

**17th STEERING COMMITTEE MEETING
COSCAP-NA – Phase IV
Discussion Paper 8
(Presented by Wayne Chapin)**

SUMMARY

The purpose of this paper is to facilitate discussion regarding the future direction of the COSCAP-NA project and to seek approval in principle to extend the project beyond 2018.

1 Introduction

- 1.1 COSCAP-NA Phase III will finish at the end of January 2018. A decision as to whether to end the project or transition into Phase IV is required prior to February 1, 2018.

2 Background

- 2.1 Assembly Resolution A35-7, urges Contracting States to further develop regional and sub-regional cooperation and wherever feasible, partnership initiatives with other States, industry, and air navigation service providers, financial institutions and other stakeholders to strengthen safety oversight capabilities.
- 2.2 The COSCAP-North Asia programme was established in February 2003 with the arrival of the Chief Technical Advisor (CTA) in Beijing, China. Programme offices were provided by the Civil Aviation Administration of China at no cost to the programme. In addition to the CTA there is a Programme Secretary, an Intern from the Republic of Korea and a Flight Operations Intern provided by CAAC.
- 2.3 The programme is a cooperative arrangement between the participating Governments aimed at enhancing safety and efficiency of air transport operation in the North Asia Sub-Region, in a cost-effective manner, for the purpose of:
- 1) Creating a regional forum for addressing, in a unified manner, all flight safety oversight aspects with a view toward harmonization of related regulations, policies and procedures;
 - 2) Sharing available resources in flight safety and obtaining maximum benefits from them;
 - 3) Enhancing the professional and practical knowledge and qualifications of safety oversight personnel through formal and on-the-job training; and
 - 4) Carrying out air operator certification and surveillance tasks on behalf of Administrations currently unable to do so, upon request.



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- 2.4 The programme objectives and outputs are defined in the COSCAP-NA Programme Document. The priority for completion of the objectives and outputs are as determined by the Member States during COSCAP-NA Steering Committee Meetings. Recognizing that the States in the COSCAP-NA programme have relatively mature flight safety oversight programmes, the scope of the COSCAP-NA programme has been expanded to provide support in other areas examined by the ICAO Universal Safety Oversight Audit Programme (USOAP), such as Aerodromes, ATM, Accident Investigation, etc.
- 2.5 While there are elements of the COSCAP-NA programme common to all of its Member States, the needs of Member States vary, thus the programme must adapt to meet these specific needs. As an example, the emphasis in Mongolia and DPRK has been on training in safety oversight, while in ROK and China the basic training needs have already been met, therefore more emphasis has been placed on seminars and workshops related to new ICAO requirements such as Safety Management Systems (SMS), State Safety Programme (SSP), Performance Based navigation (PBN) and Fatigue Risk Management System (FRMS).
- 2.6 The COSCAP-NA programme outputs and accomplishments are provided in DP2 to the meeting, so are not repeated here. The outputs indicated in DP2 and other DPs presented to the Meeting, clearly demonstrate that the COSCAP-NA programme has been able to respond to a wide variety of needs of the Member States in a cost effective manner.
- 2.7 One of the primary roles of the COSCAP-NA programme was to assist Member States with their USOAP preparations and in rectifying deficiencies found, if so required by States. With the USOAP programme further evolving with the transition to the Continuous Monitoring Approach (CMA) in 2013, the COSCAP-NA Programme assisted Member States with preparations for the transition in all safety related fields, as well as with assistance in the rectification of deficiencies as required.
- 2.8 Donor organizations continue to generously provide support in the form of funds and “in-kind” donations to the COSCAP-NA programme, recognizing the merits of the programme to assist Member States in strengthening their safety programmes.
- 2.9 Member States continue to provide strong support to the COSCAP-NA programme as demonstrated by their participation in the activities in the programme and their continuing support of shared expertise through providing technical assistance missions to other COSCAP members in NA and the other COSCAPs. In addition, Member States of the COSCAP-NA have demonstrated their commitment to the programme by providing their full funding contribution each year.
- 2.10 States have seen significant benefits from their participation in the programme and see the programme as vital for the continued enhancement of safety in the North Asia Region. The priorities of the COSCAP-NA Programme are relevant to States. However some States have suggested that current priorities need to be revisited to ensure that sufficient emphasis in the COSCAP-NA Programme is given to supporting States in meeting specific current and future needs.



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- 2.11 Recognizing that considerable time is required to seek budgetary approval and funding support from donors, should Member States wish to continue the programme beyond January 2018, consideration of extension of this programme for a Phase IV should be considered at this time.
- 2.12 With the potential addition of Hong Kong and Macau into the COSCAP-NA programme, there will be additional funds generated by their annual contributions and associated costs. However it is considered that an increase in annual contributions will not be necessary to support the programme through Phase IV.
- 2.13 To maintain the minimum programme of one Chief Technical Advisor, one Airworthiness Expert, support staff, travel, the hiring of international experts, etc. requires funding of approximately \$450,000 per year. It is desirable that the core programme be funded by Member States and not be reliant on funding from donors.
- 2.14 Donor funding remains very beneficial to the programme and is utilized to provide support in other functional areas outside of the core area and to fund the many workshops, seminars and training courses provided by COSCAP-NA.
- 2.15 The anticipated resulting annual funding level (USD) for Phase IV would be as follows: China \$110000; DPRK \$41000; Hong Kong \$45000; Macau \$45000; Mongolia \$70000; and ROK \$139000.

3 Recommendations

- 3.1 COSCAP-NA Steering Committee to consider continuation of the COSCAP-NA programme for an additional five year period to cover assistance in all safety-related areas addressed by USOAP/CMA and to continue the activities associated with the implementation of the Global Aviation Safety Plan (GASP).
- 3.2 If approval in principle is provided by the Steering Committee to extend the COSCAP-NA Programme beyond January 2018 it is recommended that:
 - 1) ICAO be requested to prepare an updated Project Document for review and signature of Member States. Any changes made to the Project Document must be clearly highlighted for ease of reference of Members.
 - 2) A review of programme priorities and objectives should be undertaken in consultation with Members in order to ensure the needs of Members are met and that activities continue to be aligned with the Global Aviation Safety Plan (GASP) priorities as the programme moves into Phase IV.
 - 3) Member States make arrangements for funding to support the programme for the extension period as this is one prerequisite for programme continuation and for continued provision of funds and in-kind assistance from donors.



- 4) The Steering Committee is requested to authorize ICAO to approach the donor community for release of funding contributions for COSCAP-NA Programme Phase IV.