



International Civil Aviation Organization

MIDANPIRG/21 & RASG-MID/11 Meetings

(Abu Dhabi, UAE, 4 – 8 March 2024)

Agenda Item 4.2: Outcomes of SEIG/5 meeting

OMAN CAA EXPERIENCE IN ADDRESSING COMMON ORG FINDINGS

(Presented by The Sultanate of Oman)

SUMMARY

This paper shares the Oman CAA's experience in enhancing its guidance materials and procedures to address ORG findings. It outlines the measures taken to allocate sufficient financial resources to meet national and international obligations. Additionally, it discusses improvements in credential management and the methodology for calculating staffing needs

Action by the meeting is at paragraph 3

REFERENCE

- ICAO DOC 9734 PART A
- ICAO DOC 9735 UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME CONTINUOUS MONITORING

1. INTRODUCTION

1.1 The USOAP CMA audit conducted on Oman in 2020 revealed common findings related to the Critical Elements 1 to 5 such as rulemaking process, calculation of required qualified technical personnel, credential issuance, and training program development.

1.2 While ICAO requires States to implement ORG Audit Area requirements (CE 3 & CE 4) at the time where there is no detailed guidance for some of the PQs.

2. DISCUSSION

2.1 As per ICAO Doc 9734 part A, all State technical personnel authorized to perform licensing, certification, approval and/or surveillance functions, as applicable, need to possess appropriate credentials with the right to unlimited and unrestricted access to aircraft, aviation-related documents, aerodromes, ATS and other relevant facilities.

2.2 Regarding the issuance and management of inspectors' credentials, Oman CAA took a system enhancement approach to corrective actions, focusing on overall system improvement rather than addressing specific shortcomings or the 'however' part of the PQ. This approach began with the

establishment of a comprehensive policy outlining the criteria and conditions to obtain legal empowerment at the state level. Subsequently, a detailed procedure, along with appropriate forms and a mechanism for credential control, was developed as the second stage of implementation.

2.3 The process is centralized and managed under a dedicated unit within the organization, ensuring consistency and efficiency in credentialing procedures. This integrated approach reflects Oman CAA's commitment to enhancing regulatory compliance and ensuring that technical personnel are equipped with the necessary credentials to execute their responsibilities effectively within the aviation domain.

2.4 Determining the required number of inspectors is critical to ensure fulfil its obligations. Oman CAA has enhanced its calculation methodology procedure to precisely reflect the scale and complexity of the aviation sector within Oman.

2.5 The updated procedure has been framed and designed to calculate the required number of inspectors within CAA. It incorporates detailed matrices outlining all tasks and activities—both technical and administrative—performed by inspectors. Each task/activity is described, specifying the frequency of occurrence per year, the number of days allocated for each task, the requisite number of inspectors needed, the total hours devoted to each task, and the overall total number of hours required annually.

2.6 This refined approach ensures a comprehensive and accurate assessment of staffing requirements, enabling the CAA to effectively allocate resources and personnel to fulfil its safety oversight responsibilities within the dynamic aviation landscape of Oman.

2.7 Government's commitment to establish a robust State Safety Oversight System is key to the success that Civil Aviation Authorities are seeking in the ICAO Universal Safety Oversight Audit Programme - Continuous Monitoring Approach (USOAP-CMA). States are required to establish and implement a robust mechanism to ensure that each safety oversight authority has adequate financial resources to fulfill both national and international obligations. In response, Oman CAA introduced a high-level financial policy as a top management commitment to providing the required resources to safety and strategic investment in the aviation sector.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this working paper;
- b) encourage MID States to share experiences in establishing and implementing an effective State safety oversight (SSO) system for the benefit of all members States, and
- c) note Oman's willingness to provide guidance and share expertise with member states in addressing their safety deficiencies identified in ORG Area and more.