COSCAP Alignment with the GASP Priorities and Targets & New Working ARRANGEMENTS

ICAO APAC Office
14th COSCAP-North Asia Steering Committee Meeting
18 – 20 June 2014
Ulaanbaatar, Mongolia
Global Aviation Safety Plan

- The 38th ICAO Assembly (24 September – 4 October 2013) approved the revised Global Aviation Safety Plan.

- ROs establish the corresponding regional priorities and targets in aviation safety for the regional implementation of the revised GASP.
Next Steps

• ICAO to provide guidance and support to COSCAPs and Regional Safety Oversight Organizations (RSOOs), as applicable in each region, to:
  a) align their work with the policy, objectives and priorities provided in the revised GASP;
  b) align their work with the regional aviation safety priorities and targets;
  c) prioritize safety oversight assistance activities based on safety risk in States using USOAP data, with a particular focus on States with SSCs; and
  d) coordinate and collaborate with the RASGs through the ROs.
Revised Roles and Responsibilities

- ICAO Secretary General, in January 2014, approved the revised roles and responsibilities in the ICAO Secretariat for the management and implementation of regional TC projects.
  - a. project direction and technical oversight - Regional Offices (ROs);
  - b. technical support - Air Navigation Bureau (ANB); and
  - c. project administration - Technical Cooperation Bureau (TCB)
Sharing of Outputs:

In order to support the alignment of ROs and COSCAPs on the common GASP and regional priorities and targets, the following COSCAP outputs need to be shared between the ROs, ISD-SAF and TCB:

a. annual work programmes/plans;
b. periodic progress/activities reports (semi-annually);
c. State mission reports (complete versions);
d. Steering Committee documentation and reports; and
e. training, seminar and workshop outcomes/results reports (if not included in periodic progress/activity reports).
Authorization for travels by CTA:

Information to be provided to the RO with MTR:

a. If the activity has been specifically mentioned/incorporated in the SCM endorsed Annual Work Plan/Programme, then it would suffice to just confirm this fact; or

b. If an activity is based on broad/general terms of programme activities, it will be relevant to provide to the RD the schedule/programme for the mission that is confirmed with the Member State, including also either ad-hoc approval from SC Chairman or the specific assistance request from the Director General or a qualified representative of the Member State.
Enhancing Competency of Expert Assistance

- COSCAP CTAs and Experts to complete USOAP CMA Computer-based Training (CBT) of the ANB CMO Section. (target completion date 30 September 2014)

- ANB and TCB to plan training for COSCAP CTAs at ICAO Headquarters during the 3rd quarter of 2014.

INTER-OFFICE MEMORANDUM

Ref: AN 26/11

Mar 7 2014

To: All ICAO/DS

cc: ICAO/C/CMO, O/S/S/SAP

From: D/ANB and D/TCB

Subject: COSCAP Alignment with the GASP/Priorities and Targets

We wish to reception the significant achievements by your offices in building the process for the establishment of regional priorities and targets in aviation safety for the regional implementation of the revised Global Aviation Safety Plan (GASP) approved by the 38th Session of the Assembly. We can see this is fleeting through in the revision of Regional Aviation Safety Groups (RAGs) Terms of Reference and work programmes. We will also begin to see the implementation process reported in future annual RAGs’ Aviation Safety Reports, which will feed into the annual Global Aviation Safety Reports, and is also be reflected in the new regional performance dashboards which are being newly-issued with you now and will be launched in the end of March.

One of the next steps is to provide the guidance and support to Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs) and Regional Safety Oversight Organisations (RSOs). as applicable for each region and requested by the Assembly, to:

a) align their work with the policy, objectives and priorities provided in the revised GASP;
b) align their work with the regional aviation safety priorities and targets;
c) prioritize safety oversight activities based on safety risk in States using USOAP data, with a particular focus on States with SSSC and

d) coordinate and collaborate with the RAGs through the RSOs.

In this regard, we wish to refer to the SOM dated 13 January 2014 and the Secretary General’s approval of the revised roles and responsibilities of the ICAO Secretariat for the management and implementation of regional technical cooperation projects, including COSCAPs, summarized as follows:

a) project direction and technical oversight – Regional Offices (ROs);
b) technical support – ANB; and
c) project administration – TCB.

In order to enhance the efficiency, avoid duplication, and the effectiveness, by providing technical and performance oversight, ANB has designated the ICAO Secretariat to support ROs in providing technical support to COSCAPs and coordinate the sharing of best practices, tools, references, lessons learned and other information. ICAO is also the focal point for FEOs and RAGs.

For those regions which have COSCAPs, which are an integral part of the ICAO programme, COSCAP experts, including COS/CTAs, need training, to be offered initially with the USOAP CMA Computer-based Training (CBT). Please make arrangements with the CMO Section to
Benefit and Objectives of the Change /1

- To strengthen and enhance ICAO's collective assistance to States.
- Circle of cooperation and sharing of information will enable focusing of collective resources on GASP and associated regional priorities and targets.
- ISD/ANB section provides technical support to COSCAPs.
- Enhance the efficiency by avoiding duplication, and the effectiveness by providing technical and performance oversight of COSCAPs.
Benefit and Objectives of the Change /2

• Continuous monitoring and supervision by the RD will enhance implementation of activities/achievement of results from the regional technical cooperation programmes.

Sharing of:

– Comprehensive mission reports highlighting the deliverables, results/outcomes, recommendations and other significant issues that require the attention of the ICAO Regional Director will enable effective monitoring and supervision of regional projects.

– Sharing of Annual Work Programs (AWPs), activity reports, training reports, complete versions of mission reports incorporating as much as possible some quantifiable or specifiable performance measures, offers a logical and cost-effective continuous technical and performance oversight mechanism of the regional programmes.
Donors and partners will equally appreciate this positive change:

- the alignment of ROs and COSCAPs’ work programmes with the work of RASG-APAC to ensure alignment of the priorities in the GASP and regional targets;
- the added value of the expert technical support available through the ISD-SAF; and
- the improved technical oversight of the regional programmes by the Regional Office will increase the level of support and contributions to the COSCAPs.
Clarification Notes

- The overall ownership of COSCAPs remains with the Member States and under the control/authority of the Programme Steering Committee (SCM)
Action by the SC Meeting

i. Note the information provided in this paper including the new working arrangements; and

ii. Request the CTA to:
   a. accordingly amend the programme document and Institutional Framework and Administrative Procedures Manual (IFAPM) which contains the policies and procedures of the COSCAP programme;
   b. timely submit the approved annual work programmes/plans; periodic progress/activities reports (semi-annually); State mission reports (complete versions); Steering Committee documentation and reports; and training, seminar and workshop outcomes/results reports to the RO, ISD-SAF and TCB; and
   c. make arrangements with the ICAO CMO Section to register and schedule for the online USOAP CMA Computer-based Training (CBT) well ahead of the target completion date of 30 September 2014.