

**22<sup>nd</sup> COSCAP Southeast Asia Steering Committee Meeting (SCM/22)**

**(Diamond Hotel, Manila, Philippines, 19-20 June 2025)**

**Discussion Paper 1 (DP-1)**

**Agenda Item 10: Updates from Safety Partners**

(Presented by Airbus)

**SUMMARY**

The South East Asian region is experiencing significant growth pressure in the aviation industry. States continue to face significant challenges in conformity with ICAO Annexes, requirements and guidance material. This paper makes recommendations to enhance the efficiency and transparency of COSCAP-SEA activities in order to continue the social and economic development of the sub-region.

**1 INTRODUCTION**

- 1.1** Many industry bodies expect significant continued expansion of aviation activities not only in South East Asia but the wider Asia Pacific Region and indeed the rest of the world. States across South East Asia continue to be faced with increasing pressure to deal with the challenges of an increased number of operators as well as increased complexity in their operations. States continue to require assistance in developing personnel to satisfy their needs of effective oversight.

**2 DISCUSSION**

- 2.1** COSCAP continues to be a valuable resource for development in many regions globally, and the South East Asian region is no exception. COSCAP-SEA has, for many years, delivered targeted training in response to the identified and requested needs of Member States, resulting in clear improvements in ICAO USOAP CMA and ICVM results.
- 2.2** To continue providing relevant and valuable support to COSCAP-SEA States in an increasingly complex environment, enhancements to existing ways of working are necessary. These enhancements are not revolutionary but are expected to improve the efficient deployment of the limited resources available to COSCAP-SEA.

### **3 Action by the Steering Committee**

- 3.1** Quarterly financial reports of COSCAP-SEA accounts. These reports should include the status of individual partner contributions to facilitate decision-making for future additional contributions. These reports must clearly indicate the quantum of unused contributions.
- 3.2** Annual work plans should progressively and completely utilize all past contributions to reflect an efficient use of contributed funds as well as provide the much-needed developmental support to the states.
- 3.3** Quarterly partner meetings to enhance transparency and coordination of COSCAP developmental activities to reduce duplication that will be a waste of limited resources.
- 3.4** When a development project is launched, partners should review the qualification status of the experts being deployed to ensure the value of delivered development.

### **4 CONCLUSION**

- 4.1** COSCAP continues to be a valuable initiative for the SEA region providing support to the member states in the harmonized and uniformly applied aviation safety regulations and oversight procedures in conformity with ICAO Annexes, requirements and guidance material.
- 4.2** There are needed enhancements in the ways of working that can deliver greater value to the states and give confidence to the partners that their contributions are achieving their intended purpose.
- 4.3** Adopting these enhancements is an initial developmental step which must continue towards ensuring the viability of COSCAP-SEA.

-END-