

22ND COSCAP-SEA STEERING COMMITTEE MEETING (SCM/22)
(19-20 June 2025, Manila, Philippines)

Working Paper 6 (WP/6)

Agenda Item 8: COSCAP-SEA Programme Extension

(Presented by the COSCAP-SEA Secretariat)

EXECUTIVE SUMMARY

This paper presents a proposal for the extension of the Programme beyond its current Phase V which will be completed in June 2026.

Action: The Steering Committee is.

- a) invited to note the current performance of COSCAP-SEA.
- b) recommend considering extending the Programme beyond its current Phase V in the next 5 years.
- c) requested to direct the Programme management to coordinate with Members and CDI the development of a Phase VI Programme Document and present the agreed final draft version at the 23rd Steering Committee Meeting to be held in 2026.

1. INTRODUCTION

1.1 The development objective of COSCAP-SEA was to enhance the safety and efficiency of air transport in South East Asia region and to co-operate in removing the deficiencies in the member States' aviation safety oversight capabilities in association with ICAO. The COSCAP-SEA Programme, which was instituted in the year 2001, initially for a period of 5 years as a cooperative agreement between the participating member States, has progressively entered its current Phase V, operational for 5 years from 1 July 2021 to 30 June 2026.

1.2 COSCAP-SEA at the launch functioned as a regional forum to address regulatory matters concerning air operator certification and inspection in a unified manner, facilitated a coordinated approach to provide safety-oversight related technical assistance avoiding duplication of effort, provided training to enhance the professional competencies of States' regulatory inspectors in technical functions and job-related tasks, and supported air operator certification and surveillance tasks for the member Administrations and supplemented the oversight capabilities of members to the extent required.

1.3 The Programme evolved in ensuing phases to include providing assistance to member States in preparation for ICAO Universal Safety Oversight Audit Programme (USOAP) Comprehensive Systems Approach (CSA) audits and in the rectification of deficiencies identified in such audits covering ICAO Annexes to the Convention on International Civil Aviation, and in the consolidation of the SEA Regional Aviation Safety Team.

1.4 At the 19 Steering Committee Meeting held in Viet Nam on 20 -21 November 2019, the COSCAP - SEA Steering Committee decided to extend the Programme into Phase V for 5 years from 1 July 2021. By 30 June 2026, COSCAP-SEA will complete the current 5-year term of Phase V and also marks 25 years of existence in reinforcing the SEA regional aviation safety and efficiency.

2. DISCUSSION

2.1 ICAO has a Policy on Regional Cooperation which is committed to render assistance, advice and any other form of support, to the extent possible, in the technical and policy aspects of international civil aviation to Member States in carrying out their responsibilities pertaining to the Convention on International Civil Aviation and ICAO Strategic Objectives, inter alia by promoting regional cooperation through close partnerships with regional organizations and regional civil aviation bodies.

2.2 ICAO Assembly Resolutions A35-7 and A37-8 urged States to enhance regional and sub-regional cooperation, and to form partnerships with other States, industry, ANSPs, financial institutions, and stakeholders to strengthen their safety oversight. States are also encouraged to jointly develop solutions to common safety challenges through collaborative efforts.

2.3 The ICAO Assembly Resolution A39-14 reaffirmed the importance of regional collaboration and urged Member States to strengthen regional and sub-regional cooperation to enhance aviation safety. It also encouraged the formation and support of partnerships and safety bodies like COSCAPs to address common challenges and build safety oversight capacity.

2.4 ICAO at 40th Assembly Session observed in Resolution A40 - 6, that not all Member States have the requisite human, technical and financial resources to adequately perform safety oversight, therefore improvement of the safety of international civil aviation on a worldwide basis requires the active collaboration of all stakeholders. The resolution thus urged Member States to develop and further strengthen regional and sub-regional cooperation in order to promote the highest degree of aviation safety.

2.5 Looking ahead to the 42nd ICAO Assembly in September 2025, we will closely monitor several key agenda items. These include progress updates on the evolution and operation of the USOAP-CMA, proposed policy revisions for capacity development and implementation support, and the endorsement of the 2026–2028 Global Aviation Safety Plan (GASP) and the eighth edition of the Global Air Navigation Plan (GANP). The Council will also report on aviation safety and air navigation initiatives aligned with AN-Conf/14 recommendations and outline regional cooperation and implementation support priorities for the upcoming triennium—underscoring ICAOs continued focus on strengthening global safety through collective action.

2.6 The Ministers responsible for civil aviation from Asia and the Pacific, at both the 2018 Beijing and 2024 New Delhi Ministerial Conferences, acknowledged the growing importance of regional partnerships and cooperation. They recognized that initiatives like COSCAPs play a vital role in addressing safety, air navigation, and human resource development needs through meaningful technical assistance and collaboration.

2.7 The 2024 New Delhi Conference further emphasized accelerating technology adoption, investing in infrastructure for sustainable growth, promoting gender equality, reducing aviation's environmental impact, and enhancing regional cooperation in air traffic management, search and rescue. These commitments, outlined in the Delhi Declaration, provide a strategic roadmap to advance aviation safety and sustainability across the region.

2.8 The ICAO-EASA Forums on Civil Aviation in Southeast Asia have consistently underscored the collective commitment of States and partners to strengthen regional collaboration in aviation safety, connectivity, and sustainability. Across the three editions, a common understanding has emerged on the need to reinforce COSCAP-SEA as a central platform for regulatory cooperation,

aligned with ASEAN goals, while addressing shared challenges such as human resource capacity, safety oversight, and integration of air transport systems. The forums have also highlighted the importance of sustained partnerships, coordinated efforts, and forward-looking strategies to support the region's dynamic growth and evolving aviation landscape.

2.9 COSCAP-SEA has demonstrated amply over the past two decades, especially through Phase IV and Phase V that the Programme has lived up to the confidence placed in regional and sub-regional collaboration by ICAO in general, to enhance safety oversight and efficiency of aviation operations in South East Asia. COSCAP-SEA has also lived up to the expectations of the Beijing Declaration to address regional safety, air navigation and human resource development requirements in the region which have been/are being met with excellence, thereby endorsing also the call of the 1st ICAO EASA Forum for COSCAP-SEA to become a platform for South East Asia States' civil aviation safety regulators.

2.10 The Effective Implementation (EI) of the elements of a State' safety oversight system gives a good measure of the safety performance of a State. The current ICAO USOAP Continuous Monitoring Approach (CMA) score of EI for States in APAC region is averaged at 66.58% which is below the world average of 70.29%, whereas the EI average of the COSCAP-SEA States currently stands at 69.21%, (71.10) which is above both APAC and world averages.

2.11 To this enhanced performance of States, a key attributable factor has been the assistance provided by the COSCAP-SEA programme. Between February 2021 to June 2025, COSCAP-SEA has provided 69 courses/workshops/seminars for 2595 personnel in the member States and other COSCAPs. During this period, a total of 28 mission activities have been performed by the programme to strengthen the capability and capacity of the member States. Since 2002 to present, COSCAP-SEA has provided training to enhance competencies of a total of 10,867 personnel through the conduct of 383 courses/seminars/workshops.

2.12 The Programme also enjoys significant benefits being co-located with the ICAO APAC Regional Office, which provides a resource base for technical backstopping to the programme activities and also financial thrift management by sharing office and conference space of the Regional Office. The effort of the Programme to serve the member States has received positive acknowledgement from the donor partners as well.

2.13 Given the performance of the Programme and the potential benefits it could continue to deliver; it would be beneficial for the member States to consider extending the Programme into Phase VI for another 5- year period starting 1 July 2026. If the Steering Committee Members are so desirous, the ensuing months would provide an opportunity to review the needs of Member States and develop a draft Programme Document for the extension of the Programme, coordinate its review by States, and an agreed draft final version to be submitted for approval and related decisions at the next Steering Committee Meeting.

3. CONCLUSION

3.1 The Steering Committee is.

- a) invited to note the current performance of COSCAP-SEA.
- b) recommend considering extending the Programme beyond its current Phase V in the next 5 years.
- c) requested to direct the Programme management to coordinate with Members and ICAO CDI, the development of a Phase VI Programme Document and present the agreed final draft version at the 23rd Steering Committee Meeting to be held in 2026.