

**Updates on the  
30th COSCAP SA  
Steering Committee Record of Conclusions  
and Actions  
Dhaka, Bangladesh  
January 24-26, 2023  
Discussion Paper 1 (DP1)**

**I) CORE PROGRAMME PAPERS:**

**SC30-1 - Action on the Decisions of the 29th COSCAP-SA Steering Committee (IP1)**

The CTA reviewed the actions taken on the Decisions of the 29th Steering Committee Meeting.

**Discussion:**

- The CTA will meet with CAAB in March 2023 to commence proceedings with the UNDP Bangladesh to dispose of the old COSCAP SA vehicle. CAAB will assist in the coordination with UNDP (Bangladesh) accordingly.
- The CTA will conduct a QA on the E-CCBM to ensure that the system is functioning correctly. Once the E-CCBM becomes fully functional, the CTA will provide training to Member States on its' utilization.

**Update:**

- CTA met with Bangladesh UNDP officials in May 2023 to discuss the disposal of the vehicle. Also in attendance was a CAAB representative. UNDP officials indicated that the UN has an agreement with the Government of Bangladesh (due to very restrictive vehicle related legislation) that all UN vehicles that are being disposed are “given” to the “hosting” government department. Therefore, the old COSCAP SA vehicle must be “given” to CAAB for their usage/disposal accordingly. CAAB has agreed to review the situation and will provide an update at the next SCM.
- QA on the E-CCBM has been completed. Training sessions on how to use the E-CCBM has provided to Member States. Only India and Nepal training remains to be completed.

**SC30-2 - Phase V Programme Progress Report (DP2)**

The CTA provided updates on the objectives of Phase V of the Programme Document.

**Discussion:**



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- A QA exercise will be carried out in March 2023 on the E-CCBM to ensure that the system is fully functional prior to the commencement of training session to the Member States.
- A total number of 24 courses/workshops had been delivered in 2022. Balance of priority courses have been scheduled to take place in 2023.
- EASA to deliver 2022 slated courses and technical assistance in 2023
- Courses will be delivered both virtually and in country including OJT
- Recruitment of the ANS and AGA expert was completed – 2 terms each
- 29 USOAP CMA PQ missions were conducted in 2022. Emphasis was placed on Member States who were under going an ICAO USOAP CMA audit and those who had an SSC
- 30 Technical missions were conducted in 2022. Most of them resulted from the USOAP CMA pre-audit activities.
- Coordination between EASA and the ICAO Regional office will be enhanced in 2023 to avoid duplication and to ensure the efficiency of the deliver of training and technical assistance.
- IFALPA may provide support in training particularly in the Train the Trainer courses, Runway Safety Teams, ATCO OJT and the technical capacity matrix areas.
- For SMS/SSP activities, more emphasis should be placed on changing the “Punitive Culture” into a more “Just Culture”. This could be done through workshops between the Regulator and Operators (including the pilots)
- Pakistan CAA is currently collecting safety data through ‘Safety Data Collection & Processing System (SDCPS)’ however it was requested to provide specialized training on analysis of the collected safety data.
- During the development of the COSCAP SA Phase VI programme, Member States should consider developing an AIG programme objective (and priority) which will include AIG training (and OJT) and Technical Assistance and how to introduce an independent AIG authority within the State
- Consideration should be taken to include training on Drones and Laser regulatory related activities and Safety Data Analysis
- EASA is developing a Safety Database and would be willing to engage with Member States (in its’ development)

### Update:

- COSCAP SA Programme Document (PD) Phase VI Objectives and Priorities development workshop was completed in March 2023. Emphasis was put on AIG related training however not as a separate objective.
- A series of on line training on UAVs was provided to Member States

### SC30-3 - Regional Aviation Safety Team (RAST) Reports and Proposed Actions (DP3)

The CTA provided an account of the RAST related reports.

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**Discussion:**

- Member States are progressing very well on the development and implementation of the APRAST Safety Tools.
- Many States did not have an opportunity to hold a NAST meeting in 2022 due to other priorities. It is expected that Member States NASTs will resume in 2023.
- GRF training will continue in 2023/24
- Both Airbus and Boeing provided UPRT seminars to clarify some ambiguous areas.
- Boeing also provided CFIT training for the Member States. Other APAC COSCAPs were invited to attend
- FRMS training for both OPS and ATCO has been coordinated with the FAA, EASA and the UK CAA International
- COSCAP SA will arrange training in Human Factors training in 2023
- The propagation of drones continues to be a challenge for most Member States – more regulations and enforcement are required.
- Most States are working hard on their NASP including the development of their related SSP (including SPIs and SPTs)
- Ground Operations handling service providers SMS requirements – The Airport Authority (who is required to have an SMS in place) is responsible for ensuring that their contractors (third party) service providers (i.e. Ground Handlers) meet their SMS requirements.
- Recruitment and retention of CAA inspectors continue to be a challenge for many States. Note that the COSCAP SA - E-CCBM may be used by Member States if assistance is required. States are to contact the CTA if this assistance is required.
- CTA to spend some time with Afghanistan to discuss the APRAST Safety tools and trackers. A workshop has been scheduled for February 15, 2023 accordingly.
- During the development of Phase VI, Member States to consider the inclusion of AIG representatives during the SARAST meetings
- AIG and other reports/decision records/meetings/information can be found on the ICAO APAC and HQ websites. Member States are encouraged to refer to these website accordingly

**Update:**

- GRF, PBN, and UAV on line training was provided to Bangladesh, Pakistan, Nepal and Sri Lanka as per their specific requests. Afghanistan on line training will be provided mid 2024.
- APRAST Safety Tools and Tracker workshop was completed for Afghanistan in February 2023
- UK CAA International will provide a proposed shorter version of FRMS training in the spring of 2024.

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**SC30-4 - Annual Work Programme (DP4).** The CTA presented the Annual Work Programme (AWP) 2023-24, which consisted of four key elements being the Annual Work Plan, Aviation Safety Team Meetings, Technical Assistance and Training.

### Discussion:

- Both virtual and in country training (with OJT) will be provided to Member States.
- An FOI cross-country tour is planned to begin mid 2023.
- Accident/Incident Investigation; drones and laser training to be included within the 2023-24 AWP.
- All courses (virtual and in country) and TA that are currently planned for 2023/24 will be subject to careful budget monitoring in order to ensure that related costs are kept in check at all times.
- Member State wish-lists are taken into consideration and prioritized based on commonality and highest demand (similar to previous years).
- Member States may also request ADHOC training or technical assistance that is **not included** within the AWP. Requests for such training/technical assistance should be made to the COSCAP-SA office as early as possible (i.e. 3 months prior)
- NCs are requested to submit (from the low/other priority list) a minimum of 5 courses that are considered a top priority for their State.
- The CTA will coordinate the COSCAP-SA AWP with EASA, FAA, ICAO APAC RO and the other APAC COSCAPs.
- FAA to provide and/or coordinate training in AIG and Aviation Medical Examiner Recurrent.
- Member States are encouraged to take advantage of the COSCAP SA availability of courses (located in the DropBox) to conduct their own local training by their own local instructors.
- The training should be considered as satisfactory provided that the local instructor has successfully attended an approved Train the Trainer/Instructional techniques course and that the CAA has approved the courses (to be delivered by the instructor). Note that the course syllabus should contain all essential topics accordingly.
- ICAO Global Aviation Training (GAT) courses must be delivered by an ICAO certified instructor
- COSCAP SA will coordinate the AWP 2023/24 with EASA, FAA, ICAO APAC Office and the other APAC COSCAP Offices
- The 30<sup>th</sup> COSCAP SA SCM approved the 2023-24 AWP.

### SC30-5 - Programme Contributions and Budget 2022-23 (DP5)

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The APAC ICAO APAC ICAO Regional Office presented the status of the COSCAP SA contributions and budget 2022-2023.

### Discussion:

- This Discussion Paper presents the current status of the COSCAP-SA Trust Fund and the Phase V Programme budget based on the funds available as of 31 December 2022.
- All Member States have paid their 2022 contributions with the exception of Sri Lanka
- Member States are encouraged to pay their contribution in timely manner.
- Airbus and Boeing will continue to provide monetary and contributions in kind

### Update:

- Outstanding contributions for 2023 remain with Nepal, Bangladesh and Afghanistan

### SC30-6 - Introduction of Phase VI of the COSCAP SA Programme (DP6)

The CTA presented the paper for the introduction of a Phase VI programme into the COSCAP SA as such:

### Discussion:

- The SCM approved the advancement into a COSCAP SA phase VI
- The SCM approved the steps to be taken for the development of the COSCAP SA Phase VI as such:
  1. Member States to review and make any suggested changes/additions to the current Phase V Programme Document (PD) priorities and objectives. This can be facilitated through one or more workshops [to be completed before end of **March 2023**]
  2. Once suggestions have been discussed and agreed upon, the CTA and ICAO APAC RO will develop a “first” draft version of the new Phase VI PD. [to be completed before end of **April 2023**]
  3. The CTA/RO will submit the first draft Phase VI to ICAO HQ for review. This would include a revised cost estimate for member State contributions resulting in a “second” draft. [to be completed by **June 2023**]
  4. Distribute the second draft PD Phase VI to member States for review and comments. [to be done in **July 2023**]
  5. Integrate the comments as required and submit the final draft to ICAO HQ for legal review and finalization [to be done by **August-September 2023**]
  6. Distribute the final draft to Member States for review and signatures [to be done by **October-November 2023**]
- The SCM approved the extension of the CTA's contract to August 7 (inclusive) 2023 in order to support the development of the COSCAP SA Programme Phase VI.
- Member States did not want for the COSCAP SA programme to become “dormant” (after the retirement of the CTA) until the engagement and arrival of a new CTA. This



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is due to Member States high demands/needs for COSCAP SA training and technical support.

- Therefore, the SCM has approved for the programme to engage Capt Marie Zubryckyj on a consultant basis (subject to ICAO's staff/recruitment rules/regulations) until the new CTA is in place. She may conduct her work virtually from Canada and travel to the region from time to time as required by the programme. This will also ensure continuity during the development and implementation of Phase VI of the programme.

### Update:

- COSCAP SA Programme Document Phase VI was finalized and is pending Member State signatures. Note that due to the United Nations policies towards the current situation in Afghanistan, Afghanistan inclusion within the PD Phase VI has been put aside for the time being

### SC30 - Venue of the 31<sup>th</sup> COSCAP SA SCM

- Subject to approval, the 31<sup>th</sup> COSCAP SA SCM should take place in Bhutan in April 2023. Exact dates to be worked out with the CTA and the Bhutan Civil Aviation Authority (upon venue confirmation).

**II) STATE PRESENTATIONS (SP):****SC30-SP1 – Bangladesh - (DP1) - Representation of COSCAP SA Member States in the ICAO Council in Part III (States Ensuring Geographic Representation) (DP1)**

- This paper highlights the importance and justifications for inclusion of a COSCAP-SA member State in Part III of the ICAO Council on a regional basis.
- In view of the present scenario of elected members in the ICAO Council, this paper presents a proposal for inclusion of a COSCAP-SA member State in Part III of the ICAO Council with a view to play important roles in safeguarding regional interests as a group in ICAO. Bangladesh is also proposing to increase the number of seats in Part III of the ICAO Council.
- Last year, Nepal supported Bangladesh but due to a technical programme, Bangladesh had to withdraw
- Nepal supports Bangladesh and suggested that a criteria be developed to select the representative State(s) from South Asia on the Council
- Bangladesh proposed that selections should be done on a rotational basis (i.e. alphabetically) but for the time being, a pressure group should be established to lobby for additional South Asia represented seats on the Council.
- Further discussions with Member States on this could take place during the next DGCA Conference with some guidance from the ICAO APAC Regional Office
- Pakistan supported Bangladesh proposal including the idea of selecting States on a rotational basis keeping in view the legal aspects ICAO legal requirements to do so.
- States/Administrations are urged to consider the Bangladesh proposal of reserving one seat in the ICAO Council in Part III for the COSCAP-SA member States on the condition that each Member State will enjoy equal rights in terms of participation and representation at the ICAO Council in Part III on a rotational basis
- States/Administrations are encouraged to consider and take appropriate measures to take up the case of increasing the number of seats in the ICAO Council Part III to the ICAO General Assembly.

**SC30-SP2 – Bangladesh - Adoption of Annex 13 Contents in National Regulations (P4)**

- Adoption of the Contents of the Annex 13 to the Convention into National Regulations remains a challenging task for the contracting States.

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- Since the contents of Annex 13 deals with many concerned stakeholders, such as, the State of Occurrence of the affected aircraft, the State of Registry, the State of Operator, the State of Manufacturer, the State of Design and ICAO, the Aircraft Accident Investigation Authorities (AAIAs) of States need to ensure proper customization of Annex 13 into their National Regulations by harmonizing and addressing the stakeholders' involvements.
- As the Annex 13 has been developed in pursuance with Article 26 and Article 37 of the Convention, coordinated concept should govern while the National Regulations are constructed.
- This Discussion Paper provides some suggestions to facilitate the Contracting States to enhance its ability for the adoption of Annex 13 into National Regulations that deals with Aircraft Accident and Incident Investigation.
- The Meeting is invited to note the techniques to be followed, if considered informative, for necessary adoption of the Annex 13 contents in the National Regulations of Contracting States of ICAO.
- The meeting may encourage Contracting States who have not yet established potential National Regulations on AIG to take guidance mentioned in this Discussion Paper.

### **SC30 – SP3 - Nepal - National Aviation Safety Plan (NASP) 2023-2025 (P3) - PPT**

- Nepal NASP 2018-2022 summary
- Nepal NASP 2023-2025 highlights
- Salient features of NASP 2023-2025
- Goals and targets of NASP 2023-2025
- Nepal's experience of NASP development
- Challenges

Details of the PPT presentation can be found at the following website:

<http://www.coscapsa30scm.info> or <http://coscapsouthasia.org>

### **III) ICAO PRESENTATION (P):**

#### **SC30-P1 – ICAO APAC RO – ICAO Update (P1) - PPT**

- New ICAO Implementation Support Policy
- Secondment of Experts to ICAO
- ICAO Regional Technical Cooperation Programmes
- ICAO Meetings





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Details of the PPT presentation and appendices can be found at the following website:

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### IV) GUEST/DONOR PRESENTATION:

#### SC30 – FAA - Advanced Data Analytics in Aviation Safety (P2)

- States of Design (SoD) need safety data for their products from other States of Registry (SoR) in order to effectively comply with their obligations under the Convention on International Civil Aviation and to support SoR in managing their fleets. Regulators also need tools to efficiently interpret large amounts of safety data that inform safety decisions.
- This paper highlights the urgency in strengthening safety data sharing internationally and how the United States (U.S.) Federal Aviation Administration (FAA) is building capabilities in this area and exploring opportunities for global engagement.
- The COSCAP SA SCM is invited to note the information provided in this paper and agree to promote safety data exchange to collaborate on use cases that test advanced analytics.

### V) STATE INFORMATION PAPERS (IP):

The following State Information Papers (IP) can be found at the following link:

<http://www.coscap30scm.info> or <http://coscapsouthasia.org>

- IP2 – Bangladesh - Updates on 58th DGCA Conference of Asia Pacific Regions (IP2)
- IP3 – Pakistan - Search and Rescue Services in Pakistan (IP3)
- IP4 – Pakistan Unstable Approaches and ATC Considerations (IP4)

END OF SCM

January 26, 2023