

31th COSCAP SA**Steering Committee Record of Conclusions****and Actions****Paro, Bhutan****May 7-9, 2024****I) OPENING CEREMONY AND STATE SUMMARY PRESENTATIONS**

- Prior to the opening speeches of the ceremony, an official transfer of the COSCAP Chairmanship was done between Pakistan and Sri Lanka. The departing COSCAP SA Chairman - Flt. Lt. (Retd) Khaqan Murtaza, Director General PCAA, services to the COSCAP SA were acknowledged and well appreciated. The new COSCAP SA Chairman, Air Vice Marshal (Retired) H.M.S.K.B. Kotakadenlya, DGCA/CEO CAASL was welcomed to his new COSCAP SA Chair functions.
- States presented their State Summaries. Details of their presentations may be found in Appendix I and at the following website: <https://coscapsouthasia.org> (to be posted soon)

II) CORE PROGRAMME PAPERS:

Note that all Discussion Papers are posted on the COSCAP SA website:

<https://coscapsouthasia.org>

SC31-1 - Action on the Decisions of the 30th COSCAP-SA Steering Committee (IP1)

The CTA reviewed the actions taken on the Decisions of the 30th Steering Committee Meeting.

Discussion:

- 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 indicated that the situation is still under review. Currently the vehicle is parked and not being used. The vehicle is still in good shape and some maintenance has been conducted on the vehicle.
- Bhutan made a suggestion that Member States including the hosting State should be allowed to bid first on a COSCAP SA vehicle that is being disposed. The CTA

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advised that this would be something worth exploring keeping in mind the hosting State vehicle transfer legislation.

- India and Nepal E-CBM training will be scheduled once the new NCs have been nominated.
- CTA will conduct a follow up with the UK CAA International for a modified FRMS course
- 2023 COSCAP SA contributions for Bangladesh, Nepal and Afghanistan are still pending and 2024 invoices should be sent out in June/July 2024.
- In Phase VI of the programme, more emphasis will be put on AIG and UAV training.
- EASA is putting emphasis (on training) on the regulatory aspects of UAV and the separation of the AIG body from the CAA
- Due to the United Nations policies towards the current situation in Afghanistan, Afghanistan inclusion within the COSCAP SA PD Phase VI has been put aside for the time being. They will however still be invited to attend our training activities.
- COSCAP SA Programme Document Phase VI was completed and sent out to Member States for signing in March 2024. A follow up of signatures will be conducted shortly.

Follow up:

- CTA discussed the vehicle situation with the Chairman of COSCAP SA. Bangladesh will dispose of the COSCAP SA vehicle in accordance to their rules and regulations
- E-CBM training will be provided to new NCs India and Nepal in 2025
- UK CAA is unable to provide the FRMS course to due contractual and copyright restrictions. The COSCAP SA will search for another FRMS course provider (i.e. EASA or FAA)
- COSCAP SA will be providing more advance UAV training in 2025
- Nepal and Sri Lanka should be soon signing off on the COSCAP SA Phase VI Programme Document.

SC31-2 - Phase V Programme Progress Report (DP2)

The CTA provided updates on the progress made to achieve the objectives of Phase V of the Programme Document.

Discussion:

- India and Nepal E-CBM training will be scheduled in mid 2024
- More emphasis will be put on updating the E-CBM. A workshop will be scheduled with the NCs towards the 3rd quarter of 2024.
- The year 2023 was heavy on training activities. A total number of 44 courses/workshops had been delivered in 2023 and so far, 25 courses/workshops were delivered in 2024. 78% high priority courses were delivered in 2023. The balance (2

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courses) have been scheduled for 2024. 55% of medium priority courses were delivered in 2023. The balance (4 courses) will be scheduled mid 2024.

- COSCAP SA provides several GSI equivalent courses in the areas of OPS, AIR, PEL, ANS, AGA, and AIG. These courses are mostly based on EASA regulatory structure.
- ICAO APAC Regional office is providing GSI courses (part of the Train the Trainer programme) that are endorsed by ICAO.
- ICAO APAC Regional Office will provide two GSI courses, one in Bangladesh from June 30 to July 18, 2024 for OPS (5 spaces still remaining) and another one in PEL (location to be determined) from July 21 – Aug 8, 2024 (6 seats remaining).
- These courses are part of the ICAO APAC Train the Trainer programme where the States may nominate senior inspectors to observe the GSI courses in order to become a potential ICAO GAT instructor (for the course). These potential instructors will follow the ICAO GAT process in order to become ICAO GAT instructors within the APAC region thus increasing capacity building.
- Emphasis should be placed on proper coordination and sharing of information between organizations/entities that deliver the same types of training in order to avoid duplication and conflicting information
- Proper selection and retention of qualified instructors/trainers will be further emphasized during the 2nd Ministerial Conference
- COSCAP SA ANS Expert was recruited on February 1, 2024. Next missions will be conducted in Bhutan and Bangladesh in May/June 2024
- COSCAP SA AGA Expert was recruited on February 2, 2024. Next missions will be conducted in Nepal and Bangladesh in May/June 2024
- ICAO/AWG Joint Regional Workshop on cross-border transferability (XBT) of aircraft and compliance with the Cape Town Convention will be held on June 24-26, 2024

Follow up:

- E-CBM workshop will be scheduled in 2025
- Coordination between the ICAO APAC RO, EASA and the FAA will be conducted in order to avoid duplication of activities
- COSCAP SA ANS and AGA experts will be recruited again in 2025 subject to the decision of the 32nd SCM regarding the duration/term of the ANS and AGA contract (will be discussed in DP5).

SC31-3 - Regional Aviation Safety Team (RAST) Reports and Proposed Actions (DP3)

The CTA provided an account of the RAST related reports.

Discussion:

- Member States are progressing very well on the development and implementation of the APRAST Safety Tools.

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- Many States did not have an opportunity to hold a NAST meeting in 2023 due to other priorities. It is expected that Member States NASTs will resume in 2024.
- Member States are encouraged to visit the ICAO APRAST section (ICAO APAC Regional Office Website) for revised and/or new APRAST Safety Tools from time to time
- Member States are all working on their NASP, SSP including risk indicators
- Common Risk indicators were identified in the following areas:
 - Violations of the regulations
 - Ground operation incidences/accidents
 - Bird Strikes
 - TA/RA
- Pro active activities will continue to take place to enhance operational safety
- Member States will continue to be actively engaged in capacity building and training
- COSCAP SA will put more emphasis on Enforcement and Resolution of Safety Concerns training
- COSCAP SA will put more emphasis on UAV (drones) training for Member States
- In the next NC and SARAST meeting invitations, emphasis will be placed on face-to-face meetings.
- Member States are encouraged to send the right people to attend the SARAST meeting in order to ensure effectiveness. This will allow further discussions on areas of concern such as CFIT, LOC, and RS.
- The SARAST meeting format will change to allow more industry representation including other organizations such as EASA and the FAA
- Next NC/SARAST meeting will be held in November 2024
- States can bring their own experts at APRAST to ensure that proper expertise is available
- States are encouraged to update their progress on the implementation of their NASP on the ICAO APAC Safety Tool tracker.

Follow up:

- Member States have progressed well with the development and implementation of the APRAST Safety tools. Therefore less emphasis will be placed in this area during the SARAST meeting.
- A proposed restructuring of SARAST was made during the last 26th SARAST meeting (December 2024). The proposal will be presented (through DP3) to the next 32nd SCM for review and approval
- SCM Members should emphasize the need for their State to hold their NAST meeting at least once a year

SC31-4 - Annual Work Programme (DP4). The CTA presented the Annual Work Programme (AWP) 2024-25, which consisted of four key elements being the Annual Work Plan, Aviation Safety Team Meetings, Technical Assistance and Training.

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Discussion:

- Virtual, on-line and in country training (with OJT) will be provided to Member States.
- Advance UAV training will be included within the 2024-25 AWP.
- Member State wish-lists are taken into consideration and prioritized based on commonality and highest demand (similar to previous years).
- All courses (virtual, on-line and in country) and TA that are currently planned for 2024/25 will be subject to careful budget monitoring in order to ensure that related costs are kept in check at all times.
- The CTA will coordinate the 2025 portion of the AWP with the new CTA (once he/she will be in place)
- 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)
- ADHOC training and Technical Assistance may require prior approval from the COSCAP SA Chairman
- The CTA will coordinate the COSCAP-SA AWP with EASA, FAA, ICAO APAC RO and the other APAC COSCAPs.
- 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.
- Member States are encouraged to provide leadership and incentives to their inspectors/officer to become instructors/trainers
- The AWP may be amended from time to time throughout the year.
- Member States are encouraged to participate on the ICAO APAC GSI OPS and PEL courses that will be delivered in Bangladesh in June/July 2024. Note that these GSI courses are initial courses. The States may however nominate a senior inspector to attend/observe for the purpose of becoming an ICAO GAT instructor/trainer.
- Note that an ICAO GAT instructor will be able to instruct globally and be remunerated accordingly which are good incentives.
- The 31th COSCAP SA SCM approved the 2024-25 AWP.

Follow-up:

- The 2025-26 Annual Work Plan will be discussed with the new CTA COSCAP SA once he has been appointed.

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SC31-5 - Programme Contributions and Budget 2023-24 (DP5)

The APAC ICAO APAC ICAO Regional Office presented the status of the COSCAP SA contributions and budget 2023-2024.

Discussion:

- This Discussion Paper presents the current status of the COSCAP-SA Trust Fund and the Phase VI Programme budget based on the funds available as of 31 December 2023.
- All Member States have paid their 2023 contributions with the exception of Nepal, Bangladesh and Afghanistan.
- Member States are encouraged to pay their contribution in timely manner.
- 2024 invoices will be coming out in June/July 2024
- Airbus and Boeing are encouraged to continue to provide monetary and contributions in kind
- As requested by the Programme, two budget scenarios have been provided as follows, in addition to the budget of Phase VI as described in above paragraph 3.1.
 - a) Appendix II C – to employ an ANS expert for 9 months per year and an AGA expert for 6 months per year during the cycle of Phase VI. This budget is estimated at USD 4,423,700.
 - b) Appendix II D – to employ an ANS expert for 12 months per year and an AGA expert for 12 months per year during the cycle of Phase VI. This budget is estimated at USD 5,001,200.
- ICAO will provide a proposed table of contribution for each of the above budget scenarios so that Member States may take note of the increases in their annual contributions
- After receiving the proposed tables of contribution, Member States will consult with their finance department to determine if the increases in their contributions are feasible.
- This will become an agenda item for the next 32nd COSCAP SA SCM for a decision.

Follow up:

- With the exception of Nepal, all Member States have paid their contributions
- CTA provided the scenario/options for the extension of the duration of the ANS and AGA experts so that the DGCA may review and decide on which option would work best for their State. These scenarios will be presented again during the 32nd. COSCAP SA SCM through DP5.

SC31 - Closure and Venue of the 32th COSCAP SA SCM



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- (Closed Door decision(s)) SCM has decided that the CTA position should continue to be staffed by a qualified Flight Operations Expert. ICAO will repost the CTA/Flight Operations Expert position for competition accordingly.
- SCM has requested that Captain Marie Zubryckyj, current CTA for COSCAP SA contract be extended for an additional 6 months.
- Subject to approval, the 32th COSCAP SA SCM should take place in India in February 2025. Exact dates to be worked out with the CTA and the India DGCA.

III) ICAO PRESENTATIONS (P1&2):

SC31-P1 – ICAO APAC RO - Updates from ICAO-APAC RO Safety; COSCAP-South Asia SCM

- Updates on the ICAO Docs on Global Safety Plans GASP 23-25 version - DOC 1004;
- GASP Road Map – _DOC 10161;
- Development of Regional and National Aviation Safety Plans - Doc 10131;
- Monitoring Implementation of Regional and National Aviation Safety Plans - DOC 10162;
- Progress of APAC and South Asia NASP implementation and Monitoring;

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

<https://coscapsouthasia.org>

SC31-P2 – ICAO APAC RO - Update on the SSP Implementation and Assessments

- ICAO APAC Ministerial Declaration in Beijing China in 2018;
- ICAO Guidance on SSP Implementation;
- Updates on Gap Analysis tool – _iSTARS;
- Updates on ICAO APAC Safety Initiatives;
- Updates on APAC Regional SSPIA reports;

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

<https://coscapsouthasia.org>

IV) GUEST PRESENTATIONS (P3-5)

SC31 – P3 – Boeing - Perceived Risk: Hard Landings Ensuring a Balanced & Proportionate Approach

- Reduce the risk of tail strikes, long landings and runway overruns by discouraging the inappropriate use of the CG Load Factor as anSPI
- CG Load Factor is not an accurate measure of a hard landing and should be used only as a structural inspection threshold
- Pilot performance should be measured holistically without overly weighting lower risk parameters

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

<https://coscapsouthasia.org>

SC31 – P4 – FAA - FAA Engagements with South Asia

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- Increasing training capabilities
- Partnering with ICAO to enhance collaboration opportunities
- Promoting positive safety culture
- Promoting pilot mental health
- Identifying needs to prioritize FAA assistance

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

<https://coscapsouthasia.org>

SC31 – P5 – FAA - Integrating Advanced Air Mobility in the NAS

- Advanced Air Mobility (AAM)
- Safety Focused Approach
- Ecosystem Enablers
- Potential Initial Operations Locations
- Innovate28 Goals for Near-term Operations
- FAA Ongoing Engagement
- Key Innovate28 Activities
- Portfolio Management for Each AAM Project
- AAM Workstreams

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

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V) STATE INFORMATION PAPERS (IP):

IP1 – Pakistan CAA: Development of Satellite Based Augmentation System (SBAS)

- This paper presents the development status of Pakistan Space Based Augmentation System(Pak-SBAS) program which is being undertaken by Pakistan Space and Upper Atmosphere Research Commission (SUPARCO) in cooperation / coordination with Pakistan Civil Aviation Authority (PCAA).

The following State Information Papers (IP) can be found at Appendix IV and the following website:

<https://coscapsouthasia.org>

END OF SCM

May 8, 2024