

**27<sup>th</sup> COSCAP-SA STEERING COMMITTEE MEETING**

**Phase IV Programme Progress Report  
Discussion Paper 2 (DP-2)**

(Presented by the CTA)

**SUMMARY**

The purpose of this paper is to outline the progress made to achieve programme objectives as stated in the COSCAP-SA Programme Document Phase IV and other additional objectives approved at the Steering Committee Meetings.

**1. Background:**

The Directors General of Civil Aviation of seven South Asian States, in association with ICAO, formed a Steering Committee to consider the possibility of participating in an ICAO Technical Cooperation Bureau proposed Programme for the cooperative development of operational safety and continuing airworthiness of aircraft in the Region. At its' first meeting on 7-9 January 1997, the Steering Committee considered and approved the initial Project Document for the Cooperative Development of Operational Safety and Continuing Airworthiness Project – South Asia (COSCAP-SA).

The first Phase of the Project began implementation in 1997, with an initial duration of 5 years. The Project was revised in 2001 and its' duration was extended to the end of 2007 (Phase II). At the 16<sup>th</sup> Meeting of the Programme Steering Committee, it was decided to extend into Phase III, covering the period from 2008 to 2012. During this phase, COSCAP-SA transferred into an institution to which Member States are committed through a Memorandum of Understanding (MOU). On 28 March 2012, the Steering Committee decided to extend the Programme by another five years, from 2013 to 2018 (Phase IV).

During each Phase, the Programme Steering Committee has reviewed and revised the Programme Objectives. Each year a Work Plan is developed to help the region achieve its' goals.

**2. Discussion of Immediate Objectives and Outputs:**

The COSCAP-SA Steering Committee formally assigned priorities against the objectives and activities contained in Phase IV subsequent to the 23<sup>rd</sup> Steering Committee Meeting and determined that these be reviewed at each SC Meeting. The following criteria were utilized for assigning priorities:

- High- Work to achieve the objectives will be continuous.
- Medium- Work to achieve the objectives will be carried out as time permits.
- Low- little or no work will be carried out to achieve the objectives.

### **3. IMMEDIATE OBJECTIVES – Phase IV**

#### **3.1 Immediate Objective 1 – High Priority**

The establishment of a dedicated forum/organization to facilitate dialogues and exchange of information and experience on aviation safety matters among COSCAP-SA Member States and promote solutions to common problems as well as provide a vehicle for the harmonization of policies, regulations and procedures related to aviation safety oversight.

**Update:** COSCAP-SA conducted regular meetings that provide the Member States with platforms that facilitate dialogues and exchange of information. State Visits, the Steering Committee, SARAST, APRAST, National Coordinators meetings and DGCA Conferences all focus on aviation matters. The CTA conducted the following activities to meet these objectives in 2018:

#### **VISITS/MISSIONS Conducted by the CTA (18)**

1. SARI – OPS - Bhutan – January 2018
2. Audit Technique Course - Bangladesh – January 2018
3. Audit Technique Course – Sri Lanka – February 2018
4. PQ OPS - Sri Lanka – February 2018
5. Audit Technique Course - Bhutan – February 2018
6. SARI OPS - Bangladesh – May 2018
7. PQ PEL and QA on PQ OPS - Sri Lanka – May 2018
8. Executive SMS Part I - Nepal – June 2018
9. PQ LEG, ORG and AIG - Bhutan – June 2018
10. QA on PQ ANS - Bhutan – July 2018
11. PQ OPS and RCIA (FRMS) - Maldives – July 2018
12. QA on PQ ANS, ORG, LEG - Bhutan – August 2018
13. PQ OPS - Pakistan – September 2018
14. SARI OPS - Bhutan – October 2018
15. PQ OPS and RCIA (ATO) - Maldives – November 2018
16. PQ OPS CAT mission - Afghanistan – November 2018
17. RCIA (AOC) - Nepal – November 2018
18. PQ PEL and QA on PQ OPS - Pakistan – December 2018

NOTE: June and July were originally blocked for India for TA in ANS, AGA and PEL however due to the other pressing priorities, India was not able to accommodate the missions accordingly. More time will be allocated to India in the 2019-2020 AWP (DP4).

#### **COSCAP SA PROGRAMME MEETINGS (12)**

1. COSCAP SA 26<sup>th</sup> SCM – Nepal - January 9-11, 2018
2. SACBM IT Meeting – Bangladesh - January 29, 2018
3. SARI SM and EASA MBM – Bangkok - Mar 5-8, 2018
4. SARAST Teleconference – Bhutan - April 26, 2018
5. SACBM IT Meeting – Bangladesh - May 10-11, 2018
6. 12<sup>th</sup> APRAST Meeting – Bangkok – May 28 – June 1, 2018
7. RASG Meeting – Bangkok – September 6-7, 2018

8. 11<sup>th</sup> NC Meeting – Bangkok – October 9-10, 2018
9. 20<sup>th</sup> SARAST – Bangkok – October 11-12, 2018
10. 55<sup>th</sup> DGCA Conference – Fiji – October 22 – 26, 2018
11. COSCAP SA SCM Side Meeting – October 23, 2018
12. 13<sup>th</sup> APRAST Meeting – Bangkok – December 3-7, 2018

### **3.2 Immediate Objective 2 - High Priority**

Ensuring a coordinated, cost-effective approach for obtaining technical assistance in the field of aviation safety oversight, by minimizing duplication of efforts and allowing the sharing of available resources to the maximum extent. Promoting a comprehensive system approach/continuous monitoring 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 Member States in the effective implementation of the critical elements of safety oversight as identified by ICAO.

**Update:** Activities (19) conducted to meet this objective included the following:

Technical assistance/visit was provided to the following member States:

1. SARI OPS #1 – Bhutan – January 2018
2. PQ OPS – Sri Lanka – February 2018
3. SARI OPS #2 – Bhutan March 2018
4. ANS TA – Sri Lanka – March 2018
5. ANS TA – Bhutan – April 2018
6. SARI OPS #3 – Bhutan – May 2018
7. SARI OPS #2 – Bangladesh – May 2018
8. PQ PEL and OPS – Sri Lanka May 2018
9. ANS TA – Maldives June 2018
10. AGA TA – Bhutan June 2018
11. PQ LEG, ORG and AIG – Bhutan 2018 – June 2018
12. QA on PQ ANS – Bhutan – July 2018
13. QA on PQ ANS/ORG/LEG– Bhutan – August 2018
14. PQ OPS – Pakistan – September 2018
15. SARI OPS #4 – Bhutan – October 2018
16. RCIA and PQ OPS – Maldives – November 2018
17. CAT mission and COSCAP SA TA – Afghanistan – November 2018
18. RCIA(AOC) – Nepal – November 2018
19. PQ PEL and OPS – Pakistan – December 2018

### **3.3 Immediate Objective 3- High Priority**

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.

**Update:** Activities conducted to meet this objective included the following:

#### **Courses/Workshops 2018 (21)**

1. SAFA and Ramp course – Nepal – January 2018

2. Regulator Audit Technique – Sri Lanka – January 2018
3. Audit Technique course – Bangladesh – January 2018
4. Audit Technique Course – Sri Lanka – February 2018
5. Audit Technique Course – Bhutan – February 2018
6. Audit Technique Course – Nepal – March 2018
7. Flight Operations Inspector Initial – Pakistan – March 2018
8. Initial DG Course – Oversight – Sri Lanka – March 2018
9. SMS and SSP Implementation - Nepal – April 2018
10. Flight Operations Inspector Initial – Sri Lanka – May 2018
11. Executive SMS Part I – Nepal – June 2018
12. SMS and SSP Implementation Training – India – June 2018
13. Basic Inspector PEL course – Pakistan – July 2018
14. OJT Part 21 and CS25 interfaces with Parts M and 145 – Sri Lanka – July 2018
15. HIRA Course – Pakistan – August 2018
16. CRM course – Pakistan – September 2018
17. SMS and SSP Implementation – Pakistan – September 2018
18. Human factors – Bangladesh – September 2018
19. Training Standardization – Pakistan – September 2018
20. Aerodrome Inspector and Certification Course – Bhutan – October 2018
21. Basic ANS and Oversight Course – Bhutan – Oct/Nov 2018

A partnership programme was established between the COSCAP SA and EU South Asia Project under the “2018 COSCAP SA-EASA-SARI Joint activity plan (JAP).

A total of 17 courses were listed for delivery, of which 10 were originally slated for 2018 and 7 for the first half of 2019. Out of the 17 courses that had been committed only 5 have been delivered. EASA South Asia Aviation Partnership Project provided the following reasons for the disruption:

- a. *The training courses we deliver are contracted out to a consortium of three EU National Aviation Authorities (UK CAA, DGAC France and AESA Spain). The UK CAA is the lead partner in this consortium, with responsibility for managing the Framework Contract. It also undertakes the majority of the scheduling and coordination work. Unless negotiated otherwise, Brexit will result in the UK leaving the EU on 29 March 2019. In this event, the UK CAA will no longer be eligible to participate in EU-funded projects as of this date, and my understanding is that the EASA Framework Contract with the consortium will be deemed void.*
- b. *In addition, the same Framework Contract is approaching its financial limits. Whilst we are looking at successor arrangements with a number of EU National Aviation Authorities, the conclusion of said arrangements is delayed due to unresolved questions of compatibility with the European Commission’s requirements.*
- c. *Taken together, these in effect mean an interruption in our ability to involve EU National Aviation Authorities in the EU-South Asia Aviation Partnership Project.*

- d. *For these reasons, my proposal would be that for the duration of 2019, the EU-South Asia Aviation Partnership Project contributes to the COSCAP-SA programme primarily by providing OJT and technical assistance through the deployment of experts in South Asia, for anywhere between 2 – 6 months at a time.*

A new COSCAP SA – EASA – SARI Joint Activity Plan is in the process of being developed for 2019. Emphasis will be given on the provision of Technical Assistance and OJT (versus pure theoretical courses) as proposed on point d) above.

In addition to the above, the COSCAP SA will contract out directly with other course service providers for the delivery of priority courses listed in the 2019-2020 AWP (DP4).

### **3.4 Immediate Objective 4 – High Priority**

Using Programme Personnel, personnel seconded from other COSCAP-SA Members or ICAO Staff, undertake missions to COSCAP-SA Member States to maintain liaison and augment the resources of those Member administrations.

**Update:** Activities conducted to meet this objective included the following (DP6):

- The South Asia Capacity Building Matrix (SACBM) was developed to identify inspectors/officers within South Asia Member States - Civil Aviation Authorities/DGCAs who could provide support in terms of expertise/training and technical assistance to other Member States within the sub region (South Asia). In addition, the SACBM also identifies retired inspectors/officers who could continue to provide support to member States (COSCAP SA would employ them). Note: At a later stage, it is also intended to include South Asian experts within **the industry** on the SACBM.
- Currently 5 Member States have actively participated in the SACBM with a few more missions to be scheduled (Bhutan and Nepal).
- The SACBM has now been fully computerized and is referred to the E-SACBM.
- The CTA is currently updating the E-SACBM Standard Operating Procedures (SOPs) . Once complete, the CTA will provide training to Member States accordingly. This will be scheduled in 2019.
- The E-SACBM will be expanded to North Asia and South East Asia. Measures are currently being taken to include the two additional sub regions. Once completed the matrices will be referred to as the Electronic COSCAP Capacity Building Matrices (E-CCBM) accordingly. The CTA will also provide training to COSCAP NA and SEA.
- Note: This will be covered in detail in DP6

### **3.5 Immediate Objective 5 – Medium Priority**

Assisting within available resources COSCAP-SA Member States in rectifying deficiencies identified by USOAP audits on aspects covered by Annexes 1, 6, 8, 10, 11, 13 and 14. Support Member States in implementation of CMA Processes and States who may be audited under the CMA.

**Update:** Activities conducted to meet this objective included the following (DP4):

Note: A significant increase in COSCAP SA support to Member States was requested this year due to States preparing themselves for an ICAO USOAP CMA ICVM or Audit (scheduled or to be scheduled). These States included Sri Lanka, Bhutan, the Maldives, Afghanistan, and Pakistan.

### **PQ Related Missions (13)**

1. PQ OPS – Sri Lanka – February 2018
2. PQ ANS – Sri Lanka – March 2018
3. PQ PEL and OPS – Sri Lanka - May 2018
4. PQ AGA – Bhutan – June 2018
5. PQ LEG, ORG and AIG – Bhutan 2018 – June 2018
6. PQ ANS –Bhutan – July 2018
7. PQ ANS – Maldives – June 2018
8. PQ OPS – Maldives – July 2018
9. QA on PQ ANS/ORG/LEG – Bhutan – August 2018
10. PQ OPS – Pakistan – September 2018
11. PQ OPS – Maldives – November 2018
12. PQ OPS– Afghanistan – November 2018
13. PQ PEL and QA PQ OPS – Pakistan – December 2018

### **3.6 Immediate Objective 6 – High Priority**

Supporting Member States to establish an effective Safety Management Systems in the area of Aircraft Operations, Aerodromes and Air Traffic Management.

**Update:** Activities conducted to meet this objective included the following (DP4):

The following training was provided to Member States in order to assist in establishing an effective SMS among their operators:

- Executive SMS Part I – Nepal – June 2018
- SMS and SSP Implementation – Pakistan – September 2018
- Note: there was not much demand from the Member States on SMS training this year
- OJT SMS training will be provided in 2019-2020 AWP with more emphasis on how to conduct SMS evaluations on site

### **3.7 Immediate Objective 7 – High Priority**

Supporting Member States in establishing an integrated State Safety Programme by identifying the gaps in States SSP and develop an action plan to address the gaps.

**Update:** Activities conducted to meet this objective included the following:

The following training was provided to Member States in order to assist in establishing an effective SSP:

- SMS and SSP Implementation – Pakistan – September 2018

- Note: there was not much demand from the States on SSP training this year.

### **3.8 Immediate Objective 8 – Medium Priority**

Supporting the Member States in the effective implementation of Performance Based Navigation (PBN) in coordination with ICAO RO and the ICAO Flight Procedures Programme (FPP).

**Update:** Activities conducted to meet this objective included the following:

- The CTA continues to support Member States in the effective implementation of PBN related activities on a demand basis.
- The CTA will continue to support the BCAA in the operational evaluation and approval of the RNP – AR Approach - PARO

### **3.9 Other Programme Tasks**

A significant amount of work and time was dedicated in the development of the COSCAP SA Phase V Programme Document. Multiple consultation sessions had taken place with Member States, the APAC ICAO Regional office and ICAO HQ throughout the year. The timeline allocated was rather tight however a finalized COSCAP SA Phase V Programme document (signed off by the ICAO Secretary General) had been successfully developed and presented on schedule at the 55<sup>th</sup> DGCA Conference Side meeting on October 23, 2018.

In addition to the above, a significant amount of work was also dedicated to the development of the E-SACBM (quality assurance and testing the system), which is now fully functional. The E-SACBM was also adapted to incorporate other sub regions in the near future.

## **4 Action of the Meeting**

4.1 The Steering Committee is invited to:

- a) Comment on the nature of the work completed; and
- b) Confirm or revise programme priorities.