



TECHNICAL COOPERATION PROGRAMME

ENHANCE GLOBAL CIVIL AVIATION SAFETY

- ACQUISITION OF STATE OF THE ART SYSTEMS AND EQUIPMENT
- ASSISTANCE IN CIVIL AVIATION MASTER PLANNING
- ASSISTANCE IN THE RECTIFICATION OF DEFICIENCIES IDENTIFIED THROUGH THE UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAM - USOAP
- ASSISTANCE TO THE IMPLEMENTATION OF A SAFETY MANAGEMENT SYSTEM - SMS



ICAO COSCAPs in five REGIONS

Presentation to World Bank/ICAO Air
Transport Development Forum
Kuala Lumpur, 14-15 October 2008





TECHNICAL COOPERATION PROGRAMME

**STRENGTHEN LAW GOVERNING
INTERNATIONAL CIVIL AVIATION**

- ASSISTANCE IN THE ELABORATION OF NATIONAL CIVIL AVIATION LAW
- PROMOTION OF REGIONAL REGULATORY FRAMEWORKS
- DIPLOMA IN INTERNATIONAL CIVIL AVIATION LEGISLATION
- SUPPORT IN THE COMPLIANCE OF ICAO'S STANDARDS AND RECOMMENDED PRACTICES – SARPS



Overview of Presentation

Introduction

COSCAP Objectives

COSCAP in five Regions

Features of COSCAP

Outlook



INTRODUCTION





Definition

C – Cooperative Development of
O – Operational
S – Safety and
C – Continuing
A – Airworthiness
P – Programme

Note: In this presentation all cooperative arrangements of ICAO TCB are referred to as COSCAP to reduce complexity of terminology. Most arrangements actually use the COSCAP acronym, but some do not.



Mandates

ICAO Assembly Resolution A36-2

urges Contracting States to:

“ develop and further strengthen **regional and sub-regional cooperation** to strengthen safety oversight capabilities in order to foster a safer international civil aviation system and to better discharge State responsibilities”.



Mandates

ICAO Assembly Resolution A36-2

also encourages Contracting States to:

“participate in, or provide tangible support for, the strengthening and furtherance of regional safety oversight systems, including regional safety oversight organizations”.

ICAO Safety Oversight Manual provides guidance.

Other cooperative programmes of ICAO



- **CASP:** Cooperative Aviation Security Programme
- **CAPSCA:** Cooperative Agreement for Preventing the Spread of Communicable Diseases through Air Travel
- **CAEMSA:** Cooperative Agreement for the Enhancement of Meteorological Services
- **RASOS:** Regional Safety Oversight System for Caribbean States
- **REDDIG & MEVA:** Satellite Communications, CAR/SAM



Other regional programmes & projects

- **CANSEP:** Cooperative Air Navigation Services Programme (under development)
- **SACCSA:** GNSS Augmentation Solutions, CAR/SAM
- **ATM Global** in South America
- Regional Flight Procedures Programme, Asia/Pacific (under development)
- Regional Seminars for Airport and Air Navigation Management and Planning
- Modern aviation systems in CAR Region



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ICAO COSCAPs in FIVE REGIONS



Quality Management and Continuous Improvement System



COSCAPs in five regions





COSCAPs in five regions

Commonwealth of Independent States (CIS)

- Armenia, Azerbaijan, Belarus, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Russian Federation, Tajikistan, Turkmenistan, Ukraine, Uzbekistan (12)

Commenced operations in 2001

Latin America (LAM)

- Argentina, Bolivia, Brazil, Chile, Cuba, Ecuador, Panama, Paraguay, Peru, Venezuela (10)

Commenced operations in 2001



COSCAPs in five regions

Union Economique et Monétaire Ouest Africaine (UEMOA)

- Bénin, Burkina Faso, Côte d'Ivoire, Guinée-Bissau, Mali, Niger, Sénégal, Togo, (Mauritania) (9)

Banjul Accord Group (BAG)

- Cape Verde, Gambia, Ghana, Guinea, Liberia, Nigeria, Sierra Leone (7)

Both programmes commenced operations in late 2005



COSCAPs in five regions

Southern Africa Development Community (SADC)

- Angola, Botswana, Democratic Republic of Congo, Lesotho, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, Tanzania, Zambia, Zimbabwe (14)

Commenced operations in April 2008

Communauté Economique et Monetaire de l'Afrique Centrale (CEMAC)

- Cameroun, Congo, Gabon, Equatorial Guinea, Central African Republic, Sao Tomé et Príncipe, Tchad (7)

Although approved in 2005 not operational yet due to security situations in designated host city of N'djamena, Tchad



COSCAPs in five regions

South Asia

- Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan, Sri Lanka (7)

Commenced operations in February 1998

South East Asia

- Brunei, Cambodia, Hong Kong China, Macao China, Indonesia, Lao PDR, Malaysia, Myanmar, Philippines, Singapore, Thailand, Timor-Leste, Vietnam (13)

Commenced operations in July 2001



COSCAPs in five regions

North Asia

- China P.R., Democratic People's Republic of Korea, Mongolia, Republic of Korea (4)

Commenced operations in February 2003

Gulf States

- UAE, Bahrain, Kuwait (3)

Commenced operations in January 2006. However, Qatar and Yemen no longer participate



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OBJECTIVES of COSCAPs



Quality Management and Continuous Improvement System



COSCAP Objectives

Goal: Enhanced **safety** & **efficiency** of international air transport

Measures: Establishment of self-sustaining sub-regional cooperative entities providing **technical assistance** in safety oversight to Member States in five regions



Operating guidelines

- Programme Document
- Steering Committee Resolutions
- Work programme aligned with GASP/GASR objectives
- Institutional Framework and Administrative Procedures Manual adopted in Asian COSCAPs; similar Framework under development in other Regions
- Memorandum of Understanding adopted by COSCAP-SA, with others in process



ICAOs role

- Development of programme document
- Seeking approvals by Member States
- Resource mobilization from Member States and partners
- Recruitment of experts, programme logistics
- Programme monitoring, review, evaluation
- Coordination with other COSCAP programmes
- Programme development
- IF&APM, MoU
- Technical and financial reporting



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FEATURES of COSCAP



Quality Management and Continuous Improvement System

COSCAP Steering Committee



Executed by ICAO based on directives of **Programme Steering Committee**, composed of:

- DGCA's of the participating States
- ICAO TCB and Regional Director concerned
- COSCAP's Chief Technical Adviser/
Coordinator
- Representatives of donors
- Other participating organizations

Steering Committee Meeting



- Held once or twice a year; 2 - 3 day meeting
- Chairman - DG of a Member State (rotating)
- Formal Agenda, Discussion Papers and Report
- Members: DGCAs of Participating States, Director ICAO TCB, ICAO Regional Director
- As observers: Representatives of donors from among Civil Aviation Authorities, aircraft manufacturers, aircraft operators and international organizations, such as Transport Canada, FAA DGAC France, European Union, IFFAS, EASA, Airbus, Boeing, Bombardier, IATA, AAPA



Steering Committee Meeting

9th SCM COSCAP-SEA 2007

13 Member States, up to 7 Donors



Funding Modalities



- Funding by participating States, in line with agreed formula established by programme document or Steering Committee resolution
- State contribution generally depends on resources available to civil aviation administration and scope of assistance needs
- Co-funding by cash and in-kind contributions from donor organizations, Civil Aviation authorities, aircraft manufacturing industry, airlines, etc.

Donor Support at SCM



FAA Delegation

Programme Coordinator

RO Bangkok

Scope of COSCAP Programme



- Main focus:
 - Safety Oversight of Flight Operations
 - Airworthiness
 - Personnel Licensing
- As scope of USOAP audit expanded, COSCAPs broadened to assist in aerodromes, air traffic management, accident investigation, dangerous goods, etc.
- Content and priorities of COSCAP programmes vary depending on their needs as well as on decisions of Steering Committee

Assistance



- COSCAPs assist Member States which do not have the mandatory safety oversight capabilities in specific areas
- COSCAPs provide a vehicle for Member States to transition to a self-sustaining cooperative regional/sub-regional Safety Oversight Organization, where circumstances support such an establishment



Regulatory Assistance

- Regulatory guidance developed at request of Member States or resulting from new SARPs
Example: Foreign Air Operators Certification
- Establishment & harmonization of basic aviation laws, regulations, standards and procedures (priority in States range from high in States with deficiency in regulatory framework to low in States with mature regulatory provisions)

Technical Assistance



- Establish Regional Aviation Safety Teams
- Prepare USOAP audits, development and implementation of corrective action plans
- Assist CAAs in conducting safety oversight inspections and certification of air operators, maintenance organizations and aerodromes
- Preparation of guidance material
- Training



Training

- Train personnel of CAAs, service providers & aircraft operators (on-the-job, courses, etc.) based on training needs assessments
- Trainers are experts from COSCAPs, ICAO Secretariat, aviation organizations, aircraft manufacturing & other COSCAP donors
- Inspectorial CAA staff are trained together with personnel of aircraft operators and other service providers subject to training capacity as **safety** responsibility is shared

Donor Support - Training



Transportation of Dangerous Goods Training Course



Training



Donor Support through Seminar, RO Bangkok



Regional Aviation Safety Teams (RAST)



- ICAO Global Aviation Safety Plan (GASP) encourages States to establish RAST
- RASTs & their Terms of Reference have been constituted by COSCAP Steering Committees
- Three teams for Asia/Pacific COSCAPs (SA-RAST, SEA-RAST, NA-RAST) being combined while the others seek their establishment

Regional Aviation Safety Teams (RAST)



- Review Regional Aviation Safety Issues and outputs from CAST/JSSI
- Recommend Accident Prevention Strategies to respective COSCAP Steering Committee (SC)
- Once SC approved strategies, these are implemented by coordinated efforts of regulatory authorities, aircraft operators and service providers
- Participants in RAST include representatives from Member State CAAs, aircraft operators, service providers, ICAO, FAA, JAA/EASA, Airbus, Boeing, Bombardier, IATA, AAPA



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OUTLOOK



Quality Management and Continuous Improvement System



TECHNICAL COOPERATION PROGRAMME

MAINTAIN THE CONTINUITY OF AVIATION OPERATIONS

- TECHNICAL AND ON-THE-JOB TRAINING
- IMPROVEMENT OF OPERATIONAL PROCESSES
- RESEARCH AND DEVELOPMENT IN CIVIL AVIATION
- ASSISTANCE IN THE ENHANCEMENT OF CIVIL AVIATION TRAINING INSTITUTIONS

PHASE I: COSCAPs ESTABLISHED

Over 10 years, **COSCAPs** have proven to be a viable, efficient and highly cost-effective solution for Member States in their sub-regions:

- to engage in policy dialogue, harmonization and collaboration
- to jointly address challenges in safety oversight and civil aviation, such as the reduction of accident rates and rectification of SARP compliance deficits

SAFETY
STANDARDS





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PHASE II: REGIONALIZATION

- International experts replaced by Regional experts or National experts
- Programme Coordination is taken over by Regional Coordinator
- National Coordinators appointed
- Technical assistance provided among Member States



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PHASE III: ACHIEVING SUSTAINABILITY

- COSCAPs vary in scope among sub-regions and face their respective challenges with support of their partners
- Notwithstanding differences, mature COSCAPs evolve towards **self-sustainable safety oversight programmes**, capable of providing Member States in need with a range of technical assistance

SUSTAINABILITY





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PHASE IV: TOWARDS SUB-REGIONAL SAFETY OVERSIGHT ORGANIZATIONS

Objective: Mature COSCAPs may evolve into **sub-regional aviation safety oversight organizations**. They will become the building blocks for a global safety oversight network.

Donors' role: Continue to lend full support in institution building; co-financing until self-sustaining funding and full technical capacity will have been formed to assist States in all safety oversight disciplines, where required



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PHASE IV: TOWARDS SUB-REGIONAL SAFETY OVERSIGHT ORGANIZATIONS

COSCAPs require still broader partnership base, which may include:

World Bank, Regional Development Banks, IFC, IFFAS

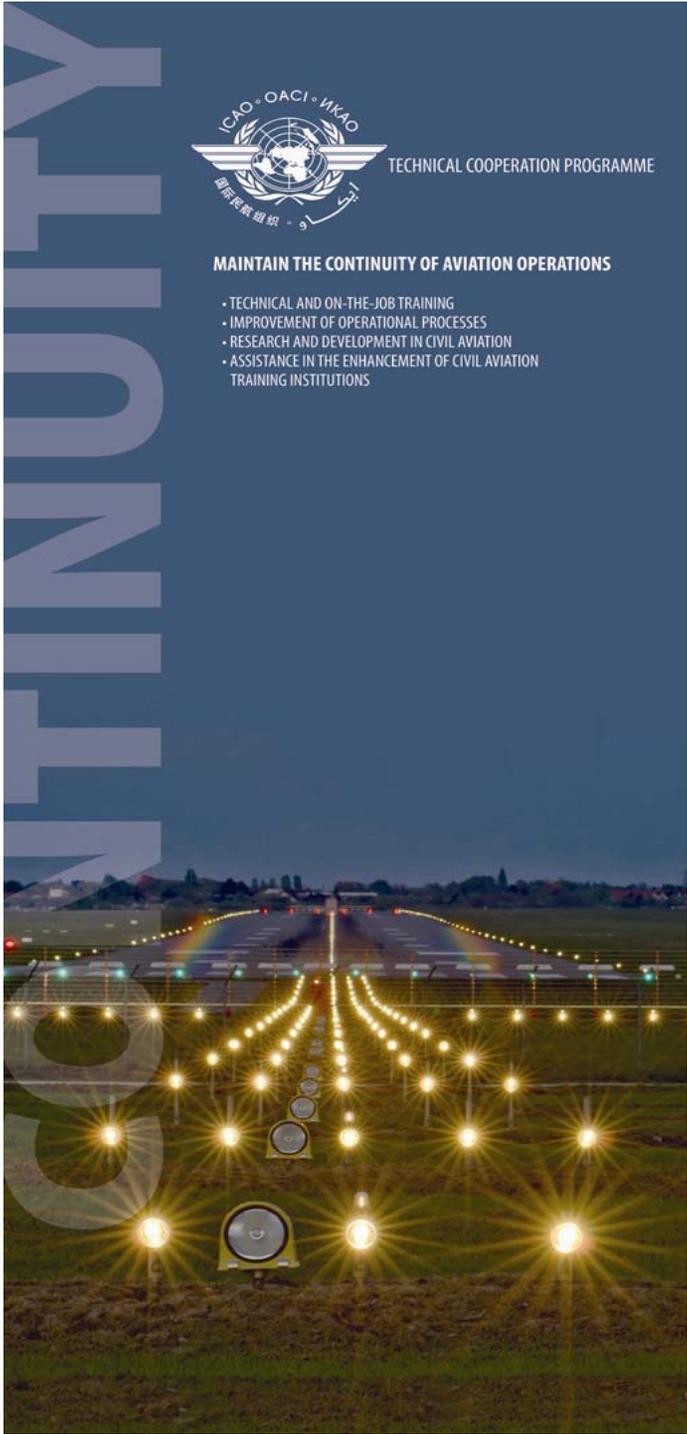
IATA and individual int'l airlines

ACI and individual int'l airports

CANSO and individual ANSPs

Re-insurance Companies

Airframe and Engine Manufacturers



THANK YOU

