



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



International Civil Aviation Organization

SPECIAL STEERING COMMITTEE MEETING 28 MARCH, 2012, BANGKOK, THAILAND

COSCAP-South Asia Progress and Accomplishments

EXECUTIVE SUMMARY

This paper is a summary of the Progress and Accomplishment made by the Programme in relation to objectives, activities and outputs identified in the Programme Document (IF & PM).

1. Background

1.1 Assembly Resolution A35-7, urges Contracting States to further develop regional and sub-regional cooperation and wherever feasible, partnership initiatives with other States, industry, air navigation service providers, financial institutions and other stakeholders to strengthen safety oversight capabilities.

1.2 The programme is a cooperative arrangement between the participating Governments aimed at enhancing safety and efficiency of air transport operation in the South Asia Sub-Region, in a cost-effective manner, for the purpose of:

- a) Creating a regional forum for addressing, in a unified manner, all flight safety oversight aspects with a view toward harmonization of related regulations, policies and procedures;
- b) Sharing available resources in flight safety and obtaining maximum benefits from them;
- c) Enhancing the professional and practical knowledge and qualifications of safety oversight personnel through formal and on-the-job training; and
- d) Carrying out air operator certification and surveillance tasks on behalf of Administrations currently unable to do so, upon request.

2. Phase I of COSCAP-SA (1998-2002)

2.1 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



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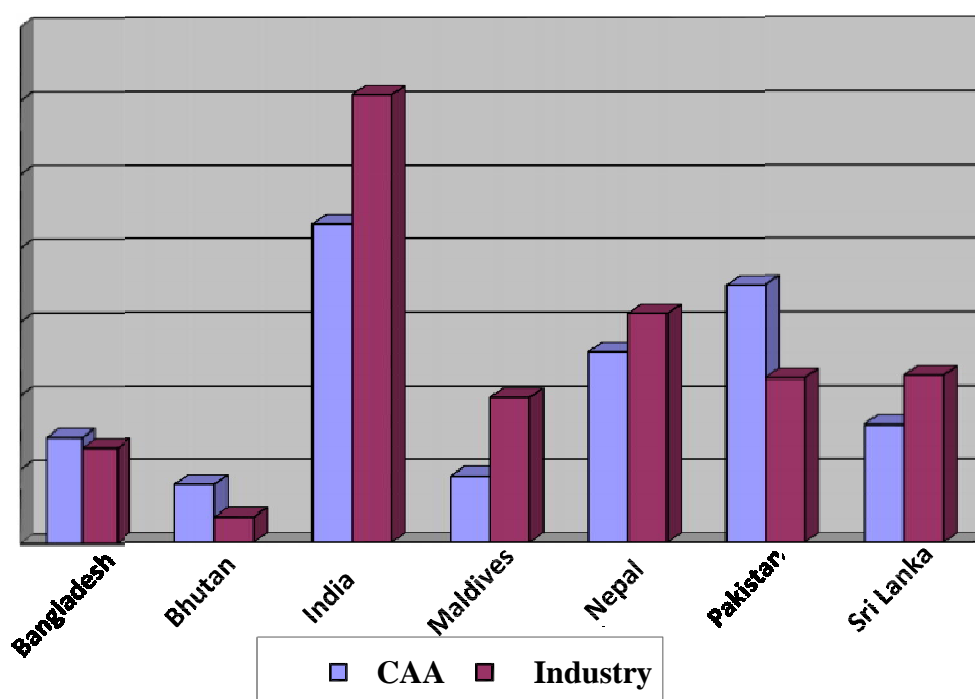
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available, training in classrooms and on-the-job of flight safety personnel of civil aviation authorities and airlines, development of generic manuals, guidance material and other documents related to safety oversight, providing on-site technical assistance 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.

2.2 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.

2.3 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.

2.4 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.



2.5 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.



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

3.1 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.

3.2 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.

3.3 Training of national staff in aviation safety fields was continued in Phase II, with greater concentration on on-the-job training and refresher training. **International** experts recruited by ICAO imparted training in Safety Management Systems, Air Traffic Services and Aerodrome Certification. In addition, various project-specific training programme/workshops were conducted by ICAO Headquarters and Regional Office personnel and experts from the other two Asian COSCAP Programme along with personnel from Airbus, Boeing.

3.4 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. 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.

3.5 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.

3.6 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.



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3.7 Where requested, COSCAP-SA personnel assisted States in their preparations for ICAO USOAP audits and in the preparation and implementation of Corrective Action Plans (CAP) recommended in the reports of these audits focusing only on Annexes 1, 6 and 8. During this period while the 162 audited Contracting States show an average of 17.46% Lack of Effective Implementation (LEI), the COSCAP-SA States show a Lack of Effective Implementation only 7.2%. This was a marked improvement from the initial audit results of 18.47%.

3.8 SARAST was recognized by the Steering Committee as the technical arm of COSCAP-SA in matters of accident preventions. 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.

3.9 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.

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

The Programme entered into its Phase-III with a new Programme Document entitled **“Cooperative Development of Operational Safety and Continuing Airworthiness Programme – South Asia (COSCAP-SA) Phase III”**.

4.1 Basing on EASA Part 145, EASA in collaboration with COSCAP-SA undertook harmonization of Maintenance Regulations in the Members States, in such areas where harmonization would be required and feasible. This activity took shape with the creation of a South Asian Regional Initiatives (SARI) Task Force who are now working on 146, 66 and Part M.

4.2 The 18th, 19th and 20th SCM 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.

4.3 With direct support from COSCAP-SA, the four Member States (India, Maldives, Pakistan and Sri Lanka) started to be actively involved in the harmonization process which had encouraged other Member States (Bangladesh, Bhutan and Nepal) to follow suit. During the last SARI Meeting Bangladesh has agreed to complete tasks by the end of year 2012. It was decided



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in the last SARI Meeting that a set of questionnaire will be sent to Afghanistan to find out its infrastructure and the requirement for development of SARI Regulations.

4.4 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.

4.5 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. Another workshop on SARI Harmonization took place in Cologne in May, 2011.

4.6 The Programme developed a generic guidance manual on 'All Weather Operations Manual (COSCAPSA Doc. 6699)' to assist the Member States when attending to the grant of approval for All Weather Operations.

4.7 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.

4.8 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 and work with respective counterparts of the Member States in order to ensure that SARPS are consistently implemented and effectively enforced.

4.9 COSCAP-SA Experts have assisted the member states 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 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.

4.10 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.



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	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)	Mission-1 (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 Jul)	Mission-1 (03-17 Jan)	Mission-1 (01-12 Jun)	Mission-1 (27Nov-11 Dec)
	Mission-2 (22Mar-09Apr)	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 Aug)
RACSE	Mission-1 (25 Jan-14 Feb)	Mission-1 (11-21 Sep)		Mission-1 (02-13 Aug)	Mission-1 (04-23 Jan)	Mission-1 (01-12 Jun)	Mission-1 (29Jun-31 Jul)
	Mission-2 (22 Mar-09 Apr)			Mission-2 (04-08 Oct)	Mission-2 (09-20 Mar)		
	Mission-3 (18-28 May)		Nil		Mission-3 (20Apr-15 May)		
	Mission-4 (11-15 Oct)						
RAwE (post vacant)	Nil	Nil	Nil	Nil	Nil	Nil	Nil

Table 1



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	Technical Missions - 2010						
	Bangladesh	Bhutan	India	Maldives	Nepal	Pakistan	Sri Lanka
RATSSE	Mission-1 (07-11 Feb)	Mission-1 (31 May-04 June)		Mission-1 (11-21 Jan)	Mission-1 (15-19 Feb)	Mission-1 (01-05 Mar)	Mission-1 (26 Apr-07 May)
	Mission-2 (26 -30 Sept)	Mission-2 (23 -27 Aug)	-	Mission-2 (01 -10 Aug)	Mission-2 (17 -20 Aug)	Mission-2 (08 -25 Jun)	Mission-2 (26 -30 July)
				Mission-3 (11-14 Oct)			Mission-3 (14-23 Sept) Mission-4 (15 -28 Oct)
RATSSE	Mission-1 (07-11 Feb)	Mission-1 (31May-4Jun)		Mission-1 (11-21 Jan)	Mission-1 (15-19 Feb)	Mission-1 (01-05 Mar)	Mission-1 (26Apr-7May)
	Mission-2 (26 -30 Sept)	Mission-2 (23 -27 Aug)	-	Mission-2 (01 -10 Aug)	Mission-2 (17 -20 Aug)	Mission-2 (08 -25 Jun)	Mission-2 (26 -30 Jul)
				Mission-3 (11-14 Oct)			Mission-3 (14-23 Sep) Mission-4 (15 -28 Oct)
RACSE	Mission-1 (07-11 Feb)	Mission-1 (23-27 Aug)	Mission-1 (1-11 Jan)	Mission-1 (18-21 Jan)	Mission-1 (15-19Feb)	Mission-1 (01-05 Mar)	Mission-1 (12-16 Jul)
	Mission-2 (06 -09 Dec)		Mission-2 (20-24 Dec)	Mission-2 (02-12 Aug)	Mission-2 (21-26 Feb) Mission-3 (12-18 Dec)		Mission-2 (19-30 Jul)
RAwE	--	Mission-1 (Sep 13-Sep 30)	Mission-1 (Oct10-14) Mission-2 (Nov 8-19) Mission-3 (Dec 13-31)	Mission-1 (Aug29-Sep 9) Mission-2 (Oct 10 -14) Mission-3 (Nov 28 - Dec 5)	--	--	Mission-1 (Aug 8-27) Mission-2 (Oct 18-29) Mission-3 (Nov 22-25)

Table 2



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	Technical Missions – 2011						
	Bangladesh	Bhutan	India	Maldives	Nepal	Pakistan	Sri Lanka
RATSSE	Mission-1 (16-20 Jan) Mission-2 (23-27 and 30-31 Oct)	Mission-1 (09-12 Aug)		Mission-1 (22-26 May) Mission-2 (18 and 21-22 Sep)	Mission-1 (09-14 Jan) Mission-2 (08-12 May) Mission-3 (14-19 Aug) Mission-4 (14-18 Nov)	Mission-1 (24-28 Jan) Mission-2 (25 April – 05 May) Mission-3 (30May- 17June) Mission-4 (03-07Oct)	Mission-1 (20-23 and 30 June) Mission-2 (26-30 Sept 11)
RFOE	Mission -1 (15-25 Nov)	Mission-1 (02-09 Oct)			Mission -1 (12-19 Oct)		
RACSE	Mission-1 (21-28 Feb) Mission-2 (30 A -08 May) Mission-3 (30J -07 July) Mission-4 (24-31 July)	Mission-1 (27 M-1 APR) Mission -2 (15-25 May) Mission -3 (14-19 Aug)	--	Mission-1 (15-26 Jan) Mission-2 (31 J-6 Aug) Mission -3 (8-22 Sept)	Mission-1 (10-21Feb) Mission-2 (10-30 Apr) Mission-3 (19A-04Sep) Mission-4 (30S-29 Oct)	Mission-1 (26M-2Jun)	Mission-1 (06-11 Aug)
RAwE	Mission-1 (Mar 23-30) Mission-2 (Jul 24-28) Mission-3 (Sep 11-15) Mission-4 (Oct 2-13) Mission-5 (Nov 13-24)	Mission-1 (May 10-13) Mission-2 (Jun 13-17)	Mission-1 (Jun 6-10) Mission-2 (Aug 8-Sep2)	Mission-1 (April 18-26) Mission-2 (Jun 26-Jul1) Mission-3 (Sep 25-29)	Mission-1 (Jan 17-21) Mission-2 (Mar 17-21) Mission-3 (May 30-Jun 3)	NIL	Mission-1 (Feb 21-25) Mission-2 (Aug1- 5) Mission-3 (Oct 24- Nov4)

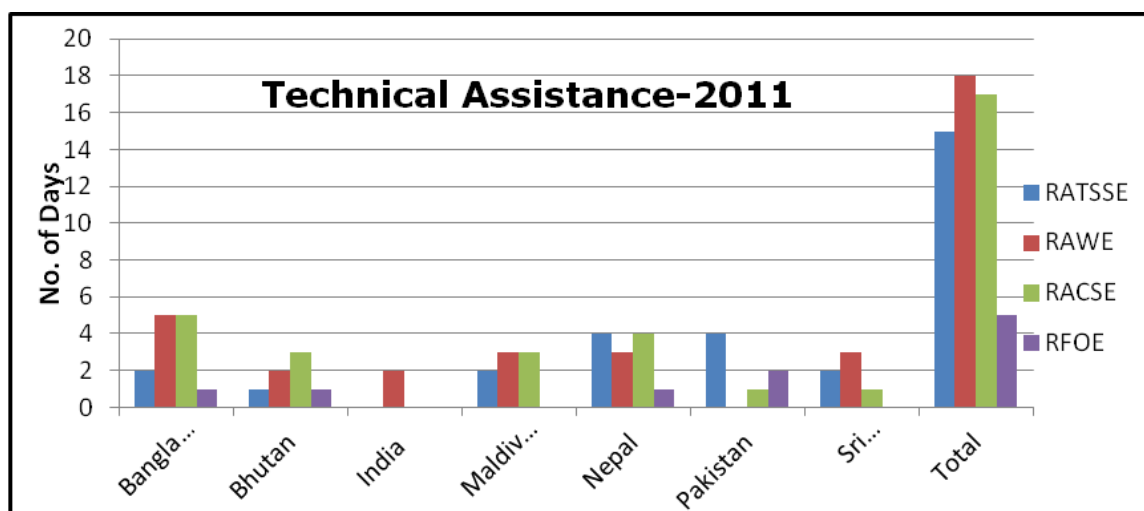


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4.11 In order to strengthen the safety oversight capacity of the civil aviation administration of the Member States, and in conformity with IF&PM member states have entered into Bilateral Agreements the Programme. During missions to States the Regional Experts have assisted the civil aviation administration to perform various safety oversight functions of the Member States. The Table 5 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.



4.12 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 made 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 has been established in each Member States.



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	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	
th 8 Meeting 2007	03	-	01	-	-	-	02	02	02	02	-	01	02	03	18
th 9 Meeting 2008	02	02	01	-	-	-	02	01	02	03	-	-	03	02	18
10 th Meeting 2009	04	01	04	-	-	-	-	-	03	03	-	-	04	04	23
11 th Meeting 2010	03	02	01		-	-	01	05	01	03	01	-	04	02	23
12 th Meeting 2011	03	04	01	--	--	--	01	03	03	02	02	01	01		27
13 th Meeting 2012	03	--	--	--	01	02	01	02	05	01	01	02	--	--	19

Table 7

4.13 COSCAP-SA assisted the 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 depending on the availability of resources.