



**ASSEMBLY — 41ST SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 15: Audit Programmes – Continuous Monitoring Approach**

**REVAMPING OF REGULATORY OVERSIGHT SYSTEM IN PAKISTAN**

(Presented by Pakistan)

**EXECUTIVE SUMMARY**

This paper presents the significance of an ICAO Universal Safety Oversight Audit Programme (USOAP) audit and the successful resolution of a Significant Safety Concern (SSC) by Pakistan. It also suggests that Member States must acknowledge the outcome of an ICAO audit report particularly when there are no serious concerns during the audit.

<i>Strategic Objectives:</i>	This working paper relates to the Strategic Objectives of Safety and of Air Navigation Capacity and Efficiency.
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<i>Financial implications:</i>	Nil
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<i>References:</i>	
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**1. INTRODUCTION**

1.1 During 2018, some anomalies were reported in the conduct of personnel licensing examinations. The anomalies were further investigated to find the root cause and to take measures to avoid recurrence of similar incidents. While corrective actions were in hand, ICAO issued a significant safety concern (SSC) related to personnel licensing and training (PEL) and advised the Pakistan Civil Aviation Authority (PCAA) to stop the issuance of new licences. Besides, restrictions were imposed on Pakistani registered airlines to operate flights to the United Kingdom (UK) and Europe.

1.2 PCAA took a number of steps to revamp its personnel licensing system as well as overall regulatory oversight mechanism. The role of the Cooperative Development of Operational Safety and Continuing Airworthiness - South Asia (COSCAP-SA) is highly appreciated in providing assistance to PCAA. In addition, enforcement actions were completed against all those who were identified to have contributed towards the problem.

1.3 ICAO scheduled a full-scope USOAP CMA audit from 29 November to 10 December 2021. Based on the demonstration of enhanced capabilities and system during the USOAP CMA audit, Pakistan successfully resolved the SSC and achieved an effective implementation (EI) of 72.3 per cent.

## **2. MEASURES TAKEN**

2.1 The salient measures taken to strengthen the regulatory oversight mechanism and personnel licensing system are appended below:

- a) Upgrade of Personnel Licensing Branch as Personnel Licensing Directorate with clear demarcation of examination and licensing function.
- b) Review of entire licensing records and enforcement action against defaulters.
- c) Induction of new Civil Aviation Authority (CAA) inspectors and their required trainings to qualify as PEL inspectors.
- d) Review of licensing regulations for improvement and consistency with ICAO framework.
- e) Launching of a new e-exam system with multiple physical and cyber security layers.
- f) Outsourcing of Flight Crew Licensing (FCL) exams to UK Civil Aviation Authority international (CAAi).
- g) Enhanced surveillance of approved training organizations.
- h) Review of scattered regulations in various Air Navigation Orders into consolidated regulations for Pakistan.
- i) Transformation to a fully integrated personnel licensing system.
- j) Revamping of the regulatory safety management system (SMS) implementation programme.
- k) Assessment and implementation of industry SMS applications.

## **3. DISCUSSION**

3.1 During the ICAO USOAP CMA audit conducted from 29 November to 10 December 2021, PCAA demonstrated its capabilities as a regulator which resulted in resolution of an SSC and achievement of an EI of 72.3 per cent.

3.2 Needless to emphasize that an ICAO USOAP CMA audit is a comprehensive tool and thoroughly assess the safety oversight capacity of a regulator/State. On top, ICAO's Continuous Monitoring Approach (CMA) and validation missions are additional tools of continuous monitoring.

3.3 It is suggested that all Contracting States must acknowledge the outcome of an ICAO USOAP CMA audit report in case no serious concerns are raised during the audit. Nevertheless, States can always ask for additional information, data and assessment of the civil aviation system of another State to satisfy their requirements.

## **4. CONCLUSION**

4.1 The Assembly is invited to note the contents of the paper.