



ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

Agenda Item 30: Aviation Safety – Implementation Support

SHORTAGE OF QUALIFIED AVIATION SAFETY INSPECTORS AND THE SUPPORT OF REGIONAL AVIATION SAFETY INSPECTORS POOLING

(Presented by Viet Nam)

EXECUTIVE SUMMARY

This paper analyses the status of the shortage of qualified aviation safety inspectors and the support of regional aviation safety inspector pooling in Viet Nam and proposes actions that strengthen the existing ones and facilitate the establishment of others.

Action: The Assembly is invited to vote and urge States to support regional safety organizations (RSOOs) as effective means of strengthening safety oversight capabilities of a region.

<i>Strategic Objectives:</i>	This working paper relates to the Strategic Objectives of Safety, and Environmental Protection and Sustainable Development of Air Transport.
<i>Financial implications:</i>	Not applicable.
<i>References:</i>	Doc 9734, <i>Safety Oversight Manual, Part B— The Establishment and Management of a Regional Safety Oversight Organization</i>

1. INTRODUCTION

1.1 The *Implementation Support and Development (ISD) Programme - Safety*, has provided assistance to a number of States that have been referred to the Audit Results Review Board (ARRB). The ISD Programme also enables the promotion of Regional Safety Oversight Organizations (RSOOs) as an effective means for strengthening the safety oversight capabilities of States.

1.2 The outcome of the ICAO Universal Safety Oversight Audit Programme (USOAP) clearly indicates that implementation of the ICAO Standards and Recommended Practices (SARPs) is still deficient in many States.

1.3 The results of the safety oversight audits show that there remain some problems in Viet Nam in recruiting, training and retaining sufficient and qualified personnel with the necessary expertise to carry out safety oversight functions. These problems have left the aviation industry with skill deficiencies that endanger aviation safety in general.

2. DISCUSSION

2.1 Viet Nam does not have adequate aviation activities that could generate the necessary resources. This low volume of activity is not enough to run a workable safety oversight system.

2.2 South East Asia States need to establish common pools of qualified inspectors to be made available to RSOOs and cooperative development of operational safety and continuing airworthiness programmes (COSCAPs) for the carrying out of inspections, audits, etc.

2.3 The experience of existing RSOOs indicates that these are one of the effective means of helping States in discharging their safety oversight responsibilities.

3. BENEFITS

3.1 Several countries could contribute with qualified inspectors to a pool of inspectors, instead of money, e.g. Viet Nam contributes with inspectors and airworthiness; Myanmar contributes with an ANS inspector; Cambodia with an OPS inspector, etc. Then, Viet Nam could have access to an ANS and OPS inspector, while Myanmar could get AIR and OPS inspectors. This can be a powerful tool to reduce cost and promote uniformity of application of ICAO SARPs.

3.2 Viet Nam is a member of the Association of Southeast Asian Nations (ASEAN) – an established group of Asian countries working toward establishing a common market. They already have a number of projects underway, including air transport. ASEAN might be a good place to discuss these ideas.

4. CHALLENGES

4.1 In Asia each country has its own regulations – inspectors working in several countries would need to know different regulations.

4.2 **What needs to be done to seek a solution?**

4.2.1 Seeking assistance directly from another country would be a bilateral agreement. Perhaps the other country would loan an inspector for a short period, or perhaps there would be charges.

4.2.2 Several countries going into a group could each contribute cash which could be used to provide access to the necessary expertise through the sharing and pooling of resources for each member of the group.

4.2.3 Therefore, all RSOOs should work towards harmonizing rules, regulations and procedures. RSOOs could help in responding to the emerging shortage of aviation professionals through more efficient use of resources. States that participate actively in effective RSOOs stand to benefit the most.

4.2.4 The political will of the States involved in RSOOs, as already demonstrated, is an essential element of their success. ICAO and other stakeholders should continue their efforts to further that political will by promoting regional safety oversight.

5. **CONCLUSION**

5.1 Finally, keep in mind that Viet Nam is a member of COSCAP. This already has Viet Nam and 12 of its neighbours working together on sharing resources.

5.2 States support the establishment of RSOOs in South East Asia as an effective means of strengthening the safety oversight capabilities of the Region.

5.3 COSCAP-SEA will continue to work with States to establish the mechanisms needed for the pooling and seamless use of South East Asia region inspectors.

5.4 The Assembly is therefore invited to take action as described in the Executive Summary.

— END —