

The background is a solid dark blue. At the top, there are several wavy, horizontal lines in lighter shades of blue and cyan. A single dotted line, also in a light blue/cyan color, curves across the upper portion of the image.

**SARI**

South Asia Regional Initiative

by

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# What is – SARI?

- South Asian Regional Initiative ( SARI)
- Group of authorities from South Asia: Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan and Sri Lanka, that was created during the EU-South Asia Civil Aviation Cooperation Program that ended in 2006.
- EASA and the European Aerospace Industry supports the activities of the SARI in order to help in sustaining the results of the former EU program and bridging the support to the SARI till the start of the new EU Civil Aviation Cooperation program that is planned to start in 2010.



# Objective– SARI

- To create a forum for the Civil Aviation Authorities to foster regulatory convergence in South Asia.
- The SARI partners agreed beginning of 2007 to work on convergence of maintenance regulation in South Asia which was considered as a priority.

# Why do we need – SARI?

- Legislation , Regulations and Procedures
  - Out date and not sufficient to provide the necessary legal foundation
  - Adopted regulations are misinterpreted – burden on airlines
  - Even though wordings are same – implementation are different



# Why do we need – SARI?

## (cont.)

- Institutional Structure
  - CAA does not have authority or independence to fulfill their regulatory obligations effectively
- Financial Resources
  - CAA's are not provided with sufficient financial resources
  - The improvement of air safety are not high on agenda compared to health and education and other areas ..

# Why do we need – SARI (cont.)

- Qualified personnel
  - Not enough qualified personnel available in the state
  - CAA cannot retain qualified personnel because of low remuneration
  - In small state the qualified personnel are in operators – have to use them in inspections hence it affects the independency of inspections





# Benefits of – SARI?

- To eliminate duplication effort by standardized regulations and have a common understating among the region
- To achieve economies of scale
- Pooling of human and financial resources
- Supplement shortfalls in scope of domestic aviation activities
- Reduce burden on aviation industry and reduce their operational cost



# Background

- **EU-SA Civil Aviation Cooperation Program:** financed by the European Commission and managed by ASD, the association of European Aerospace and Defence industries.
- The EU-SA program main objectives were:
  - Enhancement of Civil Aviation Safety in SA
  - Foster business relationship between SA and EU
- This project started in September 2002 : inception phase
- the implementation Phase: ran from September 2003 to August 2006.



# Regional Initiative

- EU and SA partners decided to develop an activity named "Regional Initiatives" in order to promote Regulatory Convergence in SA which is regarded as tool to enhance safety in the region.
- The series of Regional Initiatives seminar initiated in September 2005 aimed at consolidating and streamlining the exchanges between the EU and SA experts that have taken place during the various activities carried out during the EU-SA Civil Aviation project and more particularly during its mast year of implementation.
- Two seminar held for kick off. One in Sep 05 and other in Apr 06





# First Seminar

- Attended by representative from SA CAA ( except India)
- **The delegates expressed their interest in a standardization process in SA** underlining the benefits in terms of Safety, facilitation of business exchanges for the industry and bringing a regional voice to SA.
- They also underlined that the priorities for a standardization process would be **different in Europe and in SA** due to the differences in the Civil Aviation structure.



# First Seminar ( cont..)

- The priorities for the SA Civil Aviation Authorities would be to **enhance their safety oversight capacities** and to be able to **pool their resources** for their mutual benefit.
- It was acknowledged that installing a process for **standardized rulemaking in SA would be beneficial**. Nevertheless, **consultations with the industry** should be undertaken as a first step and a formal decision would require **approval of the political level**.
- The SA delegates **stressed out the necessity to include in any regional initiatives all South Asian countries** and therefore to **include India in the future discussions on this subject**.

# Second Seminar

- The seminar was attended by SA CAA including India and representative from industry.
- Establishment of a **regional mechanism towards regulatory convergence in SA**
- Adoption of a **step by step** approach
- **Maintenance regulations** and more particularly approval of maintenance organization will be used as a **first building block** in this step by step approach with a clear view to **expand the cooperation to other areas**.



# Second Seminar – Cont..

- **EASA Part 145** will be used as a **reference** to move towards regulatory convergence on approval of maintenance organizations.
- The implementation of the regional mechanism **is at the DG's level** and should be coordinated by **one of the SA DGs**.
- The European partners **will support** the process and **provide particular assistance** to the SA coordinator.
- After nomination of the SA and EU coordinator **an action plan will be develop** to secure achievements of the mechanism.





# Vision - SARI

- **Promote and Foster Regulatory Convergence in South Asia** with the aim to enhance safety and foster business.

# PRINCIPLES - SARI

- The Civil Aviation Authorities (CAA) of the SA countries (**Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan and Sri Lanka**) agreed to **set up a regional mechanism with a view to create a working group** for the SA CAA and industry to **reach regional regulatory convergence in SA.**





## PRINCIPLES - SARI (cont..)

- The SA partners recognize that greater convergence of the regulations in SA will be beneficial in terms of Safety, will deliver greater efficiencies (in economic and operational aspects) for the aviation community and will bring a regional voice to SA.
- It will also be instrumental in enabling closer links between the civil aviation authorities in the region and in facilitating the development of a partnership approach between these civil aviation authorities and the local airlines.





# PRINCIPLES - SARI (cont..)

- A pragmatic and step-by-step approach will be adopted to secure the implementation of the regulatory convergence process in SA.
- This process will remain at the South Asia Civil Aviation Authority Director General level.



# MECHANISM - SARI

- As a first step, a **working group was created in SA**. It was called **South Asia Regional Initiatives or SARI**. It consists of the Director General 7 countries who wish to join.
- It is assumed that these seven countries will participate to the SARI, however should one of the country be unable to join at the early stage of the process, provisions will exist in the SARI TOR in order this country could join later on.



# MECHANISM – SARI ( cont..)

- The SARI primary objective will be the establishment and then consolidation of a regional mechanism on regional regulatory matters.
- Each DG or his designate will be assisted by one representative from their Industry who will act as technical advisor with the duty to ensure that the actions resulting from the SARI are in line with the interest of the industry and the expansion of the civil aviation in the region.



# MECHANISM – SARI ( cont..)

- In order to ensure that the SA industry views are represented, countries will organize national preparatory and/or follow-up meetings to the SARI meetings that will gather a representative set of industry delegates.
- One of the Director General members of the SARI will be appointed as the SA Coordinator.
- His function will be to ensure proper dissemination of information within the SARI and achievements of objectives set-up by the SARI in accordance.

# MECHANISM – SARI ( cont..)

- The SA coordinator will be assisted by an EU coordinator whose main function will be to provide technical assistance to the SA coordinator. The EU Coordinator Terms of Reference are given in chapter D.
- The SA and EU coordinator will be appointed for a duration of 1 year. They will be elected by the SARI members.



# MECHANISM – SARI ( cont..)

- The DG's are the members of the SARI.
- For practical reasons, the DGs will elect deputies specifically dedicated to the SARI meetings that can be attend on behalf of him/her .
- Among three schedule , one of the SARI Steering Committee should be attended by the DGs directly.

# MECHANISM – SARI ( cont..)

- The SA Coordinator will maintain a record of the SARI actions as well as of the SARI minutes.
- Dedicated Working Groups (WG) will carry out the implementation of the decision of the SARI meetings. The tasks and agenda of the WG will be defined during SARI meetings. These WG could be national, group of countries or fully regional and will report their work to the SARI.





THANK YOU