



DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Second Meeting (DGCA-MID/2)
(Jeddah, Saudi Arabia, 20-22 May 2013)

Agenda Item 5: Air Navigation

**MUTUAL ACKNOWLEDGMENT OF ENGINEERING & MAINTENANCE LICENSING AND
CERTIFICATION REGULATIONS**

(Presented by Arab Air Carriers Organization)

SUMMARY

This Working Paper calls for the review of individual regulations related to licensing and certification of personnel and spare parts at state level in order to reach a harmonized set of regulations that can be mutually acknowledged by all authorities in the region, and which would become the cornerstone for further efforts in the future to unify such regulations.

1. INTRODUCTION

1.1 The Arab air transport sector is growing at fast pace, fueled by the growth of Arab airlines.

1.2 As a result of this fast growth, maintenance activities are surfacing to the list of top priorities of Arab airlines, due to the fast increase in fleet count, aircraft operations and utilization.

1.3 We have been seeing significant investments in the MRO business whether from airlines, OEMs, and foreign MROs.

1.4 Arab Airlines have already begun to detach their MRO departments into separate business units that serve their sister airlines and other airlines as well, such as MASCO, Egypt Air Maintenance & Engineering, etc...

1.5 All forecasts predict that Arab airlines' fleet and the MRO market in the region will witness the fastest growth among world regions in the coming 15 years. Latest forecast by ICF SH&E predicts that Middle East fleet will increase at a CAGR of 6% yearly between 2013 and 2022. In addition, MRO spend of airlines in the region is forecast to increase at a CAGR of 8.5% yearly.

1.6 However, the MRO sector is highly regulated at state level in the region, which is hindering the healthy growth of this sector by restricting the flow of expertise and materials between Arab countries. In addition, this plethora of individual regulations creates an overhead for airlines, maintenance organizations, and all stakeholders in the maintenance, repair and overhaul discipline.

2. DISCUSSION

2.1 The healthy development of engineering and maintenance activities of MRO stakeholders, whether airlines, airlines' MRO arms, MROs, etc... is drawn back by the lack of harmonized and mutually acceptable licenses among Arab countries neither for maintenance operations, personnel (engineers), nor material.

2.2 We believe that a solution would be to implement a system that supports mutual licensing standards for the MRO operations between Arab states.

2.3 Such harmonization would serve the strategic level of authorities in the region to foster cooperation amongst themselves, and would act as the foundation to an ambitious future effort to unify regulations pertaining to the air transport industry in the Arab world.

2.4 In addition, as regulations governing maintenance, repair and overhaul activities at states' level in the region are harmonized with EASA or FAA regulations, and due to the harmonization process taking place between the two organizations, we believe that a review of the regulatory environment in our region in that area would not create a burden compared to the efficiency gains that such initiative would bring.

3. RECOMMENDATIONS

3.1 AACO calls for the review of existing regulations and conducting a GAP analysis that identifies what is required to be amended in each individual regulation in order to reach a licensing and certification system that is approvable by all authorities in the Arab world.

4. ACTION BY THE MEETING

3.1 The meeting is invited to endorse the recommendation in para. 3.1