



International Civil Aviation Organization

Safety Enhancement Implementation Group

Fourth Meeting (SEIG/4)

(Cairo, Egypt, 23-25 October 2022)

Agenda Item 2: Regional Performance Framework for Safety

PROPOSAL TO DEVELOP MID –REGIONAL GUIDANCE MATERIAL FOR THE DEVELOPMENT OF A FRAMEWORK TO GUIDE THE STATES FOR USE OF REMOTE SURVEILLANCE

(Presented by State of Qatar)

SUMMARY

The Safety Stream reviewed HLCC 2021-WP/125-SAF/98, presented by Singapore and co-sponsored by Australia, Bangladesh, China, Fiji, Indonesia, Thailand, Flight Safety Foundation and International Air Transport Association, supported by New Zealand, and the United Kingdom, regarding the impact of COVID-19 on the conduct of safety oversight activities and the increased use of remote oversight. It highlighted the benefits inherent in the Asia-Pacific Region in assisting one another, sharing information, and collaborating in their safety oversight activities. The Safety Stream noted the information and strongly supported the need for sharing of information and best practices, the development of a framework to guide the use of remote safety oversight, and the use of industry assessment programmes as a potential data source.

Action by the meeting is at paragraph 3.

REFERENCES

- Doc 10160, Report of the High-Level Conference on COVID-19 (Montréal, 12 to 22 October 2021). Report
- Doc 9859, Safety Management Manual
- Doc 9734, Safety Oversight Manual, Part A — The Establishment and Management of a State Safety Oversight System
- Doc 8335, Manual of Procedures for Operations Inspection, Certification and Continued Surveillance
- FAA RASG-AFI/6 – WP/05-A on Remote Performance of Regulatory Certification and Oversight Activities

1. INTRODUCTION

1.1 Until sufficient portions of the population have been vaccinated, movement control and border measures are likely to remain. The world had been severely impacted by the COVID-19 since December 2019. Even as the COVID-19 situation transitions to an endemic stage, whereby more social

and economic activities would resume, restrictions may be implemented or retained. COVID-19 pandemic has hampered the deployment of inspectors to conduct safety oversight activities both locally and overseas.

1.2 The emergence of adverse conditions and circumstances which may impede the conduct of on-site safety and security oversight activities highlights the importance of developing mechanisms for the conduct of remote oversight. The conditions and circumstances may include pandemics such as COVID-19 global pandemic, civil unrest, natural disasters such as floods, lack of financial resources to conduct overseas oversight activities. Under the foregoing circumstances, there is need to ensure continuous compliance with regulatory requirements by all regulated aviation service providers, aviation operators, personnel and such other stakeholders.

2. DISCUSSION

2.1 Remote oversight is one of the tools within the safety oversight tool kit. Remote oversight serves as a mitigation or contingency measure under adverse conditions and circumstances. The components of remote oversight are comparable to the on-site oversight activities but do not replace the actual on-site inspections.” Remote/virtual means of safety inspections and auditing cannot replace onsite inspections and audits. Ground observation performed during on-site audits and inspections provide valuable insight into the safety commitment and culture of organizations and teams. These inputs are harder to gather through remote on-screen engagement.”

2.2 The proposal to develop this framework is intended to set the basis for remote oversight regardless of the ensuing situation. And to provide guidance to CAA Inspectors on how to conduct aviation safety oversight activities under conditions and circumstances that impede on-site oversight activities. It will provide a systematic approach for remote oversight processes involving inspection, surveillance and auditing. The Guidance should examine the challenges of remote oversight and offers strategies for overcoming them in each part of the oversight process such as planning, document review, inspection, interviews, opening and closing meetings.

2.3 A solid platform and clear framework for remote oversight activities means that such activities will become growing and permanent. Based on FAA practice,” it has been also determined that the remote performance of certain inspections and tests can be more cost effective, improve certification timeliness, and reduce FAA resource burdens. Using technology for remote performance of oversight activities is still evolving, but the processes and procedures are allowing airworthiness and maintenance certification, conformity inspections, and complex surveillance tasks at more locations while using fewer resources in both time and travel”.

2.4 The proposal should address the remote/virtual safety audits/inspections main components:

- a) regulations/special procedures;
- b) digital audit for review of documents; and
- c) virtual inspection.

3. ACTION BY THE MEETING

3.1 The meeting is invited to establish an Action Group to develop MID- Regional appropriate guidance material to assist MID Regional States to apply /enhance the Remote/virtual means of safety inspections and auditing.