

**57<sup>th</sup> CONFERENCE OF  
DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS**

*Incheon, Republic of Korea  
4 – 8 July 2022*

**AGENDA ITEM 8:  
TECHNICAL AND REGIONAL COOPERATION**

**ENHANCING COLLABORATION TO ACHIEVE SAFETY  
OUTCOMES AND IMPROVE THE RESILIENCE OF THE  
AVIATION SYSTEM IN SOUTH EAST ASIA**

Presented by Australia on behalf the Cooperative Development of Operational Safety and Continuing Airworthiness Programme - South East Asia (COSCAP-SEA) Safety Partners

**SUMMARY**

This paper presents the collaborative approach that the Safety Partners of COSCAP-SEA have adopted in offering assistance to South East Asian Member States, as well as the challenges met, in the last three years.

The paper encourages the States of South East Asia to

- i) continue their engagement with COSCAP-SEA;
- ii) support the current collaborative approach in COSCAP-SEA;
- iii) leverage COSCAP-SEA to expand their national capacity-building initiatives;
- iv) consider adopting a similar multi-stakeholder partnership approach in other COSCAP regions; and
- v) resume pre-COVID safety norms.

## **ENHANCING COLLABORATION TO ACHIEVE SAFETY OUTCOMES AND IMPROVE THE RESILIENCE OF THE AVIATION SYSTEM IN SOUTH EAST ASIA**

### **1. INTRODUCTION**

1.1 This paper reports on the work delivered by COSCAP-SEA since the 56<sup>th</sup> DGCA Conference, the collaborative approach taken, and recommends continuing the implementation of the current collaborative approach in other COSCAP regions facing similar challenges.

1.2 Historically, Safety Partners worked individually with the COSCAP-SEA to provide activities in support of the member states. These activities were often held in the form of classroom training with the attendees being given an opportunity to gain greater understanding on specific subjects.

1.3 Over the last two years, with the COVID-19 pandemic as a driver, COSCAP-SEA Safety Partners have moved towards a new operating model in support of COSCAP-SEA States.

1.4 The new approach taken is a multilateral collaboration between different regulators, industry partners and operational stakeholders (such as the pilot community), to provide diverse perspectives on the challenges faced by States and propose practical and tangible solutions to these challenges.

### **2. BACKGROUND**

2.1 The 20<sup>th</sup> Steering Committee Meeting (COSCAP-SEA SCM/20) supported the draft Programme Document for Phase V as well as proposed updates to COSCAP-SEA Institutional Framework and in particular the State-centered, risk-based and result-oriented approach.

2.2 The SCM requested that COSCAP-SEA activities be continued through the use of virtual platforms until COVID-19 related travel restrictions were lifted. The use of virtual platforms facilitated the participation and coordination among States, COSCAP-SEA and its Safety Partners.

2.3 In particular, the development of joint panel presentations by Safety Partners ensured a coordinated approach in providing technical assistance, minimizing duplication of effort and sharing available resources in line with the Programme Phase V Implementation Strategy and Strategic Priorities as well as the objectives of the Institutional Framework.

### **3. DISCUSSIONS**

3.1 A number of specific challenges and perspectives were shared in the recent COSCAP-SEA workshops, to the benefit of many States. These included, amongst others, the impacts of operational recovery from COVID-19 with regard to Licensing and Maintenance, and the challenges faced in the safety oversight of the carriage of vaccines and lithium batteries.

3.2 Using a coordinated approach between Safety Partners, these joint workshops addressed common challenges, and facilitated the identification and mitigation of potential immediate safety risks throughout the sub-region, especially at the start of the pandemic.

3.3 COSCAP-SEA Safety Partners found great benefit in coordinating with one another to prepare for workshops and discussions, as this enabled complementary and comprehensive guidance to be put forward. During this period, there was a particular focus on Strategic Priority 1 (identifying and mitigating potential immediate safety risks). Moving forward, the Safety Partners plans to use this approach developed over the past few years to address other strategic priorities.

3.4 In addition, the collaborative adopted by Safety Partners has presented a multi-faceted solution to Member States and encouraged them to consider multiple perspectives when resolving challenges. They also appreciated the need to tailor solutions to the unique circumstances in each State.

3.5 Regional collaboration through COSCAP-SEA also offers Safety Partners a wider reach for these activities and hence a more efficient use of resources. In turn this increases access for States to the support available and helps to foster a harmonised approach, benefiting their industry.

3.6 With the collaborative approach, States are able to benefit from multiple Safety Partners working together to support a single State. This moves towards a more coordinated approach and ensures that there are concerted efforts towards a common goal. This helps the beneficiary State optimise the use of the support available and aids them in managing multiple inputs, reduce duplication of effort and missed opportunities for the development of safety, and potential confusion from contradictory advice.

#### **4. Challenges and Opportunities**

4.1 A number of challenges have been faced by States in the past three years. COSCAP-SEA provides an opportunity to help address these:

- a) Impact of COVID-19 on the economies and available resources of States and industry throughout the region – The progressive removal of travel restrictions in the region and improving levels of traffic can help provide a renewed focus on safety management and the implementation of regional safety priorities. COSCAP-SEA is on hand to support States in this objective;
- b) Lack of resources – To address this challenge, COSCAP-SEA provides a platform through which Safety Partners can share and pool scarce expertise, develop economies of scale, especially by opening national initiatives to the sub-region, and harmonize regional approaches; and
- c) Lack of coordination – To enhance coordination, COSCAP-SEA provides a platform to match safety needs with safety resources, filling gaps and avoiding duplication or even conflict of effort.

4.2 Despite the challenges, COSCAP-SEA Safety Partners remain committed in their coordination and support for States through the COSCAP-SEA programme.

#### **5. ACTION BY THE CONFERENCE**

5.1 The Conference is invited to encourage:

Southeast Asian States to:

- a) continue their engagement with COSCAP-SEA and seek assistance through the platform it provides;
- b) support the collaborative approach that COSCAP SEA Safety Partners have adopted since the start of the pandemic, and
- c) leverage COSCAP-SEA to expand their national capacity-building initiatives to the rest of the SEA region; and
- d) resume pre-COVID safety norms;

and other States to:

- e) consider the adoption of a similar multi-stakeholder partnership approach in other COSCAP regions.