



BRIDGING AVIATION PROJECT

MINUTES OF MEETING

Prepared by: ED

**SARI – 3rd Steering Committee Meeting
Bangkok – 13 September 2008**

MEETING PARTICIPANTS

CAA: SARI representatives from DCA Bhutan, CAA Bangladesh, DGCA India, CAD Maldives, CAA Nepal, CAA Sri Lanka.

SA Industry: Biman Bangladesh and Jet Airways from India

COSCAP SA: *Was invited but could not attend due to the cancellation of the RAST meetings.*

European Aviation Safety Agency (EASA).

ASD

Refer to the list of participant given in annex 1

MINUTES

1. Introduction:

The SARI Coordinator (CAD Maldives) welcomed the Asian and European delegates to the third SARI Steering Committee meeting and in particular CAA Bangladesh and CAA Nepal who were participating for the first time. He apologised for not hosting the meeting in Maldives as initially planned.

The State of Emergency still in force in Bangkok at that time and the postponement of the RAST meetings prevented COSCAP and CAA Pakistan to attend.

An introduction of each of the delegates and a review of the draft agenda which was distributed on 2nd July 08 followed this introduction. The agenda was formally approved without any change.

2. Reminder of the SARI Objectives

ASD reminded the participants that the main objective of SARI is regulation convergence in South Asia and in the short term the harmonisation of regulation on “Approval of Maintenance Organisation” addressed currently as a study case by SARI using EASA Part 145 as a reference. It was recognised that this objective was shared with COSCAP who has established with SARI a strong partnership.

As CAA Bangladesh and CAA Nepal were participating in the SARI SC meeting for the first

time, the work sharing between SARI and COSCAP was explained as well as the bottom-up approach on which relies SARI to secure progress in the harmonisation process.

It was reminded that achievement of the SARI objectives requires strong involvement of the South Asia Civil Aviation Industry who is showing strong interest in the harmonisation process.

It was also stressed that as the 7 SA countries were at various stage of development of their respective regulation on maintenance organisation approval based on EASA Part 145, SARI was developed around the progresses made initially by only 4 of these 7 countries and later on joined by Pakistan. Today 5 countries are participating actively to SARI and the door remains open to the other States to join at any time.

3. Review of the activities delivered to-date

ASD presented the list of activity run during the last 12 months:

- a) Part 145 Workshop in Delhi hosted by DGCA-India and run by EASA and the European Aerospace Industry;
- b) Assessment of 3 Maldivian operators against MAR 145 – Run by the European Aerospace Industry;
- c) Involvement of DCA Maldives in MAST visit in Austria – Arranged and supported by EASA;
- d) Workshop on Quality System hosted by CAA-Pakistan and financed and arranged by EASA;

EASA explained the reason why the involvement of SA experts in the audits carried out in SA had to be postponed. This kind of activity remains high on the list of priorities but requires further work from EASA before implementation.

ASD also pointed out that besides these activities, SARI:

- collected the matrix of difference between the current National regulation on approval of maintenance organisation and EASA Part 145. 5 Matrix are today available on the SARI website;
 - has issued 5 Regulation Review Item forms or RRI forms providing clarification on regulation interpretations. These forms are accessible on the SARI website as well.
- Note: ASD recommended to use this form for Part 145 issues and explained that Ops issues reported in this form may require more time to provide a reply, in particular for EASA because the ops regulation is not yet fully under their responsibility. The SARI members committed to use more frequently the form and to limit its use to Part 145 or maintenance related issues.*

4. Activities to be delivered till the end of 2008

SARI will conduct the following activities till the end of 2008:

- a) Involvement of COSCAP in Mast visit in Ireland, 22 to 26 September – Arranged and supported by EASA
- b) Workshop on CAA Role and Responsibilities & MOE hosted arranged by EASA and hosted by DGCA-India from 3 to 6 November 08.

c) Assessment of 2 Indian operators against CASR 145 – Run by the European Aerospace Industry.

d) Provision for involvement of one SA CAA experts in a MAST visit.

Note: DGCA India, CAA Sri Lanka, CAA Bhutan, CAA Nepal and CAA Bangladesh have confirmed their interest in such visit. As the seats available are limited, priority will be given to the most advanced CAA in the development and implementation of maintenance regulations based on the EASA Parts. In that respect DGAC-India and CAA Sri Lanka will be given priority

5. Status of development and implementation of local regulation based on Part 145

CAA Bhutan, DGCA India, CAD Maldives, CAA Nepal and CAA Sri Lanka presented the progress they have made in the development of their maintenance regulation based on Part 145 as well as Part 147 and 66. Their presentations are available on the SARI website. The main outcomes of these presentations are:

- **Nepal:** a draft regulation based on Part 145 has been developed with the objective to be implemented before the end of 2009. The development and the implementation of the regulation are supported by COSCAP who is regularly providing consultation on this subject. Presently, Nepal is following the existing regulation - NCAR (Nepal Civil Airworthiness Requirements) based on ICAO Annexe 8. CAA Nepal explained that the concept of charge and fee they apply may not be compatible with an approval system. EASA and ASD explained that charges and fees in a Part 145 environment will be still collectable but on other task than inspections. ASD and EASA will investigate the possibility to assist CAA Nepal on this issue.
- **Bangladesh:** CAA Bangladesh expressed their desire on the adoption of EASA Part 145 though they could not give a time frame of adoption. CAA Bangladesh mentioned that the role of COSCAP and SARI should be such as to assist the CAA to develop in line with ICAO SARPs so as to make the ICAO and FAA audit easy. EASA replied that the ICAO and FAA initiatives are audits and have nothing to do with the SARI which only intends to promote harmonisation regulation in the region. For economy of effort and budget, CAA Bangladesh mentioned about harmony of the role of COSCAP and SARI, which is already supported by COSCAP by giving consent on adoption of EASA Part 145. EASA and ASD explained that strong cooperation exist between COSCAP SA and SARI in order to avoid duplication of role and activity related to regulation harmonisation in South Asia.

Biman Bangladesh explained that although they are compliant with their National regulation they wish also to meet EASA part 145 that can give them flexibility for aircraft leasing and may offer business opportunities.

- **Sri Lanka:** CAA Sri Lanka has issued Aviation Safety Notices to address the maintenance regulation based on Part 145, 66, 147 and Part M. SOPs corresponding to Part B or these regulations have also been issued. CAA personnel have been trained accordingly but actions remains to be implemented to guarantee the full implementation of such regulatory package in particular regarding Part 66 and 147. Although Part 147 approvals have been issued the examination process remains with the CAA. The CAA also recognised that more training and in particular OJT will be

necessary in order the CAA inspector understand fully the details of the regulation.

- **India:** CAR 145 is now applicable. Part 66, 147 and Part M will be effective in October 09. Part 147 applicability will be restricted to large training organisations and the previous regulation will remain applicable to the others. CAR 145 Section B also been issued for DGAC personnel only.
- **Bhutan:** The DCA is assisted by Swedavia to revise all the regulation that was developed according to the JARs and to bring them in line with the EASA Parts before the end of 2009.
- **Maldives:** MCAR M, 145, 66 and 147 have been published in July 147. These regulation are effective (except for MCAR M and 145 – effective for existing organisation in January 09). MCAR 21 and OPS1 have also been issued and their subparts will become progressively effective before 31 December 09. SOPs corresponding to EASA Section B have been issued. The main issues faced by the CAD are the lack of trained license holders and the difficulty to impose Part 66 examination for the conversion of Foreign licenses. Priorities are resolution of licenses validation issues, surveillance of Part M and 145 approved organisations as well as implementation of working procedures for Par M, Part 21 and OPS1.

6. Progress on the harmonisation process

DGCA-India recommended in the long term for the SARI to rely mainly on the SA resources (funding and personnel) because there is now more and more competent personnel in the region who have also benefited from training by European organisation. The DGCA-India explained that this should be possible as soon as the countries have common SOPs and therefore recommended the harmonisation process not to limit its work on part A but also to address part B.

The Indian industry stressed that the work performed by several States should be now more practical and lead to the issuance of a draft harmonised regulation before the end of 2009. DGAC-India, CAA Sri Lanka and CAD Maldives supported this position. The three organisations agreed to draft a SARI Part 145 Section A and B before the middle of 2009.

EASA expressed its will to continue to provide technical support to the extent of its possibilities to achieve this objective.

It was also agreed that Bhutan, Nepal and Bangladesh will be involved in this exercise to facilitate the development / improvement of their own regulation.

7. Status of future EU-SAARC project

EASA presented the development status of the next EU-India and EU-SAARC projects supported by the European Commission (EC) and explained that:

- 1) The EU-India project may be launched in October 08 during the next EU-India summit. In such case its implementation would start during the first quarter of 2009.

The EU-SAARC project (SA countries including Afghanistan but without India) is in its definition phase. The EC is currently adjusting the proposal resulting from the identification mission that was completed last August. The project is expected to be launched early 2009 and implemented from the middle of 2009.

Provisions for strong cooperation between the projects and possible links in particular concerning regional harmonisation are planned.

Both projects shall cover Safety, ATM, Airport and Security and will be result oriented contrary to the previous EU-India and EU-SA projects which had rather general objectives.

Both projects are also planned to rely much more on a cooperative approach between the EU and SA experts and activities with a regional goal may be channelled through the SARI.

8. SARI actions for 2009

The SARI members agreed on the following actions till mid 2009:

a) Involvement in 3 MAST visits for experts from India, Sri Lanka and Bangladesh.

Note 1: A MAST visit cannot involve more than one expert

Note 2: More MAST visit may accept SA experts in the second part of 2009

b) Involvement of Sri Lankan Expert in a Part 145 initial approval audit carried out in India by DGAC-India.

c) Visit of an EU aviation industry expert to Biman Bangladesh to perform an EASA Part 145 assessment.

d) A part 145 SARI Working Group to be appointed to develop the first issue of SARI 145 Section A and B based on EASA Part 145. This Working Group will include experts from DGCA India, CAD Maldives, CAA Sri Lanka and Europe. Experts from Bangladesh, Bhutan, Nepal and Pakistan will be invited to attend the Working Group meeting that will be organised in SA in April 09 to take stock of the progress made on the development of SARI. June 09 is targeted as the date of issuance of the first SARI 145 final draft.

e) DGCA India to offer seats to the SA partners in the CAR 145 training sessions they organised regularly. Involvement of the SA experts in such training will be handled as a SARI activity and managed from the BAP office in Bangkok.

f) Nepal to identify the difficulties they are facing in the development and implementation of their regulation based on EASA Part 145. EASA and the European Aerospace industry to review this identification when available and to propose actions to assist CAA Nepal to achieve their goal.

9. Miscellaneous

a) The SARI logo was presented and accepted by the SARI partners. CAA Nepal requested to adapt the map which currently does not seem to entirely cover Nepal. (Action ASD).

b) ASD requested the SARI members to use more frequently the website as an interactive tool between them, EASA and the European Aerospace Industry.

10. Conclusions

- The 7 SARI members have confirmed their commitment to develop and implement maintenance regulations based on the EASA Parts and to work towards the harmonisation of these national regulations.
- The 7 SARI members agree to contribute to the development of SARI 145 (Approval of maintenance organisation).
- DGCA India, CAD Maldives and CAA Sri Lanka will form a working group with the objective to develop with the assistance of European partners the first SARI 145 Final draft before July 09.
- The list of SARI actions to be implemented till July 09 has been agreed (refer to paragraph 7).
- The SARI logo will be slightly modified to satisfy CAA Nepal request.

The next SARI SC meeting will be organised in SA (India, Maldives or Nepal) in March 09. The meeting will last 2 days



Annex 1

Country	Participant	Organisation / Title
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
Bangladesh	M Kamrul Islam	CAA Bangladesh Director Flight Safety & Regulations
Bangladesh	Mr. Md. Abdul Wadud	Biman Bangladesh Airlines/ Deputy General Manager (Corporate Quality & Risk Management)
Bhutan	Mr Sangay Tenzin	DCA Bhutan Dy Chief of Airworthiness
India	Mrs. Sandhya Saxena	Director General of Civil Aviation Senior Airworthiness Officer
India	Mr. Thondickara Aboo Backar.	Jet Airways/ Manager-Engineering Quality
Nepal	Mr. T. R. Manandhar	CAA Nepal Deputy Director General
Maldives	Mr. Ahmed Fazeel	Civil Aviation Department/ Director, Airworthiness
Sri Lanka	Mr. W.P.M. Fernando	CAA Sri Lanka Director Flight Safety