implementation as they were of the mutual interest of the safety of the region.
8. All the SARAST members agreed to hold the next SARAST meeting just after the future APRAST meetings and COSCAP SA will make arrangements and adjust its SARAST meetings accordingly.
9. All the participating SARAST members appreciated the formation of two Adhoc working groups in the 1st APRAST Meeting and expressed that these two groups will be fully supported by COSCAP SA which will help in enhancing safety of the Region.

Review of the Implementation of the SASIs

10. The RFOE COSCAP SA carried out a complete review of all the SASIs in the Flight operations area beginning from SASI OPS 001 to SASI OPS 040. These SASIs consist of all the ones issued since the inception of SARAST till date.
11. All the SARAST members unanimously decided that SASIs on which all the member States have completed their actions should be closed and will not be discussed in the future SARAST meetings. But, these will be kept on record as a history of SARAST proceedings and achievements.
12. In consideration of the decision taken by SARAST the following SASIs were closed and the States are now required to remove them from their list of SASIs and be considered as closed.
13. The following SASIs have been closed with the unanimous decision of the SARAST members. The States are urged to update their record accordingly.
 - a) SASIs OPS = 001, 002, 005, 008, 009, 011, 013, 014, 016, 018, 019, 029, 031, 032, 033, 034.
 - b) SASIs GEN = 004, 006, 007,
 - c) SASIs ATM = The States to continue providing required feed back to COSCAP SA.
 - d) SASIs AEM = 001,
14. The member states were urged to continue working on the pending SASIs on which they have still not completed the work and keep the COSCAP-SA Office informed on the status.

COSCAP SA New Safety Issues

15. The RPC inquired if the States wanted to take up and wanted to add any new safety issue to the list for further development. But, instead it was decided that as with the APRAST, new initiatives are introduced, these should also be added to the SARAST List of SASIs for the further implementation.

Date and Venue of the 14th SARAST Meeting

16. It was decided by the SARAST members to hold the 14th SARAST meeting in conjunction with the 2nd APRAST meeting which had already been tentatively scheduled by APRAST on the week of 20th August, 2012 at the ICAO Asia Pacific Regional Office Bangkok. It was suggested by the SARAST members that the 14th SARAST meeting be held on the next day after the conclusion of the 2nd APRAST meeting.
17. A formal letter of invitation will be circulated once the state letter for the 2nd APRAST meeting is issued.

Adjournment

18. There being no further points on agenda or for discussion from the members the meeting was adjourned at 1400 Hrs on 24th February, 2012.

- END -



**Cooperative Development of Operational Safety and
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International Civil Aviation Organization

**RECORD OF CONCLUSIONS AND ACTIONS OF THE
14TH MEETING OF THE SOUTH ASIA REGIONAL AVIATION SAFETY TEAM
(SARAST)**

BANGKOK, THAILAND

24 AUGUST 2012

1. Present

The 14th Meeting of South Asia Regional Aviation Safety Team (SARAST) was attended by representatives from the participating Member States Civil Aviation Administrations of COSCAP-SA. The Meeting was attended by a total of 23 participants from among the Member States, Industries and COSCAP-SA. The list of participants is attached as Annex I.

2. Venue

The Meeting was held in Meeting Room-2 in the afternoon of 24 August 2012 at the Asia Pacific ICAO Regional Office, Bangkok Thailand after completion of the 2nd Asia Pacific Regional Aviation Safety Team (APRAST) which was conducted during the period of 21 – 24 August 2012.

3. Proceedings of the Meeting

The Regional Programme Coordinator (RPC) COSCAP-SA opened the meeting with a short speech highlighting the importance of the meeting. The meeting progressed in accordance with the adjusted agenda. The agenda was modified to adjust with the remaining time after the APRAST/2 meeting ended. A copy of the Agenda (Programme) is placed at Annex II.

4. Review of the 2nd APRAST Meeting

The draft conclusions and recommendations and the works of the different groups (Runway Safety Group, LOC Group & CFIT Group) were appreciated by the attending Members of the SARAST. The Members agreed that the 2nd APRAST was well attended and the APRAST will continue to be an important forum through which the APAC Member States will be able to resolve important Safety Enhancement Initiatives (SEIs). The RPC will report the outcome of the 14th SARAST meeting to the 22nd Steering Committee Meeting of COSCAP-SA.

5. Review of SARAST Implementation Status

The Regional Flight Operations Experts Mr. Tahir Hussain Siddiqui of COSCAP-SA made a brief review of the SARAST implementation status relating to flight operations issues. He also advised the meeting on the closed SASIs and urged the Member States for their concerted efforts in resolving the SASIs that had been long outstanding. The RPC briefed the Meeting on the ATM pending issues while the RAWE discussed the Airworthiness issues. The new

Terms of Reference (TOR) of SARAST was discussed in the Meeting for kind consent of the Member States (attached as Annex III). The Member States agreed in principle the proposed TOR of SARAST and requested RPC to put it up for approval by the next Steering Committee Meeting. They also assured that the States would put all out efforts in resolving the open SASIs and will inform the Programme office.

6. Conclusion:

The RPC is to update the records of SARAST as discussed and provide a revised copy to Member States for review and comments.

-END-

List of Missions / Trainings Conducted during 2012-RACSE

Sl. No.	Bangladesh			Bhutan			Maldives											
	Mission	Training		Mission	Training		Mission	Training										
	08-13/01/12 Updated of CAPs & schedules of HSIA	CAA	Industry	29/05-08/06/12 Inspection of domestic airports, Evaluation of runway surfaces, Review of Aerodrome certificate documents and Aerodrome certification training 06-17/08/12 Review and update of Aerodrome Manual, and Airport Emergency Plan, Airside vehicle movements docs	01-02/06/12 Introduction to Aerodrome Certification	04-16/03/12 Surveillance inspection of ARFFS at Male Airport, Surveillance inspection of ARFFS at Gan airport and Follow up audit inspection of certified domestic airport 10-22/06/12 Review of the Aerodrome inspectors handbook, Review of the audit check list and Involved in the audit of the domestic airport	20/06/2012 Basic Introduction to Aerodrome Certification											
	05-09/02/12 Updates of CAPs & schedules of HSIA	--	--		CAA		Industry	CAA	Industry									
					04		--	09	--									
					13-16/08/12 Introduction to Aerodrome Certification													
	15-19/07/12 Review and SAAQ, documents to prepared and site visit to HSIA				CAA		Industry	09	--									
					05		--											
	03-13/09/12 Follow up self assessment/ web site draft update and other related documents Inspection of HSIA																	

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Sl. No.	Nepal			Sri Lanka		
	Mission	Training		Mission	Training	
	22-30/01/12 Aerodrome Certification training (six days)	23-29/01/12 Aerodrome Certification		Review CAPs, Review of SSP gap analysis and Discussed AM for new airport		
	25/03-06/04/12 Surveillance inspection of ARFFS at TIA, Review of gap analysis of SSP and Introductory training on Aerodrome Certification in the regional airport (one day)	CAA	Industry		CAA	Industry
		13	--		--	--
	20/07-03/08/12 Follow up on the surveillance inspection of TIA and Review of the SSP implementation Plan	04/06/12 Introduction to obstacle restriction and removal				
		CAA	Industry			
		15	--			

List of Missions / Trainings Conducted during 2012-RATSSE

Sl. No.	Pakistan		Maldives	
	Mission	Training	Mission	Training
	22-26/01/12 Addressing CAPs on USOAP findings		02-13/01/12 Addressing CAPs on USOAP findings	

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List of Missions / Trainings Conducted during 2012-**RAwE**

Sl. No.	Bangladesh			Bhutan			India		
	Mission	Training		Mission	Training		Mission	Training	
	22/4/12 - 03/5/12 Guidance material, surveillance programme & software development	EASA Part M (CAMO) 29/04/12 – 03/05/12		21-24/5/12 C of A ATR 42 aircraft	BCAR 145 25-28/05/12		16-20/04/12 Preparation of Question Bank on Gas Turbine Engines	CAR M-CAMO 12-14/06/12	
	17-21/06/12 CAP development on audit findings, checklist for AMCO, surveillance of United Airways.						04-15/06/12 Assisting DGCA India		
	10-19/07/12 Technical support to CAA Bangladesh on MRM and SARI 66 and Part 147								
		CAA	Industry		CAA	Industry		CAA	Industry
		05	09		03	10		02	32
					CAMO 145 29/05/12				
					03	10			
					BASIC Airworthiness Training Programme 30-31/05/12				
					05	--			

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Sl. No.	Maldives		Nepal		Sri Lanka	
	Mission	Training	Mission	Training	Mission	Training
	12-16/08/12 Scrutiny and approval of B767 MEL	One day workshop on Continuing AMO	24-27/06/12 Surveillance of AMO, MOE of Airlines	28-29/06/12 EASA Part M CAMO	07-18/05/12 Supporting CAA Sri Lanka	Two days 07-08/05/12 ASN 145
						CAA Industry
						-- 32 (SAF)
						Three Days SMS 9-11/05/12
						CAA Industry
						-- 45
						Two days training 16-17/05/12 Aging Aircraft Maintenance
						CAA Industry
						04 09
						One day course 18/05/12 EASA Part 145, Part M
						CAA Industry
					22/07-03/08/12	24-25/07/12 EASA Part 145
						CAA Industry
						-- 19

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	Mission	Training		Mission	Training		Mission	Training	
		CAA	Industry		CAA	Industry		31/07-03/08/12 ASN 85 (EASA Part M)	
					10	33		CAA	Industry
								07	12
								27/07/12 Auditing Methods	
								03	--

List of Missions / Trainings Conducted during 2012-RFOE

Sl. No.	Bangladesh			Bhutan			Maldives		
	Mission	Training		Mission	Training		Mission	Training	
	14-21/06/12 Assisting CAA Bangladesh for the preparation of ICVM	OJT		22/05-04/06/12 Conducting OJT	Recertification of Operator		06-20/03/12 DCP Course	OJT	
		CAA	Industry		CAA	Industry		CAA	Industry
		09	--		02	--			
	01-09/07/12 OJT for SAFA and Ramp inspection							02	--

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Sl. No.	Nepal			Pakistan		
	Mission	Training		Mission	Training	
	02-10/04/12 Review of outstanding USOAP audit issues	DCP Course		01-15/05/12 Conducting DCP/ FOI course and attending NAST Meeting	DCP Course	
		CAA	Industry		CAA	Industry
					05	23
		FOI Course				
		CAA	Industry			
		09	--			
		OJT		02-13/08/12 Assisting the State with SSP and SMS & OJT on issuance of AOC and attending NAST Meeting	OJT on AOC	
		CAA	Industry		CAA	Industry
					05	--
SAFA inspection						
	09-16/06/12 Flight Operation/Ground Operation Inspector Course	FOI/ GOI Course + OJT				
		CAA	Industry			
		08	--			

IN COUNTRY TRAINING

Recipient Country	No. of Trainees	Field of Training	Course Duration (days)	Country of Training	Total Training (days)
Bangladesh	14	Continuing Airworthiness Management Organization	4	Bangladesh	56
	13	BCAR 145 – Requirements of Aircraft Maintenance Organization	2	Bhutan	26
	13	Continuing Airworthiness Management Organization	1	Bhutan	13
	5	Basic Course for Airworthiness Inspectors	2	Bhutan	10
Bhutan	4	Introductory course on Aerodrome Certification	2	Bhutan	8
India	34	CAR M - Continuing Airworthiness Management requirements	3	India	102
Nepal	37	NCAR 145: Audit Course on Aircraft Maintenance Organization	2	Nepal	74
	43	NCAR Part M: Continuing Airworthiness Management Organization	2	Nepal	86
	13	Aerodrome Certification	6	Nepal	78
	6	Introduction to OLS	1	Nepal	6
Maldives	9	Aerodrome Certification - Introduction	1	Maldives	9
Sri Lanka	32	Human Factors in aircraft Maintenance	2	Sri Lanka	64
	45	Safety Management System (SMS) in Aircraft Maintenance	3	Sri Lanka	135
	13	Structural Integrity Program for Aging Aircraft Maintenance	3	Sri Lanka	39
	19	ASN 145 – Requirements of Aircraft Maintenance Organization	2	Sri Lanka	38
	3	Safety Audit at Advanced Composites and Battery Shop	1	Sri Lanka	3
Total :	303		37		747