



## ASSEMBLY — 41ST SESSION

### TECHNICAL COMMISSION

#### Agenda Item 32: Aviation Safety and Air Navigation Regional Implementation Coordination Mechanisms

#### IMPLEMENTATION OF AUTOMATIC VALIDATION OF COMMON PERSONNEL LICENSING SYSTEM IN THE AFI REGION

(Presented by the African Civil Aviation Commission (AFCAC) on behalf of 54 Member States<sup>1</sup>)

#### EXECUTIVE SUMMARY

This paper presents the status of implementation of Amendment 174 to Annex 1 — *Personnel Licensing* in the AFI region. It describes the mechanism through which a group of States can automatically validate Personnel Licenses among themselves, subject to a formal agreement under a common licensing system. The Regional Safety Oversight Organizations (RSOOs) in the AFI region are in agreement to develop a framework for implementing the common licensing system to facilitate and improve the mobility of licensed personnel at regional level.

**Action:** The Assembly is invited to:

- a) request ICAO to adopt the AFI automatic validation of personnel licensing project under the AFI Plan for the purposes of improving mobility and harmonized standardization of licensed aviation personnel;
- b) encourage ICAO, AFCAC, and international partners to support initiatives to adopt the common licensing system;
- c) directs ICAO to support RSOOs through provision of technical guidance material, training and expertise to enhance implementation of automatic validation of licensing system among the respective group of States;
- d) request ICAO to consider amendment of the provision for automatic validation of licences to include other licenses like, aircraft maintenance engineers and air traffic controllers to enable balanced mobility and hence supply of essential personnel among group States; and
- e) direct ICAO to, in line with Chapter 6.3 of ICAO DOC 9841, develop and publish criteria for qualification and training suitability of simulation training devices other than flight simulation training devices to facilitate standardization and ease harmonization of training standards for the concerned aviation personnel.

<sup>1</sup> Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cabo Verde, Cameroon, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Eritrea, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia and Zimbabwe.

<i>Strategic Objectives:</i>	This working paper relates to the Aviation Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
<i>Financial implications:</i>	None
<i>References:</i>	Annex 1 – Personnel Licensing Doc 9841, <i>Manual on the Approval of Training Organizations</i> State Letter Ref. AN 12/1.1.21-17/19 - Adoption of Amendment 174 to Annex 1 – Personnel Licensing

## 1. INTRODUCTION

1.1 The ICAO Secretariat developed a proposal to render compliant a practice used by some States whereby pilot licences issued by one State are automatically validated by the other States party to a formal agreement under common licensing regulations.

1.2 Further to this proposal, Amendment 174 to ICAO Annex 1 was adopted by the Council of ICAO on 27 February 2017. The amendment became effective on July 2017 and was applicable on 9 November 2017 as specified in the Resolution of Adoption (State letter AN 12/1.1.21-17/19).

## 2. STATUS OF COMMON LICENSING IN THE AFI REGION

2.1 RSOOs in the AFI region have embraced the concept of common licensing and through collaborative platforms, the RSOOs have been exchanging ideas regarding the processes that need to be deployed to facilitate implementation.

2.2 The pilot project for automatic validation in the AFI region is in East Africa and has to date realised the following towards implementation of the project:

- a) establishment of common Civil Aviation (Personnel Licensing) Regulations;
- b) establishment of common Civil Aviation (Approved Training Organizations) Regulations;
- c) establishment and harmonization of inspector qualification and training requirements;
- d) extension of the scope of the automatic validation project to include aircraft maintenance engineers and air traffic controller licenses;
- e) establishment of common training syllabi for licencing in the domains of Flight Crew, Aircraft Maintenance engineering and Air Traffic Management as required by ICAO Annex 1;
- f) establishment and implementation of a common examination system for the 3 licensing domains 2.3.4, hosted centrally by the East African Community's – Civil Aviation and Safety Oversight Agency (EAC CASSOA) where questions in the web-based data bank are routinely validated and updated by a team of experts designated by the Partner States; and

- g) development and utilization of common technical guidance materials in lieu of implementing the harmonized provisions of the civil aviation regulations.

### 3. **DISCUSSION**

3.1 Automatic validation of personnel licenses was expected to be implemented between one to five years from the effective date (9 November 2017). The two-year breakdown of operations caused by the COVID -19 Pandemic has negative effect on the timely project implementation and this calls for affirmative action in favour of common licensing for the next triennium.

3.2 The following tasks/activities ought to be considered in favour of realization of the common licensing project:

- a) harmonisation and implementation of Personnel Licensing Regulations among groups of States 1;
- b) harmonization of processes for certification and surveillance of Approved Training Organization and standardization personnel training among the group of States party to the project;
- c) harmonization and implementation of personnel licensing procedures and technical guidance materials;
- d) development and implementation of harmonized procedures for approval and surveillance of Aviation Training Organizations to ensure standardization of personnel training;
- e) establishment of the regional Examination system, including harmonized regional syllabi;
- f) automation of the licensing and examination systems and sharing of databases;
- g) development of harmonized and standardized qualification and competence requirements for examiners, and procedures for designation of personnel;
- h) nomination and designation of examination experts by the states who constitute the regional examination pool of experts;
- i) establishment of Regional Licensed Personnel Database;
- j) harmonization of the group States' surveillance system to ensure the continuing implementation of the common licensing regulations;
- k) Training of inspectors on the techniques of examination development and validation;
- l) development of formal agreement recognizing the automatic validation processes among the group States under the Regional Safety Oversight Organization (RSOOs); and

- m) endorsement and subsequently implementation of Formal agreement recognizing the automatic validation process by the group States under the RSOO.

3.3 To realize the common licensing project with effectiveness in the AFI region the RSOOs need to commit to:

- a) enhancing cooperation, coordination, and collaboration;
- b) undertaking a gap analysis to determine to what extent the group of States and their respective RSOO are or need to be prepared for the implementation of the automatic validation of licences in their region; and
- c) establishment and accordingly implementation of the roadmap with clear target timelines for realization of the tasks in paragraph 3.2.

#### 4. **CHALLENGES**

4.1 The biggest challenges against the common licensing project are the requirement for work permits and immigration, which are requirement across the rest of the State institutions.

#### 5. **OBSERVATION**

5.1 There is need for ICAO through its regional Offices to support and promote the efforts of contracting States and Regional Safety Oversight Organizations (RSOOs) towards embracing and implementing common licensing processes as this directly converts into safety practices across the aviation industry globally.

5.2 The Amendment 174 to ICAO Annex 1 considers automatic validation for flight crew, and this may over time create an imbalance in the industry.

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