



International Civil Aviation Organization

## WORKING PAPER

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English and  
Arabic only<sup>1</sup>

### ASSEMBLY — 36TH SESSION

#### EXECUTIVE COMMITTEE

#### Agenda Item 15: Aviation Security Programme

#### AVIATION EXPERTS SANS FRONTIÈRES

(Presented by the Kingdom of Bahrain on behalf of the  
Arab Civil Aviation Commission Member States<sup>2</sup>)

#### EXECUTIVE SUMMARY

This paper introduces the concept of establishing a global group of experts in the field of aviation safety and security. Similar to the groups *Médecins Sans Frontières* and *Reporter Sans Frontières*, this group of experts would primarily be comprised of global retired volunteers who provide who wish to continue to utilize their talents and expertise in providing assistance.

**Action:** Member States of the Arab Civil Aviation Organization invite the Assembly to:

- Adopt the idea of "Aviation Experts Sans Frontières" and establish a mechanism for this group with the assistance of all specialized organizations, unions and member states;
- Urge ICAO member states to encourage their retired aviation experts to join this voluntary group; and
- refer this proposal to the Technical Cooperation Committee of ICAO to assist in its implementation.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives A and B.
<i>Financial implications:</i>	Not applicable
<i>References:</i>	

<sup>1</sup> Arabic version provided by the Kingdom of Bahrain on behalf of the Arab Civil Aviation Commission Member States.

<sup>2</sup> The Hashemite Kingdom of Jordan, United Arab Emirates, Kingdom of Bahrain, Republic of Tunisia, Kingdom of Saudi Arabia, Republic of Sudan, Arab Republic of Syria, Sultanate of Oman, Republic of Iraq, State of Palestine, State of Qatar, Republic of Lebanon, The Great Socialist People's Libyan Arab Jamahiriya, Arab Republic of Egypt, Kingdom of Morocco and Republic of Yemen

## 1. INTRODUCTION

1.1 At the outset, the role played by many transnational organizations should be commended. Their activities go beyond national borders and the citizenships of their members, such as Médecins Sans Frontières and Reporters Sans Frontières, etc. They strive to achieve noble goals that have immensely contributed to the service of mankind without any discrimination. As provided in this paper, we would like to use a similar name in the field of civil aviation as we are trying to put forward an idea that is in line with their noble goals and objectives, i.e. the implementation of aviation safety and security standards to enhance the efficiency, regularity and safety of civil aviation in all parts of the world.

## 2. DISCUSSION

2.1 The reason that aviation safety and security have always been the most fundamental elements in the work done by the International Civil Aviation Organization. This was clearly reflected in ICAO's objectives provided in Article 44 of the Chicago Convention of 1944. It should be recalled that ICAO has made major efforts to ensure the implementation of aviation safety and security Standards in all member States through the provision of technical assistance, training or experts. One of the main elements in this field is the ICAO Universal Safety Oversight Audit Programme adopted by the Council on 7 June 1995, subsequently endorsed by the 31st Session of the Assembly in 1996. It was implemented on a voluntary basis in its first stages. However, some deficiencies remained. This required the convening of the Directors General of Civil Aviation Conference in November 1997 to develop a new strategy to enhance aviation safety. The Conference particularly agreed to change the mandate of the Safety Oversight Audit Programme and adopted 38 recommendations, notably to:

- a) Carry out regular and mandatory audits by ICAO in all Contracting States;
- b) Ensure the highest degree of transparency and disclosure;
- c) Expand the programme to include other technical fields; and
- d) Allocate the necessary resources through the Council.

2.2 The implementation of this programme has become mandatory since the 1st of January 1999 after it was approved by the 32nd session of the Assembly. Since then, all Contracting States have to be the subject of an aviation safety audit in accordance with the agreed principles which ensure the elements of sovereignty, universality, transparency, disclosure, promptness, comprehensiveness, harmonization, objectivity, equity and quality.

2.3 Along the same lines, the events of 11 September 2001 have led to a major change in the field of international aviation security. There were calls to implement more stringent security Standards to safeguard civil aviation against illegal acts or events. The Universal Security Audit Programme was approved by ICAO following the High Level Ministerial Security Conference held in February 2002. Moreover, Annex 17 was amended and new Standards were adopted to achieve higher levels of security. This has placed large financial burdens on States, as aviation experts are well aware, and created a bigger need for aviation security experts. It is very difficult for developing countries to use the services of such experts due to their limited financial resources there is no doubt that all countries make considerable efforts to meet ICAO aviation safety and security requirements in accordance with the Annexes to the Chicago Convention. This places heavy burdens on many States, particularly after the expansion of the USOAP to include all Annexes to the 1994 Chicago Convention as of January 2005 and the adoption of the Aviation Security Audit Programme.

### 3. **PROBLEM STATEMENT**

3.1 It is well known that States face difficulties of finding the necessary experts to meet ICAO requirements in the field of safety. Such requirements are a top priority for ICAO as reflected in its Strategic Objectives for the period 2005-2010. It is also to be noted that experts in this field have become rather expensive and rare to find with the increased demand. This problem could affect aviation safety as reported by the ICAO team charged with the implementation of USOAP. There is also the problem of black lists in the field of aviation which have become a reality for airlines and States that do not meet safety requirements contained in the Annexes to the Chicago Convention.

### 4. **OBJECTIVE**

- a) Enhance aviation safety in all member States signatory to the Chicago Convention;
- b) Assist developing countries in meeting ICAO requirements contained in the Annexes to the Chicago Convention through the provision of qualified human resources;
- c) Facilitate air navigation, while reducing the burden caused by inspections of foreign aircraft in international airports; and
- d) Harmonization of regulations and procedures implemented on the international level.

### 5. **PROPOSAL**

5.1 In a similar effort to the voluntary work done in various other sectors, thereby contributing to the promotion of many aspects of life on the international level, we propose to the Assembly the adoption of the idea of "Aviation Experts Sans Frontières". Its membership would be composed of all those who wish to make voluntary contributions particularly retired experts who wish to join back the work force as many of them have extensive experience in the field of aviation safety and security. They could help by offering training to personnel in developing countries and assist in establishing aviation safety and security regulations. The beneficiary states could pay them symbolic salaries to provide for their subsistence during the missions. This could have a very positive impact by enhancing the levels of civil aviation safety, regularity and efficiency. It would also reduce the burden on developed countries due to the ongoing supervision of foreign aircraft from all States to ascertain their compliance with ICAO Standards.

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