

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

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**AGENDA ITEM 8: CAPACITY DEVELOPMENT AND  
IMPLEMENTATION**

**EVOLVING COSCAPS TO ENHANCE SUB-REGIONAL  
COOPERATION IN ASIA PACIFIC**

(Presented by EASA)

**SUMMARY**

The Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs) have long served as a practical and adaptable framework for technical cooperation in the Asia Pacific. This paper proposes pragmatic enhancements to their role – enabling coordination on emerging technical topics, offering a platform for sub-regional exchange between DGCA meetings, and serving as a forum for crisis coordination. These proposals are achievable without significant structural reform and would reinforce the region's collaborative safety efforts.

## EVOLVING COSCAPs TO ENHANCE SUB-REGIONAL COOPERATION IN ASIA PACIFIC

### 1. INTRODUCTION

1.1 The Asia Pacific is one of the most diverse aviation regions globally, encompassing a wide range of capacities and operational contexts. Over the past two decades, COSCAPs have played a foundational role in enabling sub-regional cooperation – particularly in South Asia and Southeast Asia.

1.2 As regional safety frameworks enter a new phase and new challenges emerge, there is a timely opportunity to consider how COSCAPs can be further leveraged to support smaller States, strengthen sub-regional coordination, and reinforce Asia Pacific’s collective engagement in global aviation safety dialogue.

### 2. DISCUSSION

2.1 COSCAPs are recognised in ICAO guidance as similar in nature to Regional Safety Oversight Organisations (RSOOs). Their work has traditionally focused on technical assistance, regulatory harmonisation and capacity-building – all of which remain critical. However, there is scope to expand their role modestly to deliver greater value with minimal additional investment or institutional change.

2.2 Strengthening COSCAPs is aligned with ICAO’s policy objectives, which recognise the value of RSOOs in supporting States to fulfil their safety oversight responsibilities. Enhanced COSCAPs can serve as a stepping stone toward more formal regional cooperation models where appropriate.

2.3 The following practical enhancements are proposed:

2.3.1 **COSCAPs as Thematic Coordination Platforms:** COSCAPs could facilitate targeted coordination on emerging technical priorities – such as implementation of Safety Management Systems (SMS) for smaller operators, integration of Remotely Piloted Aircraft Systems (RPAS), and remote oversight practices. Coordination should complement, not duplicate, existing regional structures.

2.3.2 **COSCAPs as Sub-Regional Voices:** COSCAPs can help consolidate sub-regional perspectives on technical matters, enabling coordinated input into high-level forums such as the ICAO Assembly. This would help ensure that smaller States have a stronger voice in regional and global dialogues.

2.3.3 **COSCAPs as Crisis Coordination Forums:** With suitable support, COSCAPs could serve as neutral coordination platforms during crises (e.g. pandemics, volcanic ash events), supporting timely information exchange and harmonised sub-regional responses.

2.3.4 **COSCAPs as Champions of Good Practice:** By facilitating peer learning through the exchange of practical experiences and context-relevant innovations, COSCAPs can help reduce duplication of effort and encourage locally adapted best practices. Their convening role would be particularly valuable between formal DGCA meetings.

2.4 These enhancements build on existing COSCAP strengths and would require only marginal adjustments to work programmes and engagement strategies. COSCAPs would remain technical coordination mechanisms and not policy-making bodies, avoiding overlap with other regional arrangements.

2.5 To support sustained delivery, some institutional strengthening may be needed. COSCAP effectiveness currently hinges on the continuity and capacity of Chief Technical Advisors. Enhanced staffing and access to technical backup would help ensure more resilient and consistent support to States.

**3. ACTION BY THE CONFERENCE**

- 3.1 The Conference is invited to note the information contained in this Paper.

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