*International Civil Aviation Organization*

**First Meeting of the Middle East Regional Aviation Safety Group (RASG-MID/1)**

*(Cairo, Egypt, 18 – 19 September 2011)*

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**Agenda Item 5:** **RASG-MID Terms of Reference and Working Arrangements**

COSCAP-GS ACTIVITIES AND FUTURE CONTRIBUTION TO RASG-MID

*(Presented By COSCAP-GS)*

**SUMMARY**

This paper presents-COSCAP-GS working plan for 2011-2015 period and the approach for its contribution to RASG-MID.

It also underlines the necessity to extend its present scope to other member States (or the creation of additional COSCAPs in the region), in order to achieve the creation of harmonized RSOOs in the region, capable of handling their duties by end of 2015.

Action by the meeting is at paragraph 3.

## 1. INTRODUCTION

1.1        This paper is to introduce COSCAP-GS point of view regarding the evolvement of the safety system in the MID Region, by the enlargement of the present scope and/or the creation of additional COSCAPs that will work in close cooperation with the MID/Gulf States, under the framework of the Regional Aviation Safety Group (RASG).

1.2        It also presents COSCAP-GS work Plan for the period 2011-2015 and underlines the main objective, which is the preparation of the member States to a further step, by the creation of relevant RSOOs in the region, by end 2015.

1.3        Indeed, COSCAP-GS (in cooperation with possible additional COSCAPs) will provide, all along this period the necessary support and assistance to member States, in order to implement the 8 ICAO critical elements, in the most effective and efficient manner. Thus, ensuring, by end 2015, the launch of one or several RSOOs, capable of discharging their duties and ensuring their responsibilities, according to ICAO recommendations, and the region needs.

1.3.1        The outcome of the 1st Meeting of the RASG-MID will be presented to the next 9th COSCAP-GS Steering Committee, planned for 1st Quarter 2012.

1.4        A State Letter dated 16 December 2009 sought comments from States and selected international organisations on the need for uniform establishment of RASGs in all regions, and provided suggested terms of reference and work programme of the RASGs. The comments by States were very supportive of the establishment of RASGs. Consequently, at the fourth meeting of its 190$^{th}$Session held on 25 May 2010, the ICAO Council approved the establishment of RASGs. This decision established the mandate for the ICAO Secretariat to establish RASGs, nurture their development and guide their activities, recognizing that the planning must consider the related resources such as COSCAPs.

1.5        In order to avoid duplication in the Terms of Reference of the COSCAP-GS and the RASG, COSCAP-GS Project Coordinator will prepare a working paper to present to the 9$^{th}$ Steering Committee Meeting (1$^{st}$ Quarter 2012) for comments and approval. This Paper will provide additional information regarding the transition to the RASG. It will also describe and detail COSCAP-GS working programme under the new RASG organisation and invites comments from the members.

2.        **DISCUSSION**

2.1        Under the new RASG organisation, COSCAP-GS is seeking to extend its present scope, involvement of new member States and deeply recommends and encourages the creation of additional COSCAPs covering all the Middle East Region.

2.2        By the creation of additional COSCAPs, the active safety teams will be, each established independently under their respective COSCAP Programme Document and safety team terms of reference. Subsequently, to improve the programme efficiency and effectiveness, the COSCAPs regional aviation safety teams will work in close cooperation and share their respective experiences and best practices in order to provide the most efficient, customised and harmonised aviation safety system in the MID Region.

2.3        Each COSCAP, both independently, and as a component of the RASG-MID, will make recommendations for safety actions to its Steering Committee. Once approved by the Steering Committee, the safety actions will be implemented through the efforts of the State Civil Aviation Authorities and the aviation industry.

2.4        For that purpose and in order to provide a global awareness raising, COSCAP-GS proposes that ICAO MID Regional office invites all MID States to participate in and benefit from the present COSCAP-GS experience, in order to proceed to the creation of similar COSCAPs or the involved in the existing COSCAP-GS programme.

2.5        As the ICAO Council fully recognized the need to both avoid duplication of effort and to benefit from established practices, the establishment of the RASG-MID will enable a better share and optimisation of the efforts by means of the COSCAPs in the region.

2.6        The various COSCAPs will create a <u>working level technical group</u> comprised of technical specialists who would review safety issues and develop safety interventions and enhancements.

2.6.1        Accordingly, in recognition of the effectiveness of the established <u>working level technical group</u> mechanism, it is anticipated that the later would transition to become, a sub-group of the RASG. The <u>working level technical group</u> would make recommendations to the Directors General and Safety Partners sitting as the RASG-MID.

2.6.2        Indeed, and further to the attached "COSCAP-GS Work programme for 2011-2015", the extension/creation of other COSCAPs and the formation of a <u>working level technical group</u> will enable the achievement of a <u>harmonised acceptable safety level</u> in the MID Region, and the work with a harmonised programme under the control of the RASG-MID.

2.6.3        The final objective will be the preparation of the MID Region for the creation of the relevant RSOOs, which will work in close cooperation and partnership, from end of 2015.

2.7        Key points regarding the transition of COSCAP-GS (or COSCAPs if any additional ones) under the RASG-MID:

*Avoidance of duplication*

2.7.1        Formation of a <u>working level technical group</u> composed from competent and qualified technical specialists from the COSCAPs in the MID Region. There would be no duplication as the technical specialists, external experts and donors would continue to review safety concerns and identify recommended safety actions for the decision of the Directors General and Safety Partners.

*Role of Safety Partners*

2.7.2        Full participation in the RASG would be open to Safety Partners as they currently participate under the Steering Committee.

*Role of Directors General*

2.7.3        The authority of the Directors General regarding the recommendations arising from the safety team would remain essentially unchanged in that all recommendations would continue to be subject to approval by the Directors General.

*Mandate and Role of COSCAP-GS (or COSCAPs if any additional ones) Continued*

2.7.4        The role, mandate and functioning of the COSCAPs remains unaffected.  The role of COSCAPs to support Member State implementation of actions approved by the Directors General is unaffected. The COSCAPs Steering Committee will continue to establish the priorities and guide the activities of its COSCAP programme. The <u>working level technical group</u>, which will be created element of the COSCAPs, is a high priority activity, strengthened by its ability to coordinate between all the member States in the region. As the Steering Committee may determine necessary in the interests of its sub-region, this could include directing safety team work by a regular exchange within the <u>working level technical group</u> .

*Improved Efficiency and Strength*

2.7.5        The combination of the individual COSCAP safety teams will provide the benefits of improved efficiency and wider participation. Similarly, the transition to the RASG-MID will provide for wider participation of technical personnel, broader sharing of safety information and an informed consideration by the complete leadership of the Middle East Region.

2.7.6        The 9th COSCAP-GS Steering Committee meeting is planned for February 2012. The amended working programme as well the Terms of References of work under the RASG will be presented for comments and approval.

*Action of the Next 9<sup>th</sup> Steering Committee Meeting*

2.7.7        The meeting will be invited to:

    a)   reiterate its support for the RASG;

    b)   encourage the extension of COSCAP-GS scope by the involvement of additional members (such as Saudi Arabia and Oman), as well as the creation of additional COSCAPs in Region, gathering member States having similar aviation safety contexts; and

    c)   approve the work Programme for 2012-2015 under RASG MID framework.

**3.        ACTION BY THE MEETING**

3.1        The meeting is invited to:

    a)   encourage the MID Region States to work in close cooperation, for the short and mid-terms,under the formation of working groups, such as the creation of complementary COSCAPs; and

    b)   make the emphasis on the preparation of the MID States for the creation of the relevant RSOOs, which will gather States according to their respective systems similarities and contexts.

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**APPENDIX A**


**RASG-MID / COSCAPs Reporting System**

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                        │       RASG MID          │
                        │ (under ICAO MID Office)  │
                        └─────────────────────────┘

┌──────────────────┐                              ┌──────────────────┐
│ Civil Aviation   │                              │  Member States   │
│ partners         │──────────────────────────────│    (CAAs)        │
│ (otherCAAs,      │                              └──────────────────┘
│ Industry, ..)    │
└──────────────────┘

              ┌──────────────────┐        ┌──────────────────┐
              │  Working Level   │◄──────►│  SteeringComm    │
              │  Tech. Group     │        │     ittees       │
              └──────────────────┘        └──────────────────┘

   ┌─────────────┐      ┌─────────────┐      ┌─────────────┐
   │  COSCAP-X   │──────│  COSCAP-    │──────│  COSCAP-    │
   │             │      │    XX       │      │    XXX      │
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   ┌────────────────────────────────────────────────────────┐
   │ Experts and specialist working under COSCAPs in the    │
   │ MID region, and assisting the member States achieving  │
   │ their programmes                                        │
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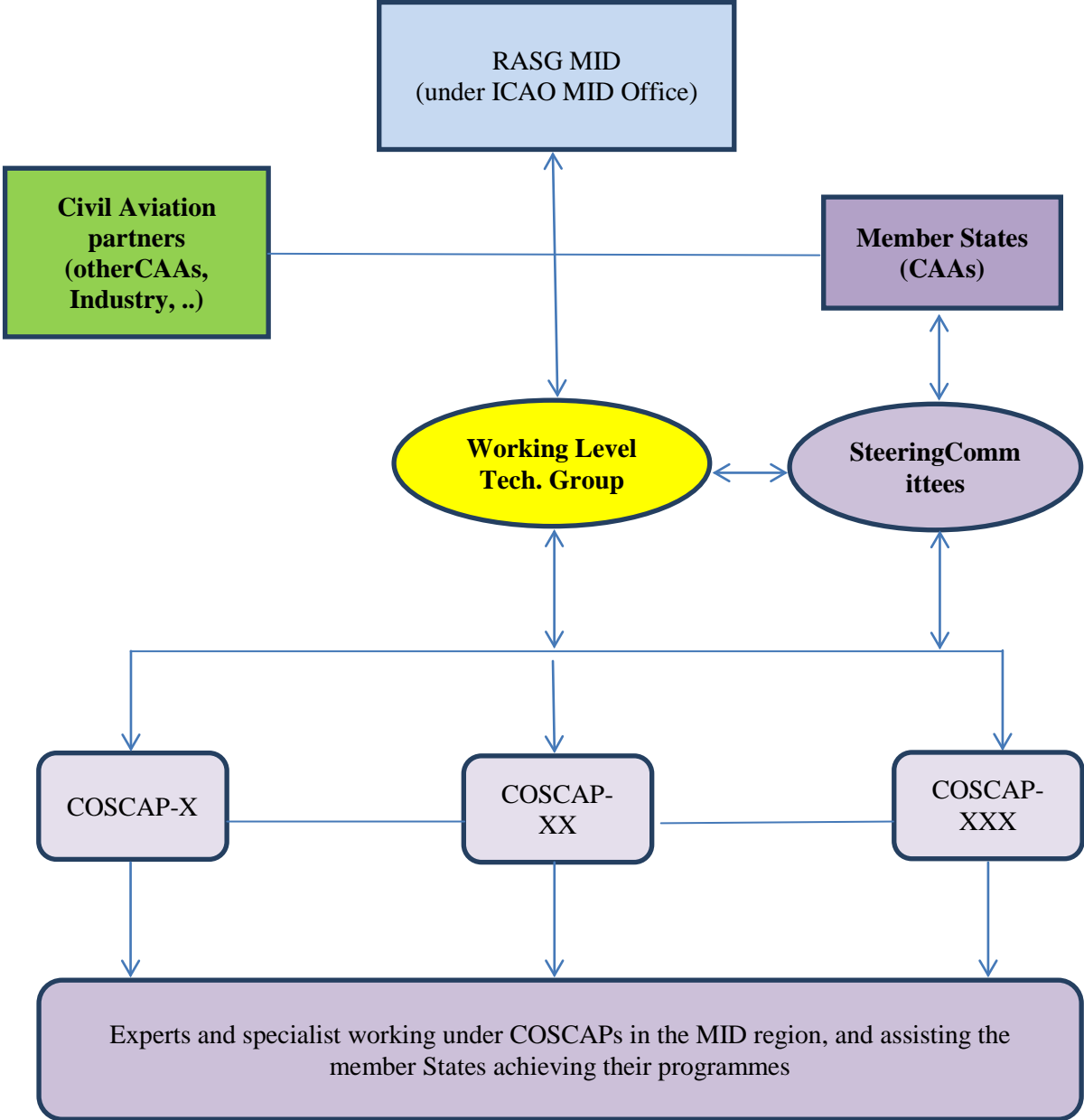
**ATTACHMENT 1**

**WORK PROGRAMME 2011-2015**

*(As presented by COSCAP-GS Project Coordinator to
8th Steering Committee Meeting in 1-2 June 2011)*

1. **INTRODUCTION**

1.1    *The tentative work programme of the COSCAP-GS for 2011 has been developed based on the human resources available and the priorities established by the COSCAP-GS Steering Committee. The COSCAP-GS programme has available for the time being, only the Project Coordinator (PC), who is acting on the same time on the airworthiness and Ops aspects.*

1.2    *The provisions for the recruitment of one Ops expert and a National Administrative Officer, were determined in the Project Document, approved by the member States for Phase 2.*

*Action requested:*
*Steering Committee to give its requirements, regarding the Ops expert to be recruited, in terms of OPS/FCL qualifications and experience.*

2. **BACKGROUND**

2.1    Pursuant to the COSCAP-GS terms of reference and framework and administrative procedures, Annual Work Plans need to be prepared by the Project Coordinator.

3. **DISCUSSION DURING THE 8TH STEERING COMMITTEE (JUNE 2011)**

3.1    *Steering Committee Meeting:*The Programme plans for the 9th COSCAP-GS Steering Committee Meeting during first quarter of 2012.  The PC will be required to prepare numerous Discussion Papers for review by the SC Meeting in order that they can establish the priorities for the programme for the period following the 9th Meeting of the Steering Committee and to update Members on recent developments.

3.2    *Safety Team Meetings:* Given the establishment of the ICAO Regional Aviation Safety Group, the inaugural meeting is planned for 18-21 September 2011.  It is further anticipated that as a technical forum, COSCAP-GS will be required to prepare for the RASG meetings to enable meaningful consideration of safety issues.

3.3    *COSCAP-GS Web Site*: the present web site is completely under review, COSCAP-GS proposes to use an outsourcing company for the re-design of the present Web Site, www.coscap-gs.org
As for the content, it will be improved and regularly updated by the PC herself.

3.4    *Technical Assistance*: COSCAP-GS intends to provide approximately 3 missions to each State for in-country technical assistance.  In addition, other support in USOAP/CMA-related areas will be provided, according to resources are availability.
This allotment may be altered depending on specific needs of the State.  States are requested to notify the PC, preferably around 45 days in advance regarding the activities which COSCAP-GS is required to attend or assist with.

3.4.1    While some proposed mission dates for the 2011/2012 will be distributed soon, to States, the completion and confirmation of missions remain to be completed by the possible appointed Ops expert.  This is subject to revision and will be updated periodically throughout the year.

3.5    *Performance Based Navigation*: To assist State implementation of Performance Based Navigation(PBN), the COSCAP programmes, with the assistance of ICAO, the FAA, COSCAP-NA and COSCAP-SEA, developed a model PBN Operational Approval Procedures Manual for State Inspectors. The model PBN regulations and associated training courses will be completed for beginning 2012.   This has been followed by the conduct of PBN Implementation training sessions, held in Abu Dhabi in March 2011.   A second PBN/RNP-AR Operational Approval Course is to be scheduled for 1$^{st}$ Quarter 2012, followed by a State-specific PBN Implementation Workshop.

3.6    *Safety Management*:   The implementation of safety management practices under both the State Safety Programme (SSP) and Safety Management Systems (SMS) is a priority of ICAO (See *DP 2 — ICAO SSP and SMS Implementation*).   COSCAP-GS in cooperation with ICAO and the other COSCAPs will support both SSP and SMS implementation through training, workshops and consultation as requested by Members.

UAE GCAA experience in the domain will also be very relevant for exchange and share with the other COSCAP-GS member States.

3.7    *Training and Programme Support***:    COSCAP-GS is organizing a serious of Seminars/Workshops/Courses for the year 2011/2012 (*Please, refer to the Work Programme Table attached*).   Where appropriate, they will be conducted in close collaboration with other COSCAPs, such as COSCAP-SA and ICAO Regional Office in Cairo.

   1.   State Safety Programme; Safety Management Systems; Risk Management; Foreign Air Operator Validation and Surveillance – On request in States;

   2.   Several training courses and workshops (including OJT) on EASA regulations, such as Parts M, 66, 145, 147, Ops and FCL related regulations;

   3.   Performance Based Navigation (PBN) Operational Approval (Basic and Approval Required);

   4.   Personnel Licensing and Air Operations Procedures Courses (to be précised at the Ops expert arrival) ;

   5.   Threat and Error Management (TEM) — proposed, for end of 2012.

3.8    When possible, training courses will be conducted in more than one Member State subject to availability of resources and support from the funding agencies.  In situations when there will not be a possibility of conducting more than one activity for the whole Region, the location will be selected taking into account the number of personnel to benefit.

3.9    Member States may request training in areas which are not mentioned in the Work Programme.  Requests for such training should be made to the COSCAP-GS office as early as possible and steps will be taken to provide such training depending on the availability of resources.

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## 4. SUMMARY OF ON-GOING / PROPOSED STATE-SPECIFIC WORK

4.1     In addition to the training courses, proposed in Attachment 1 to DP1, we provide here below, a summary of ongoing, proposed and requested support. The following proposed list of actions will be agreed and planned with the member States together, or separately, depending on the member States needs and priorities:

1)     Implementation of USOAP Continuous Monitoring Approach (CMA);

2)     Follow-up of the completion by the member States, of ICAO USOAP findings;

3)     Support and assistance of the member States, in their thoughts for the creation of an RSOO (lecturers, workshops, ..);

4)     Support for State Safety Programme (SSP) development and implementation;

5)     Assessment of service provider SMS;

6)     Support for service provider SMS implementation;

7)     Data management and analysis for service provider SMS (sample materials from other States);

8)     Threat and Error Management;

9)     Further support for aircraft import and leasing, aging aircraft and foreign air operators surveillance,  including classroom and on-job training;

10)    Seminar on Engineering for Airworthiness;

11)    Workshop for implementation of Performance Based Navigation (PBN);

12)    Implementation of reduced vertical separation minima (RVSM);

13)    Implementation of Performance Based Navigation (PBN);

14)    Designated Medical Examiner training; and

15)    General Aviation and Aerial Work standards and oversight.


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