



# BRIDGING AVIATION PROJECT

## MINUTES OF MEETING

**Prepared by: ED**

**SARI – 2nd Steering Committee Meeting  
Bangkok – 31 January & 1 February 2008**

### MEETING PARTICIPANTS

CAA: SARI representatives from CAD Maldives, DGCA India, CAA Pakistan.

SA Industry: PIA, NACIL Air India, NACIL Indian Airlines, Jet Airways, Kingfisher, Indigo, Drukair, Biman Bangladesh, Maldivian Air Taxi and Island Aviation Services.

COSCAP SA

EC Delegation in Delhi

EASA, Airbus (on behalf of the European Aerospace Industry) and ASD attended also the meeting.

Refer to the list of participant given in annex 1

### MINUTES

#### **1. Introduction:**

The SARI Coordinator (CAD Maldives) welcomed the Asian and European participants as well as the representatives from the EC Delegation in Delhi and COSCAP-SA to the second SARI Steering Committee. He reminded the objectives of the SARI and emphasised the need for harmonisation as well as for technical assistance to enhance safety in the region. Finally he offered to host the next Steering Committee in Male in September/October 08.

COSCAP SA thanked the SARI for involving them in this Steering Committee. They explained that regulation harmonisation is now their main objective and therefore they consider the SARI as a technical arm they can rely on to achieve this objective.

ASD representing the European Aerospace Industry then reminded the participants that the SARI is a forum developed at the outset of the EU-SA Civil Aviation Project run from 2003 to 2006 to establish with the support of European partners such as EASA a joint CAA / Industry mechanism targeting regulation convergence and technical standardisation in SA. He underlined that today the SARI is funded by the SA partners, EASA and the European Aerospace Industry but works with limited resources.

ASD also reminded that this mechanism involves the SA Civil Aviation Authorities (SA CAAs)

supported by their aviation industry. ASD pointed out that with CAA Pakistan now joining the process the SARI involves actively 5 countries. ASD regretted the apparent lack of interest showed by the CAAs from Nepal and Bangladesh but thanked Biman Bangladesh for their participation in this SC and their support to the regulation convergence process.

ASD reminded the participants that harmonisation of maintenance regulation is currently the SARI priority however future topics to be addressed through the regulation convergence process will have to be defined shortly.

ASD finally presented a summary of the actions conducted by the SARI.

The draft agenda was reviewed and approved.

## **2. Outcomes of the Part 145 SARI objectives and process**

Airbus presented the conclusions of the Part 145 Workshop held in Delhi in October 07 and explained that as a result of the workshop the following actions were now proposed:

- **Action 1:** Involvement of one SA CAA expert acting as observer in 3 MAST visits carried out in Europe by EASA:
  - 1 observer from CAD Maldives – Austria from 7 to 11 July 08
  - 1 observer from DGCA India – Ireland end of September 08
  - 1 observer from CAA Sri Lanka – tbd early 09

COSCAP-SA recommended to involve one of their inspectors as this involvement will benefit to the 7 countries involved in COSCAP-SA and SARI. This request was welcomed. EASA will check if there is a possibility to have an additional observer from COSCAP-SA (**Action EASA/ASD**).

EASA offered to support part of the cost of the CAA expert visit to Europe in case the CAA does not have the financial resource to cover this cost.

- **Action 2:** Two training courses on Part 145 in 2008 arranged under the leadership of EASA with the support of SARI. The course will address key Part 145 issues such as auditing techniques, assurance or quality concepts, etc., and will be technically oriented. It was emphasised that this training course will not be generic Part 145 courses.

The Bhutan, India, Maldives, Pakistan and Sri Lanka agreed to identify together the technical issues these courses should address and to provide SARI with the result of their discussion beginning of March 08 (**Action SAA CAA and Civil aviation Industry**).

Using the result of these discussions ASD /EASA will define the technical content of the courses (**Action EASA / ASD**).

During the meeting MOE, Quality and Role and Responsibility of Regulator in a Part 145 environment were identified as possible topics for these courses.

CAA Pakistan and PIA pointed out that they will be ready to host the training courses and to provide support. After discussion it was agreed that one course could be held in Pakistan.

- **Action 3:** Involvement of SA CAA inspector as observer in EASA audits of SA Part 145 & 147 organisations:
  - Sri Lankan Airlines – September 08 – Including one line station in Maldives (1

observer from DCA Maldives and 1 from CAA Sri Lanka).

- TBD – Early 2009 – (2 observers - tbd).

COSCAP-SA requested the involvement of their inspectors. It was agreed to involve one expert from COSCAP-SA and one from DGCA India in the audit planned early 2009. EASA and ASD will provide information with the exact dates of the audits and will liaise with the CAAs of the countries where the audit will take place. (**Action EASA / ASD**).

- **Action 4:** Development of a tool to facilitate the harmonisation process

- In order to help the SA CAAs in resolving practical difficulties in the implementation of Part 145, a form (Regulation Review Item) has been developed. The form was presented to the SARI members. Few adjustments have been requested and will be implemented by ASD (**Action ASD**).
- The SA CAA and Civil Aviation Industry will use this form to report the practical problems they are facing in the implementation of Part 145 and will seek advice from EASA &/or from the European Aerospace Industry.
- ASD will act as a focal point for the SA partners. The forms, when completed, will be accessible to the SARI members on the SARI website.

- **Action 5:** Visit to SA maintenance organisations performed by the European Aerospace Industry in order to provide these organisations with guidance on compliance with Part 145.

- The first visit will take place in Maldives in April 08 and will last 5 to 6 days. During the visit the European Aerospace Industry expert will visit the 3 Maldivian maintenance organisations (airlines). CAD Maldives experts will join the EU expert. ASD will inform CAD Maldives of the visit dates (**Action ASD**). CAD will coordinate with the Maldivian organisations to identify the topics they wish to be addressed and will keep provide ASD with the list of these topics before end of February 08. (**Action CAD Maldives**).
- DGCA India requested a similar visit to take place in India end of 2008. This request was accepted provided DGCA define precisely with the Indian maintenance organisations the scope of the visit and to limit the number of organisation the visit will involve. DGCA India will provide more detail on the scope of the visit (**Action DGCA India**).
- DGCA India suggested involving one or two CAA observers from a country where the visit is not taking place. This proposal was accepted by the SARI members.

### **3. Progress made in the development and implementation of Part 145**

DGCA India confirmed that their latest issue of their regulation based on Part 145 has been issued in January 2008 and includes very few changes compare to the EASA regulation. They committed to provide the matrix of difference before April 08 (**Action DGCA India**).

The DGAC explained that their priority is now to develop their regulation based on Part 66 and Pat M. They will need assistance to complete and implement Part 66 (rule) and Part M

(regulation). Concerning Part 147 the DGCA underlined that this regulation is only applicable to large aeroplane operators from March 2008 and the earlier regulation remains applicable for the other operators.

The Indian industry pointed out that they do not have significant difficulties with the implementation of CAR 145 but would rather need clarification on issues such as role of QA manager, MOE content, etc...

CAD Maldives explained that MCAR 145, 66, 147 and M based on the EASA standards have now been published. The implementation of MCAR 145 is on-going. The operators have been requested to provide their compliance check list by 31<sup>st</sup> May 07, their MOE on 31<sup>st</sup> May 08. The first MCAR audit will be run by CAD in June 08 and all the organisations are required to be compliant with MCAR 145 in January 09. CAD informed the SARI their next priority will be the harmonisation of licensing of AME/Flight Crews/ATC within the region.

Currently the main difficulty the Maldivian industry is facing concerns training and development of MOE as well as some specific issues linked to the specificity of operations imposed by the local environment. In that respect the visit of the European Aerospace Industry expert should be of great value.

CAA Pakistan explained that they are working to move towards the European standards. Currently they are following their Air Navigation Order and as far as maintenance requirements are concerned the CAA believes that this regulation is close to the EASA Part. CAA Pakistan committed to provide their matrix of difference between the ANO and Part 145 before March 08 (**Action CAA Pakistan**).

Drukair confirmed that the regulation they follow is based on JAR 145 but underlined that DCA Bhutan is working on the possible adoption of the EASA parts. They do not have problem with the current regulation but recognised few deviations from JAR 145 such as recurrent training not performed according to fixed schedule or the standard of their maintenance facility.

Biman Bangladesh informed the SARI that although their National regulation is not based on the EASA Parts they are very keen to comply with the EASA Part 145 since most of the countries in SA are willing to adopt it. They regretted the absence of CAA Bangladesh and committed to contact them to get clarification from CAA Bangladesh on their intentions in the future.

As Sri Lanka and Nepal were not attending the meeting, COSCAP-SA gave information about the regulation development in the two countries. Sri Lanka has already adopted Part M, Part 66, Part 145 and Part 147 in its regulation. The implementation of these regulations however is a weak area and requires further assistance. Nepal is following ICAO annexes but intends to adopt the EASA parts in the future.

It was underlined that Afghanistan was not involve in the SARI and that the European Aerospace Industry had not contact with them since the SARI was launched in August 06.

#### **4. Way forward on Part 145 implementation and regulatory convergence**

ASD praised the SA partners participating actively in the SARI for their inputs but regretted the non-participation of Nepal (CAA and industry) and Bangladesh (CAA). ASD reminded the participants that although it would be preferable to involve the seven SA states, the SARI can function properly with a core group of motivated countries such as India, Maldives, Bhutan, Pakistan and Sri Lanka.

COSCAP reminded the SARI that during the last COSCAP-SA Steering Committee held in Bangkok, the SA CAAs committed to work in the direction of harmonisation. In that respect COSCAP-SA is preparing a draft decree in which the SA States will commit to harmonise their regulation in a reasonable period of time. This decree will be submitted to the seven CAA in SA for endorsement. COSCAP-SA expects this action to more pressure on the countries which have shown little interest in the SARI.

EASA pointed out that the SARI intention is to facilitate harmonisation by focusing on implementation / practical issues rather than concentrating on drafting regulation. As the involvement of the SA civil aviation industry is a key in the success of the SARI, EASA recommended each country to nominate a civil aviation industry coordinator in front of each CAA coordinator. This proposal was accepted by the Steering Committee. ASD will require officially each country to nominate an industry coordinator (**Action: SARI countries / ASD**).

The European Aerospace Industry committed to continue providing technical assistance to facilitate implementation of harmonised regulation and recommended the SA States to define clearly their objectives and needs beyond 2008.

The Steering Committee participants agreed that the training programme indicated above in paragraph 2 was adequate for 2008 provided EASA and the European Aerospace Industry are able to provide guidance through the Regulation Review Item form (Paragraph 2-Action 4).

## **5. SARI efficiency and future**

ASD encouraged the SARI countries to rely on the SARI website to enhance exchange of information between the partners. They also committed to strongly coordinate the activity with COSCAP-SA.

As SARI is working on a voluntary basis on technical issues it was agreed with COSCAP-SA that they will acknowledge the technical actions implemented by SARI. COSCAP-SA will also act with the States to promote harmonisation and to identify the needs in particular from the CAAs.

ASD recommended the countries participating in the SARI to identify the next priorities beyond 2008. It was recognised that licensing was now becoming an important issue in SA and therefore action on harmonisation of ATC, Operations and Maintenance personnel licensing should be considered. CAD Maldives will coordinate with the other SARI members to develop a list of priorities beyond 2008. This list that will be ready **for April 08** may be help in the drafting of the technical framework of future cooperation projects between South Asia and Europe (**Action CAD Maldives**).

Implementation of SMS was also mentioned as a priority although the date of SMS implementation set-up by ICAO is 1 January 09. As the SARI countries express concern regarding SMS implementation in maintenance organisation EASA agreed to provide information on how they intend to comply with the ICAO SMS requirement in maintenance (**Action EASA**)

*Note 1: EASA took the opportunity of the Steering Committee to invite the COSCAP-SA experts*

*to attend a training course on EASA organisation, regulation and rule making process arranged in Bangkok from 10 to 12 of June 08. This training may be a good opportunity for the COSCAP-SA experts to get a better understanding of what means harmonisation of regulation between States.*

*Note 2: COSCAP-SA requested EASA to provide them with a Template (if it exists) of the State Safety Programme they have developed.*

## **6. SARI Website**

The Regional Initiative website was presented to the Steering Committee. The information and procedures related to the SARI sub-website access were given. The SARI members recognised that the simple structure of the website will facilitate communication between the partners. They agreed not to have a restricted area for CAA only.

From mid February 2008 the website will be fully operational and all the National regulations as well as the matrix of difference between the National regulation and EASA Part 145 will be accessible.

The SARI members were informed that uploading of documents will be performed only the web-master (ASD / Decha Maliyan).

Few improvements (wording) will be implemented on the Regional Initiative front page before the web-site becomes fully operational (**Action ASD**).

## **7. Conclusions**

### **a) Training programme for 2008 agreed:**

- Refer to paragraph 2 – Actions 1, 2, 3 and 5
- Action 1: Include one COSCAP-SA expert in the MAST visit
- Action 2: SARI countries to confirm agreement on the technical content of the Part 145 training courses.
- Action 3: Involve COSCAP-SA expert in the EASA Part 145 / 147 audits conducted in South Asia.
- Action 5: ASD to inform CAD Maldives of the visit dates  
CAD Maldives to provide ASD with the list of topics to be addressed  
DGCA India to draft the content of a technical visit to the Indian maintenance organisations.

### **b) Progress made in the development of Part 145**

- Provide matrix of difference (local regulation / EASA Part 145)- (**Action DGAC India & CAA Pakistan**).

**c) SARI efficiency and future :**

- Improve the Regulation Review Item (RRI) form (**Action ASD**).
- SARI members to make good use of the website to strengthen communication between them (**Action: SARI members**).
- Each SARI country to nominate one civil aviation industry coordinator. (**Action: SARI countries / ASD**).
- SARI to coordinate with COSCAP-SA (**Action: ASD / COSCAP-SA**)
- SARI members to develop a list of priorities beyond 2008 (**Action: CAD Maldives**)
- The Regional Initiative website front page to be amended (**Action ASD**)
- Next SARI SC to be organised in Male (Maldives) in September / October 08.

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## Annex 1

<b>Country</b>	<b>Participant</b>	<b>Organisation / Title</b>
Europe	Mr. Sheel Shukla	ASD International Programmes / Project Manager
Europe	Mr. Eric Dormoy	ASD International Programmes / Technical Advisor
Europe	Mr. Decha Maliyan	ASD International Programmes / Operations Manager
Europe	Mr. Erick Ferrandez	European Aviation Safety Agency (EASA)/ Technical Cooperation
Europe	Mr. Jean-Yves Causse	Airbus/ Manager Int'l Airworthiness Cooperation
Europe	Daniela Tramacere	European Commission/ Counsellor'-Economic Cooperation
Europe	Maitane Concellon	European Commission/ Attache'-Economic Cooperation
Bangladesh	Dr. M A Momen	Biman Bangladesh Airlines/ Managing Director & CEO
Bangladesh	Mr. Md. Abdul Wadud	Biman Bangladesh Airlines/ Deputy General Manager ( Corporate Quality & Risk Management)
Bhutan	Mr Sangay Tenzing	DrukAir/ Managing Director
Bhutan	Mr. Thrimchong Wangdi	DrukAir/ General Manager
India	Mrs. Sandhya Saxena	Director General of Civil Aviation Senior Airworthiness Officer
India	Mr. Ashwani Acharya	InterGlobe Aviation Limited ("IndiGo")/Deputy General Manager - Quality Assurance and Technical Services
India	Mr. Thondickara Aboo Backar.	Jet Airways/ Manager-Engg Quality
India	Mr. C. S. Tomar	Kingfisher Airlines Ltd/ Vice President – Engineering & Maintenance
India	Mr. A Sharma	NACIL (I) Indian Airlines/ Dy GM (Engineering)



India	Mr. Sudhir Saxena	NACIL (I) Indian Airlines/ Chief Manager (Engineering)
Maldives	Mr. Ahmed Fazeel	Civil Aviation Department/ Deputy Director, Airworthiness
Maldives	Mr. Ali Firag	Island Aviation Services/ Manager-Engineering
Maldives	Capt. Hassan Haneef	Island Aviation Services/ Training Captain
Maldives	Mr. Mike O'Regan	Maldivian Air Taxi/ Maintenance Manager
Pakistan	Mr Ghulam Murtaza	Civil Aviation Authority/ Director Airworthiness
Pakistan	Mr. Amjad Ahmed	Pakistan International Airlines/ Deputy General Manager Quality Assurance
COSCAP South Asia	Mr. Chandrasena Nimalsiri	Regional Programme Coordinator
COSCAP South Asia	Mr. Pawan Kumar	Regional Airworthiness Expert