



25th COSCAP SA STEERING COMMITTEE MEETING

Bangladesh Initiative on the Strategic Objectives of ICAO Global Aviation Safety Plan (GASP) Information Paper 1 (IP1)

(Presented by Bangladesh)

The objective of this Information Paper is to highlight the initiatives taken by Bangladesh to address the Strategic Objectives of ICAO GASP: Target Near Term

1. Introduction:

With air traffic projected to double in the next 15 years, current and emerging safety risks must be addressed proactively to ensure that this significant capacity expansion is carefully managed and supported through strategic regulatory and infrastructure developments.

To ensure that continuous safety improvement and harmonized global air navigation modernization advance hand-in-hand, global, regional and State aviation safety planning is essential. This also facilitates the safe and sustained growth, increased efficiency and responsible environmental stewardship that societies and economies globally expect and demand of Government aviation agencies and industry.

2. GASP Strategy:

The Global Plans define the means and targets by which ICAO, States and aviation stakeholders can anticipate and efficiently manage air traffic growth while proactively maintaining or increasing safety.

The GASP sets out a continuous improvement strategy for States to implement throughout 15 years program starting from 2013 and through the establishment of core & then more advanced aviation safety systems.

3. GASP Target & Objectives

- (1) Near-Term (by 2017)
Implementation of an effective safety oversight system
- (2) Mid-Term (by 2022)
Full implementation of the ICAO State safety programme framework
- (3) Long-Term (by 2027)
Advanced safety oversight system including predictive risk management

4. COSCAP SA and GASP:

At the 17th COSCAP-SA SCM, the Steering Committee (SC) authorized the Programme Management to ensure that components of ICAO GASP and GANP are utilized for planning, designing, implementation and prioritizing the future technical work of the COSCAP-South Asia.

COSCAP SA Programme Document for Phase III and Institutional Framework and Administrative Procedures Manual has been updated accordingly.

Programme Management undertook tasks needed to conform to GASP or GANP in congruence with ICAO GASP and associated Global Safety Initiatives (GSI), to the extent possible and within the resources available.

COSCAP-South Asia in collaboration with COSCAP-North Asia and COSCAP-South East Asia, convened a joint meeting of SARAST, NARAST and SEARAST in Bangkok and drew up a work plan for the implementation of the GASP/GASR. The meeting was attended by four Member States viz. Bangladesh, Bhutan, Nepal and Sri Lanka.

Both Asia Pacific Safety Team (APRAST) and Regional Aviation Safety Group (RASG) have endorsed the targets of GASP and continuously working to achieve the target.

5. Target Near-term & Objectives

States should have implemented effective safety oversight capabilities by the year 2017.

To meet this fundamental safety oversight obligation, States should have the resources as well as the legal, regulatory and organizational structures.

Only effective safety oversight capabilities can ensure the states on issuance and oversight of approvals, authorizations and certification of aviation service providers, as well as personnel licensing, in accordance with relevant ICAO SARPs.

6. Bangladesh & GASP: Near-term target & Objectives

As a Contracting State of ICAO and also a member of APRAST and RASG, Bangladesh has put its efforts to achieve the objective of near term target of GASP by having appropriate legal, regulatory and organizational structure.

For the sustainable growth of aviation sector in Bangladesh, enactments of new Civil Aviation Law's have been felt as emerging need. The nation's primary aviation legislation, new Bangladesh Aviation Act-2016 and Civil Aviation Authority Act-2016 are waiting for the approval from the Government. CAA Bangladesh has adapted and adopted the Model Civil Aviation Rule (MCAR) as the secondary aviation legislation.

It may be noted, 1 (one) million traffic movement to & from Bangladesh in the year 1984, has reached to 6.5 (six and half) million in 2016. The 3,400 manpower established in the 1984's organogram is considered inadequate to manage present manifold regulatory aviation activities in Bangladesh. This insufficient human resource causes lack of capabilities on safety oversight

obligations by CAA Bangladesh. To address this, a new organogram accommodating more than 6,000 manpower has been placed for government approval. In the new organogram, Civil Aviation structure has re-organized and assigned with dedicated resources and responsibilities for efficient safety management to enable CAA Bangladesh to implement the new global aviation safety initiatives, including the new ICAO Annex 19.

Essential monetary resource has ensured allocating adequate budget for training & developing human resources. Budget allocations only for training & developing human resource has been increased almost 56% compare to allocation in four years back. The status is stated below:

For the fiscal year 2013-14 BDT. 9,00,00,000.00 i.e USD.1.14 million
 For the fiscal year 2014-15 BDT. 10,00,00,000.00 i.e USD.1.27 million
 For the fiscal year 2015-16 BDT. 12,00,00,000.00 i.e USD.1.52 million
 For the fiscal year 2016-17 BDT. 14,00,00,000.00 i.e USD.1.77 million

As one of the major initiatives undertaken by CAA Bangladesh is capacity building in terms of enhancing human resources and development of infrastructure. In this regard, GAP analysis has been conducted to determine training needs and areas of training to be required. CAA Bangladesh has planned and implemented appropriate training to all technical personnel with an aim to convert them as qualified technical personnel to deal with issuance and oversight of approvals, authorizations and certification of aviation service providers, as well as personnel licensing, in accordance with relevant ICAO SARPs.

6.1 Development of Human Resources:

During the last few years, resources from various internationally recognized training centers/institutes were utilized on cost recovery basis. Organization/training institutes utilized during last few years are listed below:

1. ICAO APAC Regional Office
2. COSCAP-SA
3. FAA Academy, Oklahoma, USA
4. Singapore Aviation Academy
5. IATA
6. JDA USA (An USA based aviation consultation firm)
7. European Aviation Safety Agency (EASA)
8. Red Line, UK (An UK based aviation security consultation firm)

Using the resources from above 8 international organization/training institutes, CAA Bangladesh has trained almost 70 of its inspectors and 50 of its technical staffs in different areas. The status of training provided to CAA Bangladesh officials are stated below:

ICAO APAC	
Areas	No of Person Trained
Dangerous Goods	3
USOAP CMA	10

COSCAP-SA

Areas	No of Person Trained
Ground handling	1
Cabin Safety	5
Safety Management System	46

FAA Academy Oklahoma, USA

Areas	No of Person Trained
GSI Operations	24
GSI Personnel Licensing	12
GSI Airworthiness	16

Singapore Aviation Academy – on sight training

Areas	No of Person Trained
State Safety Programme	3
Aircraft Accident Incident Investigation	10
Safety Oversight Manager Course	3
Aircraft Accident Investigation Training will be at Dhaka by SAA from 13-17 November 2016	

IATA (under ICAO- Indonesia Technical Cooperation Program)

Areas	No of Person Trained
Aviation Auditor Course	2

JDA, USA (An USA based aviation consulting firm)

Areas	No of Person Trained
Inspectors Training System	21

FAA Course 15209001-Resolution of Safety Concerns	21
FAA Course 15212001-Surveillance of Service Providers	21

EASA	
Areas	No of Person Trained
Safety Assessment of Foreign aircraft (SAFA)	6

Red Line, UK – Security Screening	
Areas	No of Person Trained
Body Searching	50
Baggage Searching	50
Explosive Trace Detector	50
Screening	50

6.2 Development of Infrastructures:

- * For efficient handling of air traffic and to avoid traffic congestion within Dhaka FIR, Dhaka area control center has been segregated in two levels:
 Area Control Upper (FL 290-FL 460)
 Area Control Lower (FL 060-FL 280)
- * New CAAB HQs will be operative from June 2017 with full fledged facility built in Auditorium, International Conference room, office room with modern office amenities.
- * Construction of new Air Traffic Control Tower and Area Control Center at HSIA- under PPP project, is expected to be start from January 2017 and completed by December 2019.
- * New Passenger Terminal (3rd Terminal) at Dhaka is expected to be operative from December 2019 with 14 Boarding Bridge with an option of increase up to 32.
- * Modernization of Cox's Bazar airport will be completed by June 2018.

- * Up-gradation of Barishal airport with new terminal & enhanced Runway PCN to accommodate larger aircraft during operation on any disaster will be completed by June 2019.
- * Development Project Plan (DPP) for up gradation of Sayedpur Airport as Regional Airport is under approval.
- * Installation of four ADS-B unit under PPP is targeted by 2019
- * Primary RADAR System and Mode S Secondary RADAR System will be replacement by new one at new location in Dhaka by December 2019 and Chittagong by June 2017.
- * Up gradation of Voice Communication Control System at Chittagong will be completed by 2017 and Dhaka by 2019 under PPP project.
- * VSAT base VHF and RCAG will be installed by 2019 under PPP project to cover additional FIR at sea area.
- * Terminal Maneuvering Area (TMA) Based M- LAT (Multi Lateration) for the ground movement control in air side will be completed by 2019 under PPP project.

As COSCAP SA member, most the states are facing similar way to meet the numerous challenges of the changing aviation landscape. Bangladesh believes that partnership and cooperation have always been the common values of the aviation community.

7. Action by the meeting:

The meeting is invited to note the recent development and future plan in human resource and infrastructure of CAA Bangladesh as per GASP: Near-term target & objectives.