



ASSEMBLY – 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 24: Technical Cooperation - Policy and activities on technical cooperation

MAIN RESULTS OF THE ICAO-IAC REGIONAL PROJECT IN THE LAST 20 YEARS

(Presented by the Interstate Aviation Committee)

EXECUTIVE SUMMARY

The present paper contains brief information on the main directions of the implementation of the ICAO-IAC RER/01/901 Project (COSCAP-CIS) “Cooperative Development of Operational Safety and Continuing Airworthiness in the Commonwealth of Independent States” and sums up the results achieved for the 20 years of its realization.

Strategic Objectives:

This working paper relates to Strategic Objective “Safety”

Financial implications:

No financial implications

References:

Project document RER/01/901 (COSCAP-CIS) “Cooperative Development of Operational Safety and Continuing Airworthiness in the Commonwealth of Independent States”
Doc 9983, 37th Session of the Assembly, Executive Committee Report
A39-WP/141
A38-WP/134
A37-WP/111

1. INTRODUCTION

1.1. The ICAO- Interstate Aviation Committee (IAC) Project RER/01/901 (COSCAP-CIS) “Cooperative Development of Operational Safety and Continuing Airworthiness in the Commonwealth of Independent States” (further on – the Project) is one of the most important elements of regional cooperation among the Member-States of the Agreement on Civil Aviation and Use of Airspace (further on – the Agreement).

2. CONSIDERATION OF THE ISSUE

2.1 The Project, which is being realized since 2000, is one of the most long-lasting and successful projects of the COSCAP series of the ICAO Technical Cooperation Programme, which was repeatedly commended by the ICAO officials and at various international forums.

¹ English and Russian provided by the Interstate Aviation Committee (IAC).

2.2 Information on the Project was presented in the form of information papers, practically, at all ICAO Assembly sessions, beginning from 2004. Thus, the world aviation community has been informed constantly about all the directions and development stages of the Project implementation.

2.3 At the initial stage, the Project was financed by the Boeing Company and Airbus on the parity basis. Russian company "Ilyushin" financed the repairs of the premises for the Project, and General Electric Company held several seminars at its expense.

2.4 Since the Project is based in Moscow at the IAC Headquarters, this international organization is supporting the Project activity in every possible way, providing free of charge not only the premises for holding of events, but also specialists and personnel, as well as other logistic support as may be required. Thus, the role of IAC is rather important and weighty in the achievement of high Project results for the past 20 years.

2.5 In view of the fact that in the nineties the aviation of the States of the subregion had to adapt to the new realities in the shortest terms and to go over from the Soviet standards to the international standards, Model Air Code was developed within the framework of the Project and implemented in a number of States, and 14 sets of operating rules and regulations were developed for the Civil Aviation Authorities (CAAs) and airlines.

2.6 Under the aegis of the Project, the implementation of the Global Aviation Safety Roadmap is being realized, and within its frame:

- a) two regional summits were held;
- b) recommendations on six directions of the Roadmap were adopted;
- c) Civil Aviation Safety Team (CAST GIS) was established and is successfully functioning; and
- d) priority directions of improving flight safety in the region were determined.

2.7 Within the framework of the Project much attention was given to the development and improvement of the programmes and the subjects of the training programmes of aviation personnel, state inspectors in different directions of the aviation industry activity, including that in the field of aviation security, flight safety, aircraft accident and incident investigation, airworthiness, etc.

2.8 Much attention was also given to the Safety Assessment of Foreign Aircraft (SAFA) programme. Within its frame a whole set of workshops was organized in the airports of the Russian Federation, as well as in the large airports of the States of the subregion.

2.9 The important initiative of Airbus was its proposal to conduct familiarization courses related to the most widespread A-320 aircraft family. These seminars were conducted at the IAC Headquarters, as well as in the States on the site. Altogether more than 120 aviation specialists received training at these courses.

2.10 Under the aegis of the Project and in the frame of the Civil Aviation Safety Team (CAST CIS), there were held several meetings and workshops related to the aircraft de-/anti/icing in some airports of the Russian Federation., and as a result, of this a group of authors developed Methodical Recommendations "Airplane Protection from Icing up on the Ground" which were presented both in Russian and in English and have already been successfully applied in the airlines and airports of the States of the subregion for several years. At present the fourth revised edition of these Recommendations is being prepared.

2.11 A number of seminars, such as competency-based training/evidence-based training (CBT/EBT), Federal Aviation Administration (FAA) inspector training courses, standardization of instructor pilot training, etc., were devoted to the improvement of aviation personnel training methods and the practical application of the new forms.

2.12 It is very difficult to mention in one information paper the vast collection of the subject-matters of all the seminars, conferences, symposia and practical events organized by the Project for the past 20 years of its existence, If we sum up this work, it should be noted that more than 150 events related to flight safety and airworthiness have been held, which fully meets the Project goal, and over 11000 specialists from 20 States and 10 international organizations received training at these events.

2.13 The above impressive results were appreciated by the ICAO and IAC management, and during the 39th ICAO Assembly Session the Project was prolonged on the termless basis with the approval of the President of the ICAO Council and the ICAO Secretary General.

2.14 In its activity the regional ICAO-IAC Project always adhered to the ICAO “No Country Left Behind” initiative.

3. CONCLUSION

3.1 The participants of the 40th ICAO Assembly Session are invited to take into consideration the information stated in this paper.

Appendix

SCHEDULE OF ACTIVITIES OF THE REGIONAL ICAO/IAC PROJECT COSCAP-CIS (RER01/901)
ГРАФИК ПРОВЕДЕНИЯ МЕРОПРИЯТИЙ В РАМКАХ РЕГИОНАЛЬНОГО ПРОЕКТА ИКАО-МАК (COSCAP-CIS)

2019	Январь January	Февраль February	Март March	Апрель April	Май May	Июнь June	Июль July	Август August	Сентябрь September	Октябрь October	Ноябрь November	Декабрь December		
Семинары/ Seminars		HF	SC	AI		ICOM	SMS	IS-SMS	AIS	ERP	FOSAS	PIS		
Заседания Координационных советов/ Coordinating Council Meetings				IE-REST					IE-REST			EASPG		
Другие/Others		SPASMT	SPM				CASST	SPM		404A		CASST	SPM	IHST
Участие Проекта в международных форумах/Project Participation in International Events														

- HF - Human factor (5 – 8 February)

- SC – Safety Culture (4-5 March)

- AI - Airbus support, as a manufacturer of aircraft, at incidents investigations in accordance with ICAO Annex 13 (23-25 April)

- ICOM - International Conference “Topical questions of medical support of aviation”(10-13 June)

-IS-SMS - Information Systems for SMS (19-20 August)

- ERP- “Emergency response plan” – media relations for airlines. Relations with media and families of victims (October)

- SMS – SMS of aerodrome operator, ISAGO, Runway safety (2-3 July) (Baku)

- FOSAS- PIS - Flight Operations Safety Awareness Seminar and Pilot Instructors Standardization (November 3 days)

- RASG-EUR – European Regional Aviation Safety Group

- IE-REST – Regional Expert Safety Team (15 April, Paris / September)

- SPM – Strategic Planning Meeting (January / 6 March /August / December)

- IHST – Forum of International Helicopter Safety Group (December)

- CAST – CIS - Civil aviation safety team (February / July / November)

- 40A -40th Session of ICAO Assembly (Montréal, Canada, 24 September – 4 October)

- EASPG-European Air System Planning Group (2-6 December, Paris)

- AIS - ICAO Accident Investigation Seminar (September)

- HF- Человеческий фактор (5 – 8 Февраля)

- SC - Культура безопасности полётов (4-5 Марта)

- AI – Содействие Airbus, как производителя самолётов, при расследовании авиационных инцидентов в соответствии с Приложением 13 ICAO (23-25 Апреля)

- ICOM - Конференция «Актуальные вопросы медицинского обеспечения авиации» (10-13 июня)

-IS-SMS - Информационные системы на службе СУБП (19-20 августа)

- ERP- «План действия в чрезвычайных ситуациях» - связь авиакомпаний со СМИ. Отношения со СМИ и семьями пострадавших (Октябрь)

- SMS – СУБП оператора аэродрома, ISAGO, Безопасность на ВПП (2-3 Июля) (Баку)

- FOSAS –PIS – Аспекты лётной эксплуатации, влияющие на безопасность полётов и Стандартизация инструкторов пилотов (Ноябрь 3 дня)

- RASG-EUR – Региональная группа по безопасности полётов

- IE-REST – Региональная экспертная группа по безопасности (15 Апреля, Париж / Сентябрь)

- SPM - Совещание по стратегическому планированию (Январь / 6 Марта / Август / Декабрь)

- IHST – Форум Международной группы по БП вертолётов (Декабрь)

- CAST – CIS - Рабочая Группа Экспертов по БП ГА (Февраль / Июль /Ноябрь)

- 40A- 40-я Сессия Ассамблеи ИКАО, (Монреаль, Канада, 24 Сентября – 4 Октябрь)

- EASPG- Европейская группа по планированию авиационных систем (2-6 Декабря, Париж)

- AIS – Семинар ИКАО по расследованию АП (Сентябрь)

■ - Confirmed date

■ - Tentative date

■ - фиксированная дата

■ - предварительно запланированная дата

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