

# 8<sup>TH</sup> EASA INTERNATIONAL COOPERATION FORUM

JOINING FORCES FOR  
SAFER AND GREENER  
AVIATION WORLDWIDE



COLOMBO, SRI LANKA  
19-21 MARCH 2024

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Director Flight Safety



# TWINNING PROJECTS

- Two-year initiative funded by the EU
- Assist the states in harmonizing their national institution's standards with the European ones



# OUR PROJECT

## Supporting Civil Aviation Authorities in Lebanon in the Fields of Safety and Security

**€1.3  
Million**



**Sept 19  
Oct  
2023**

**Italian Civil Aviation Authority ENAC with the Lebanese  
Civil Aviation Authority MPWT-DGCA.**



# Objective & Scope

**The objective is to encourage national reforms regarding institution building and capacity building for improving the system.**



# Domains Affected



MED

ANS/ATM

DGs

SSP

OPS

AIR

SMS

SAFA

ORG

SEC

QMS

FCL





# Execution Of The Twinning Project

## Evaluate

The requirements across sectors and tailoring EU regulations to Lebanon's needs and priorities.

## Revise

Lebanon's regulatory framework by creating a series of documents, including LAR-EU & LAOD-EU







# Execution of

## The Twinning Project

**Framework for the transition period**

**Working proposals to separate:**

**State Safety Program**

**Authority from Service Providers**

**Training plans for capacity enhancement**

**Accident Investigations from Service Providers**



# **The Mechanism for Implementation of LARs–EU in Lebanon**

**Adoption &  
Implementation  
of EU rules has  
been  
established**

**Mandates the Directorate  
General of Civil Aviation to:**

**issue LARs in compliance  
with the ICAO Annexes  
by means of adoption**

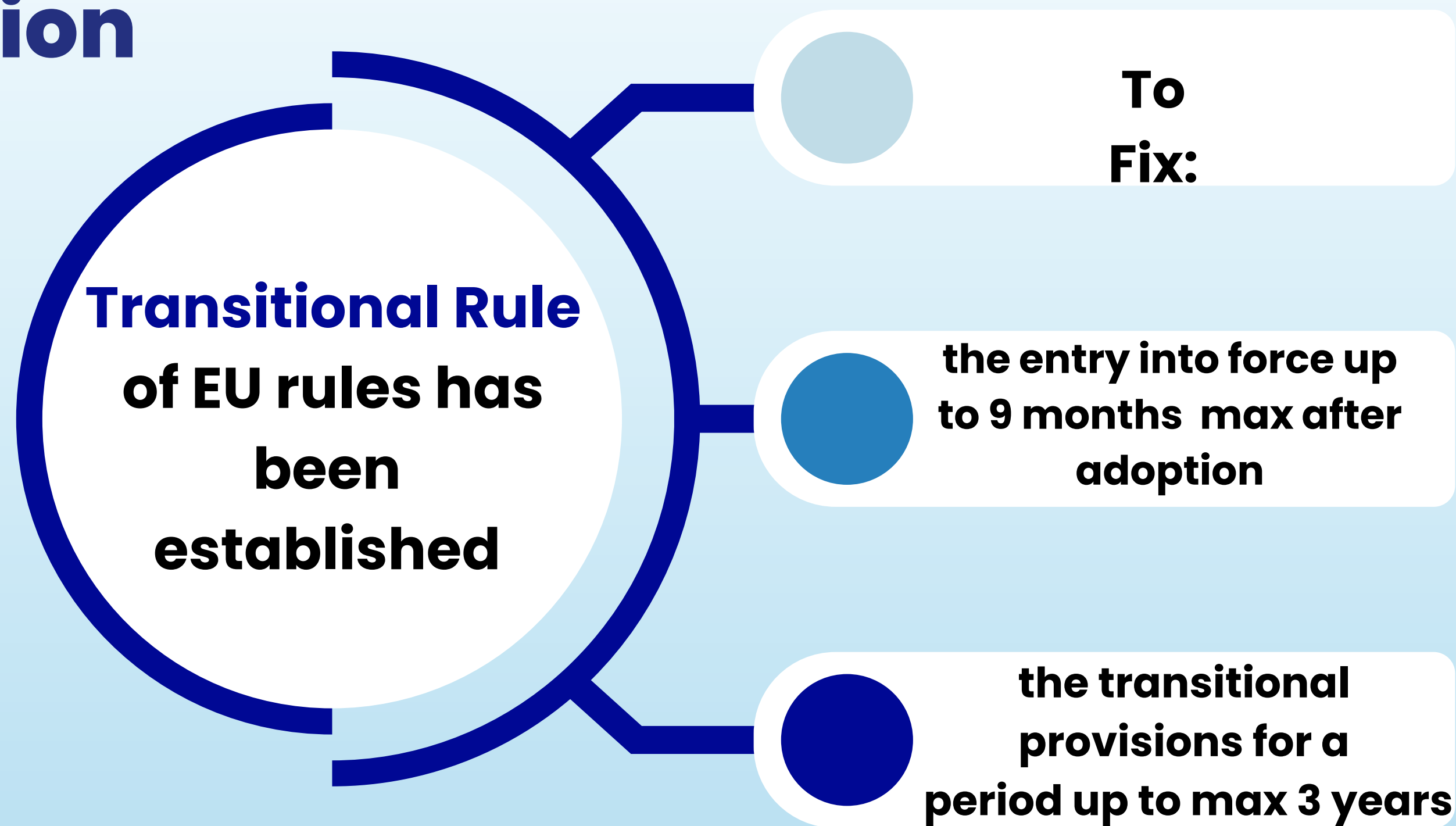
**issue a detailed  
transitional  
provisions**

**MPWT Ministerial Decision  
No. 189/1 dated 12 April 2022**





# **The Mechanism for Implementation of LARs–EU in Lebanon**



**DGCA Decision 129/2  
dated 26 May 2022**



### **Regulatory Harmonization**

**The effort to adopt EU standards require customization to fit Lebanon's context.**



### **Capacity and Resource Limitations**

**Building local capacity demands investment and personnel.**



### **Infrastructure and Technology Upgrades**

**Physical upgrades, new software and operational technologies**



### **Political and Economic Instability**

**Can divert attention away from aviation safety and security improvements**

## **Challenges**

**Requires continuous education, awareness, and reinforcement**

**Safety and Security Culture**



**Achieving consensus and collaboration is challenging**

**Stakeholder Engagement**

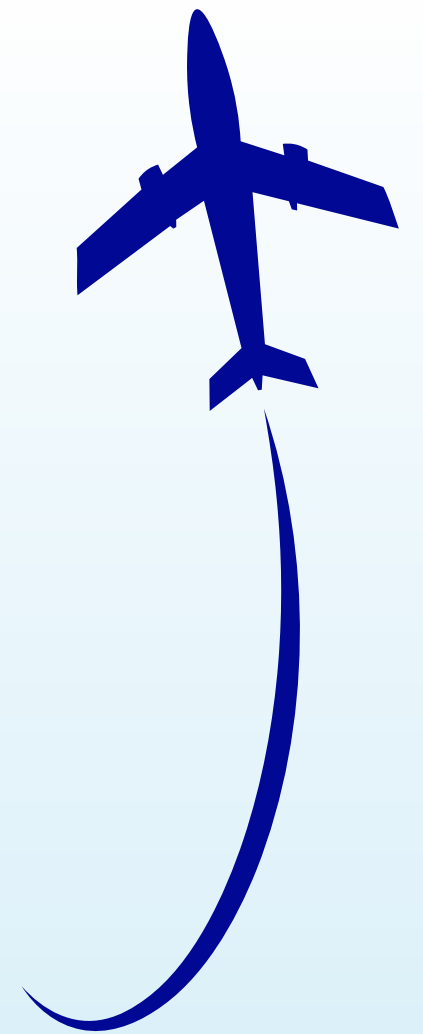


**The DGCA must develop capabilities to ensure adherence**

**Compliance and Monitoring**



# ACHIEVEMENTS



- **1 Ministerial Decision**
- **1 State Safety Program**
- **1 AIG Decree**
- **2 DGCA Decisions**
- **13 SAFETY Regulations**
- **1 AIG Regulation**
- **2 AVSEC Regulations**
- **4 AVSEC Programmes/Plans**
- **30 Operative Procedures**
- **Dozens of Forms, Checklist, Instructions**
- **29 Training/Promotion events**



# **Recommendations** from ENAC to DGCA/MPWT

**Try to lead the transformation of Lebanese Civil Aviation through:**

**Sustainability Road Map**

**Executive Management Board**

**Ongoing Change Management**

**In order to**



- **Implement the reform**
- **Secure financial resources**
- **Implement procedures**
- **Update regulations**

# **RECOMMENDATIONS FROM ENAC TO DGCA/MPWT**



- **Reorganize the DGCA to:**
  - **facilitate the separation of functions**
  - **Establish an Independent Authority**

**Appoint the State Safety Program Committee by the relevant political authority to ensure the activation of SSP.**

- **Establish a Rulemaking Office to oversee the development and implementation of aviation regulations.**



# **RECOMMENDATIONS**

## **FROM ENAC TO DGCA/MPWT**

**Implement the Internal Quality System to maintain and improve operational procedures.**

**Hire qualified inspectors independent of sectarian affiliations.**

**Execute specialized training and qualification plans devised by the project.**

**Enhance both internal and external collaboration to address and surmount the resistance encountered in the ANS/ATM, AGA and SEC Areas.**





# Future Challenges

Political instability, degraded the commitment to reformation.

Economic crises or limitations, impede funding.

Resistance to change and bureaucracy, delay the process.

Keeping pace with rapid technological advancements and international aviation standards developments.

Overcoming sectarian biases in the hiring process.



**THANK YOU**  
**FOR YOUR ATTENTION**

