ICAO

Twenty-Second Meeting of the AFI Planning and Implementation Regional Group (APIRG/22)
(Accra, Ghana, 29 July – 2 August 2019)

Agenda Item 4: Other Air Navigation Issues

STATUS ON THE IMPLEMENTATION OF AUTOMATIC VALIDATION OF PERSONNEL LICENSING IN THE EAC REGION

(Presented by EAC - CASSOA)

EXECUTIVE SUMMARY

This paper presents the status of implementation of amendment 174 to ICAO Annex 1 which describes the mechanism for enabling a group of States party to a formal agreement under common licensing system to automatically validate Personnel Licenses. Within the AFI region, the East African States through the Regional Safety Oversight Organization, EAC-CASSOA, have made progress in developing a framework for implementing the mechanism with the chief aim of improving the mobility of licensed personnel at regional level.

Action: The meeting is invited to:

a) note the importance of implementation of the common personnel licensing systems among States or group of States through the facilitation and coordination of RSOOs;
b) encourage AFI States and RSOOs in African Continent to implement automatic validation of personnel licensing system for purposes of improving mobility of licensed aviation personnel and;
c) Request the APIRG secretariat to support implementation of automatic validation of licensing system through the RSOOs by providing technical guidance material, training and expertise to support regionally coordinated automatic validation of Personnel Licenses.

Strategic Objectives:	This working paper relates to Strategic Objectives A
Financial implications:	N/A
References:	• ICAO State Letter Ref. AN 12/1.1.21-17/19 introducing amendment 174 to Annex 1 – Personnel Licensing, on Automatic Validation of Licences by States Party to a Formal Agreement Under Common Licensing Regulations; • ICAO Annex 1 – • ICAO Doc 9379 – Manual of Procedures for Establishment of State Personnel Licensing System

1. INTRODUCTION

1.1 The purposes of the Global Aviation Safety Plan (GASP) are to promote the implementation of an effective State's safety oversight system, a risk-based approach to managing safety as well as a coordinated approach to collaboration between States, regions and industry. In order to facilitate, support and implement the GASP as the strategy for the continuous improvement of global aviation safety, it is important that States, regions through RSOOs understand the benefits emanating from established common regulatory frameworks and in particular systems and processes for assessing and validating licensed aviation personnel.

1.2 Globally, the aviation industry has for a long time, been yearning for the implementation of common licensing systems in attempt to achieving consolidated oversight, regulatory mechanism and facilitation of licensed personnel thus enhancing mobility and efficiency. It is against this backdrop that ICAO approved amendment 174 to the ICAO Annex 1 to facilitate automatic validation of personnel licensing by a group of States Party to a Formal Agreement Under Common Licensing Regulations.

1.3 Under the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) significant efforts and resources have been directed towards achieving automatic validation and common licensing regimes based on existing harmonized regulations in various domains of flight safety standards (FSS). The current development in the AFI region and elsewhere attests this remarkable development. In the same context, the AFI region supports the desired improvements in the level of air transport and implementation of an effective and efficient safety oversight system at regional and sub-regional levels.

1.4 Within the AFI region, the East African States have operationalised a common Examinations system, which is key component for operationalization of automatic validation of personnel licensing. The establishment of the examination system was preceded by the identification of essential technical activities, development of examination syllabi and questions and continuous validation of questions in the web-based data bank. The technical domains covered by the exams include flight crew licenses (FCL) and aircraft maintenance engineer's licenses (AMEL). Continuous efforts to develop a similar system are currently directed towards development of examination system and syllabi for air traffic management personnel.

1.5 Subsequently, the EAC region intends to directs its efforts towards endorsement of Formal Agreement among the East African Community group of Partner States. The processes for achieving a common licensing system between States or among States are supported and facilitated through the regional oversight bodies.

2. DISCUSSION

2.1 The implementation of the automatic validation in the EAC region is implemented through adoption of project management principles with a phased approach. The intention of employing project management concept is to understand major achievements, shifts, emerging activities and challenges as well as to capture milestones during the implementation process. The approach adopted by EAC - CASSOA, involves the following important phases:

Phase 1: Approval by the RSOO Board of Director to implement the project based on the ICAO State Letter Ref. AN 12/1.1.21-17/19;
Phase 2: identification of Project Implementation team at RSOO level to develop and periodical review the progress of the implementation Roadmap
Phase 3: Completion of activities in the road map by convening Expert Panels and Working Group meetings and adoption by States of the common regulation, procedures and processes
Phase 4: Registration of agreement with ICAO and establishment of regional licensed personnel database, once all the activities are completed satisfactory in readiness for the implementation.

2.2 For purposes of implementation of the project, the following are some of the activities in the roadmap/plan:

a) Review and adoption of common Personnel Licensing Regulations incorporating amendment 174 to Annex 1
b) Development and implementation of procedures and processes for automatic validation of licences
c) Establishment of the EAC Examination system and Examination Pool of Experts to continuously validate and monitor the Examinations

d) Development and implementation of harmonized and standardized examiner's qualification and designation procedures
e) Development of formal agreement recognizing the automatic validation processes among the EAC States
f) Endorsement and implementation of Formal agreement recognizing the automatic validation process

2.3 Experience from EAC CASSOA demonstrates that there is apparent need for developing, reviewing and harmonizing technical guidance material to facilitate smooth implementation of automatic validation of PEL licenses, particularly where RSOO takes a central coordination and implementation role.

3. CONCLUSION

3.1 There has been significant progress in this project and so far, there has been a lot of support from group of States in the AFI region and other RSOOs through the RSOO Cooperative Platform (CP) towards development and review of the Civil Aviation Acts, the Civil Aviation (Personnel Licensing) Regulations, technical guidance materials and enhancement of the examinations system in the region. In summary, the meeting is invited to:

3.2

a) take note the importance of implementation of the common personnel licensing systems among States or group of States through the facilitation and coordination of RSOOs;
b) encourage States and RSOOs to consider implementation of automatic validation of personnel licensing system for purposes of improving mobility of licensed aviation personnel and;
c) support the continuation of the implementation of automatic validation of licensing system through the RSOOs by providing technical guidance material, training and expertise to support regionally coordinated automatic validation of Personnel Licenses.