



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**South American Regional Office - Regional Project RLA/99/901**  
*Regional Safety Oversight Cooperation System*  
**Thirtieth Ordinary Meeting of the General Board (JG/30)**  
Asunción, Paraguay, 3 December 2017

**Agenda Item 4: 2018 Programme of activities**

- Training activities with the CAA of Israel

(Presented by the Technical Committee)

<b>Summary</b>	
This working paper submits to the consideration of the General Board a proposal to include in the 2018 programme of activities a workshop to be conducted by three instructors of the CAA of Israel to share their experience in the effective implementation of the 8 critical elements in the safety system of their State.	
<b>References</b>	
– SRVSOP 2018 programme of activities. – Proposal of the CAA of Israel and programme of the workshop.	
<i>ICAO strategic objectives:</i>	A – Safety C – Environmental protection and sustainable development of air transport

**1. Background**

1.1 The South American Regional Office took note of the offering made by the CAA of Israel to conduct a workshop to share their experience in the effective implementation of the 8 critical elements (CEs) of the safety oversight system in their State, addressed to key personnel of the aeronautical authorities in charge of effectively and efficiently managing the tasks and activities that will guarantee compliance with ICAO standards.

1.2 To this end, the Safety Officer of the South American Regional Office was designated as focal point to start coordinating with the representatives of the CAA of Israel and with his counterpart at the Regional Office in Paris, with a view to reviewing the proposed programme and include other aspects that would be important for the States of the Latin American Region. Likewise, the aforementioned Officer has coordinated travel and expense requirements, as well as the dates of the event with the corresponding areas, in order to submit a proposal to the consideration of the General Board.

## **2. Coordination results**

2.1 As a result of conversations, the content of the programme for the workshop has been defined, as shown in **Appendix A** to this working paper, under the title "*The road to a competent functioning CAA*". The workshop is to be held in Lima, on 16-17 July 2018, prior to the Fourth Regional Meeting of National Continuous Monitoring Coordinators (NCMC), to take place on 18-20 July 2018, taking into account that the participants at this meeting are responsible for developing the action plans for resolving the safety deficiencies identified during USOAP CMA audits in relation to the safety critical elements that will be addressed in the aforementioned workshop.

2.2 Likewise, the cost of the workshop to be covered is USD 14,254.60, corresponding to travel expenses and air tickets of three instructors of the CAA of Israel for the duration of the event.

2.3 On the other hand, it would be an opportunity for the States of the Latin American Region to share experiences with a CAA of a State from another Region, which although does not have the size of some regional authorities, has broad experience in the restructuring of its administration, which led to an overall effective implementation of 85.28%, exceeding the 80% goal for each of the critical elements of the safety system at the last USOAP CMA audit conducted in November 2016.

## **3. Suggested action**

The General Board is invited to:

- a) take note of the proposal made in this working paper; and
- b) approve the inclusion of the workshop entitled "*The road to a competent functioning CAA*" in the SRVSOP 2018 programme of activities, to be conducted by instructors of the CAA of Israel.

## Workshop “The road to a competent functioning CAA”

<b>Objetives</b>	<ol style="list-style-type: none"> <li>1. To develop each participant's knowledge of how to lead an effective, high-standard and sustainable restructuring process that will create a sound basis for a safety oversight system controlled by a competent and effective CAA in accordance with ICAO SARPs.</li> <li>2. To share practical knowledge regarding key issues emerging from reconstruction of a CAA and experience via presentations and open discussions.</li> </ol>
<b>Main topics to be addressed during the workshop</b>	<p><b>Critical element 1</b></p> <ul style="list-style-type: none"> <li>- Critical issues to be included in primary aviation legislation.</li> <li>- Key elements for independence of the CAA.</li> <li>- Effectiveness of various enforcement tools.</li> <li>- Rulemaking process for effective implementation of ICAO SARPs.</li> <li>- Exemption Authority.</li> </ul> <p><b>Critical element 2</b></p> <ul style="list-style-type: none"> <li>- The ongoing rulemaking process – how to do it internally.</li> <li>- Adoption of foreign regulations - Pros and cons.</li> <li>- System for managing ICAO differences filing.</li> </ul> <p><b>Critical element 3</b></p> <ul style="list-style-type: none"> <li>- How to recruit and retain competent personnel in a small industry and how to cope with industry attractive remuneration.</li> <li>- Establishing an effective code of ethics and resolution of conflict of interest issues.</li> <li>- Half time positions - Pros and cons.</li> <li>- Interaction with government entities allocating resources bodies (finance &amp; human resource).</li> <li>- Establishing the optimal organizational structure and job descriptions.</li> <li>- Managing reluctance and resistance within the CAA to organizational changes.</li> </ul> <p><b>Critical element 4</b></p> <ul style="list-style-type: none"> <li>- Training as a main pillar in the organizational culture and competency.</li> <li>- Establishing and managing an ICAO compliant training system (for ASIs and all other personnel).</li> <li>- Establishing in-house training capabilities.</li> <li>- The importance of continuous management of the training system.</li> </ul>

	<p><b>Critical element 5</b></p> <ul style="list-style-type: none"> <li>- Adoption of foreign guidance material v. establishing in-house guidance material.</li> <li>- System for managing internal and external guidance material.</li> <li>- CAA website as a tool for communication with stakeholders.</li> <li>- Fundamentals for technical library.</li> </ul> <p><b>Critical element 6</b></p> <ul style="list-style-type: none"> <li>- Certification in the various fields.</li> <li>- Communicating the change to the industry and creating a positive environment of collaboration with the industry.</li> <li>- Re certification of operating major airlines, under massive regulatory change.</li> <li>- Principal for use of Designees.</li> <li>- Document filing system.</li> </ul> <p><b>Critical element 7</b></p> <ul style="list-style-type: none"> <li>- Principles of an annual surveillance plan.</li> <li>- Computerizes system for surveillance management.</li> <li>- The role of POI &amp; PMI.</li> <li>- The various types of surveillance activities.</li> <li>- Monitoring safety through surveillance results.</li> <li>- Surveillance under massive regulatory change.</li> <li>- Performance based surveillance.</li> </ul> <p><b>Critical element 8</b></p> <ul style="list-style-type: none"> <li>- Establishing an in house effective enforcement system.</li> <li>- Leading gradual cultural change.</li> <li>- Just culture – maturity as a pre requisite.</li> </ul>
<b>Who should attend to the workshop?</b>	Key post holders in CAAs and governmental bodies responsible for leading a reconstruction of a competent and effective CAA.
<b>Date</b>	Lima, July 16-17, 2018
<b>How many facilitators from Israel will participate in the workshop?</b>	<p>Three instructors</p> <ul style="list-style-type: none"> <li>(1) Director of Flight Standards Division</li> <li>(1) The Legal advisor</li> <li>(1) Head, Regulations and Standards department</li> </ul>
<b>Audio-visual needs</b>	Lectures will be conducted through PPT presentations.
<b>Others needs or</b>	The content of the workshop can be adapted to the specific scope and

<b>requirements</b>	content of the reconstruction needed.
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