COSCAP

South Asia

Cooperative Development of Operational Safety & Continuing Airworthiness Programme

IP1

UPDATE on the

29th COSCAP SA

Steering Committee Record of Conclusions

and Actions

Colombo, Sri Lanka

March 29-31, 2022

SC29-1 - Action on the Decisions of the 28th COSCAP-SA Steering Committee (DP1)

The CTA reviewed the actions taken on the Decisions of the 28th Steering Committee Meeting.

Discussion:

- Bangladesh advised that they are unable to sell the vehicle due to State importation legislation. COSCAP SA CTA will travel to Bangladesh once the COVID restrictions are lifted to determine the condition of the vehicle and also liaise with UNDP Bangladesh for the selling of the vehicle

- The CTA advised that she had a side meeting with EASA where they agreed to provide the requested assistance. Further discussions will take place to determine the specific dates for the assistance requested.

- EASA will continue to support the Helicopter in Mountainous Terrain Operations workshop, which was originally scheduled in March 2020 in Nepal. This workshop will be rescheduled at a later date once COVID travel restrictions are lifted.

- EASA has agreed to support all requested support as specified above.

- IFALPA qualified Aircraft Accident and Incident Investigators (AAIs) will be included within the E-CCBM once the E-CCBM QA has been completed.

Update:

- Mission schedule in March 2023 in Bangladesh to deal with old vehicle situation

- The CTA and Manager of the EU SA Project met during the 29th COSCAP SA SCM and also conducted a teleconference to determine what kind of support could be provided by each other in order to avoid duplication of activities.

- Project Manager of the EU SA project advised that the Helicopter Workshop had to be post-poned to the following year due to a medical emergency

- E-CCBM QA has been re- scheduled for March 2023

SC29-2 - Phase IV Programme Progress Report (DP2)

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

Discussion:

- Progress on the E-CCBM has slowed down due to the COVID situation but should start picking up mid 2022.
- The CTA requested Bangladesh further support to correct coding errors within the new version (v 2.2) of the E-CCBM. The CTA will plan a one-week mission to work on the E-CCBM with the programmer accordingly. This mission may be combined with other activities.
- A total number of 35 courses/workshops had been delivered in 2021/22 so far. It is important to note that most of these courses were fully certificated courses therefore the duration of each course was at least 2-3 weeks in duration.
- Completion of 85% of high and medium priority training requirements in 2021 AWP as approved by the SC; Remaining 4 courses (Enforcement, SSP, SPI/SPT and Safety Performance courses) will be rescheduled for later in 2022.
- Due to the COVID 19 restrictions, the COSCAP SA undertook to have several of the on-site courses converted and delivered into virtual courses (i.e. AIR, AIG, ANS, AGA, NASP, PEL and Audit Techniques).
- Recruitment of the ANS expert is complete – 2 terms
- Pakistan PQ review (pre-audit) was completed and PEL SSC has been resolved. Work on resolving Bhutan's SSC is on-going. Good progress has been made.
- Maldives and Nepal PQ reviews/follow-ups are currently taking place. Bangladesh PQ review has been initiated starting with AGA.
- Recruitment of the AGA expert is complete – 2 terms

Update:
- Recruitment of the ANS and AGA experts was completed for two terms. A competitive process will be initiated for the ANS and AGA expert for 2023.
- Bangladesh (ANS and AGA), Bhutan (ANS, AGA and OPS), Maldives (ANS, AGA and OPS), Nepal (OPS, PEL, AIG, ANS and AGA), India (ANS only) and Pakistan (ANS follow up) PQ reviews completed.

SC29-3 - 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.

- Due to the COVID pandemic, many States did not have an opportunity to hold a NAST meeting in 2021-22 due to other priorities. It is expected that Member States NASTs will resume in 2022-23.
- Timely and accurate reporting of Runway Conditions in ATS/AIS – COSCAP SA will obtain further information and brief Member States accordingly.
- UPRT training is still not fully implemented in some States. COSCAP SA will obtain additional information and support in these areas.
- FRMS training for both OPS and ATCO – COSCAP SA will arrange training
- 5G network impact on aircraft – Boeing to provide a briefing/seminar
- Development of Drone Regulations – COSCAP SA will arrange support in this area
- CTA will spend some time with Afghanistan to discuss the APRAST Safety tools and trackers

Update:

- UPRT Seminars were provided by both Airbus and Boeing to clarify any questions/concerns regarding this topic

SC29-4 - Annual Work Programme (DP4) The CTA presented the Annual Work Programme 2022-23, which consisted of four key elements being the Annual Work Plan, Aviation Safety Team Meetings, Technical Assistance and Training.

Discussion:

- COSCAP-SA is planning to provide in-country Technical Assistance (TA) to member States as depicted on the Annual Work Plan (AWP) 2022/23
- Note that the dates on the AWP are for planning purposes only, thus can be adjusted pending State priorities and resource availability.
- For ADHOC TAs, States are requested to notify the CTA preferably <u>3 months</u> in advance pending resource availability.
- Due to potential COVID pandemic travel restrictions spilling into 2022, two different plans were developed being: Plan A – for training delivered virtually (ZOOM platform) and Plan B – for classroom/OJT deliveries (in country). It is anticipated that training will be delivered virtually at least until mid 2022, and then gradually, once travel restrictions are removed, classroom/OJT training may resume "in country".
- All courses (virtual and in country) and TA that are currently planned for 2022/23 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 that is **not included** within the AWP. Requests for such training should be made to the COSCAP-SA office as early as possible (i.e. 3 months prior)
- The CTA will request Member States to provide a list of their top 5-priority training required.
- The CTA will re-establish the COSCAP-SA and EASA joint activity program and reinforce a partnership with the FAA
- The 29th COSCAP SA SCM approved the 2022-23 AWP.

Update:
- In 2022 emphasis was placed on providing pre-audits and technical assistance to Member States particularly in ANS and AGA.

SC29-5 - Programme Contributions and Budget 2021-22 (DP5)

The APAC ICAO APAC ICAO Regional Office presented the status of the COSCAP SA contributions and budget 2021-2022.

Discussion:
- All Member States have paid their 2021 contributions with the exception of Afghanistan and Sri Lanka
- Sri Lanka is exploring the possibilities of paying their contributions in a different currency than USD.
- Member States to pay their contribution in timely manner.
- Airbus and Boeing will continue to provide monetary and contributions in kind
- ICAO to harmonize the contribution reporting tables for Airbus and Boeing.

SC29 - Next COSCAP SA SCM Chairperson and Venue of the 30th COSCAP SA SCM
- The Chairmanship of the COSCAP SA was handed over to the Pakistan DGCA for a two-year period effective April 1, 2022.
- The 30th COSCAP SA SCM will take place in Dhaka, Bangladesh in January 2023. Exact dates to be worked out with the CTA and the CAAB.
- An important heads up for the 30th COSCAP SA SCM: Since the COSCAP SA will be completing it's Phase V at the end of 2023, it will be essential that during the 30th COSCAP SA SCM, Member States decide on a potential Phase VI. Priorities and objectives of a new Phase VI will need to be reviewed and discuss in early 2023 accordingly.

End of SCM