

State of Kuwait

**National Continuous Monitoring Coordinator (NCCMC) meeting
(Doha, Qatar, 15-17 October 2023)**

Background

- Our full audit under the Continuous Monitoring Approach (CMA) was in March 2016, where our EI was 53.56 %
- We had an ICVM in Nov 2017, where our EI was 77.14 %
- Our last Activity was an off-site Validation Activity in Aug 2021, where our EI was 77.45 %
- We are working on going for another ICVM specially in areas of AIG, AGA and ANS.

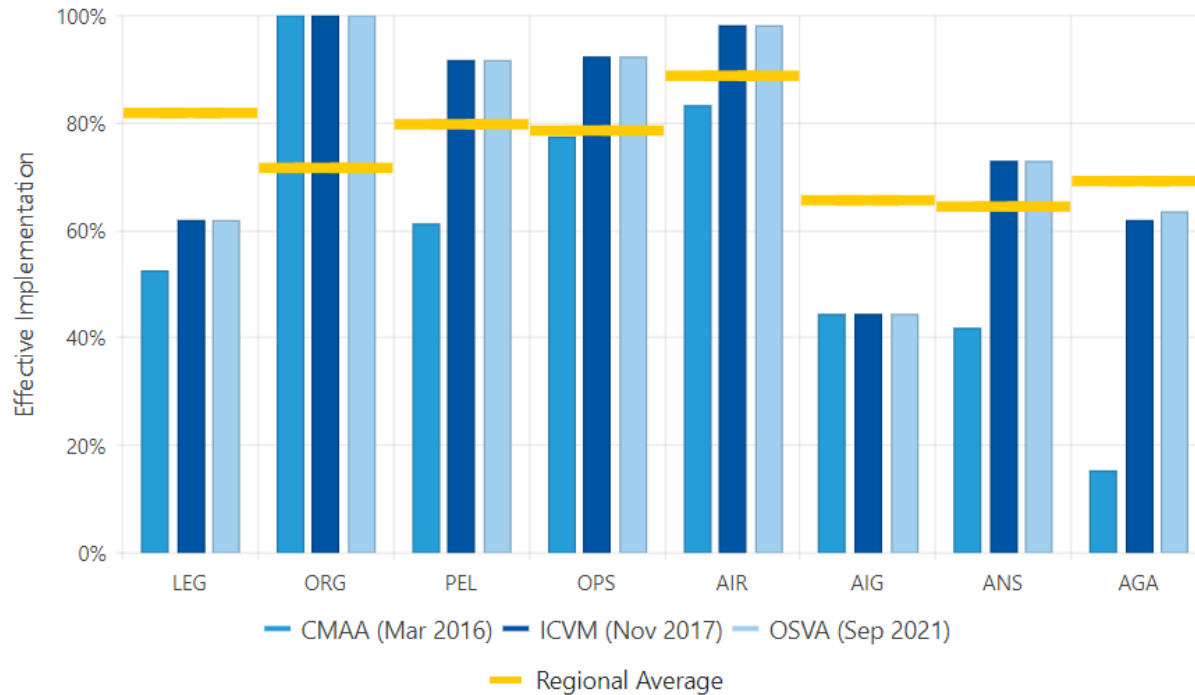
Status

Previous USOAP Activities				
Activity	Scope	End Date	Initial EI [?]	Adjusted EI [?]
OSVA	LEG, AIG, AGA	30 September 2021	77.45%	77.45%
ICVM	LEG, PEL, OPS, AIR, ANS, AGA	20 November 2017	78.18%	77.14%
CMAA	Full scope	31 March 2016	53.87%	53.56%
CMAA	Full scope	06 December 2005	82.13%	79.22%

USOAP Activity Results

Show Regional Average Show Global Average

CMAA (Mar 2016) × ICVM (Nov 2017) × OSVA (Sep 2021) × | ▾



Current status comparison, and relevant to the region.

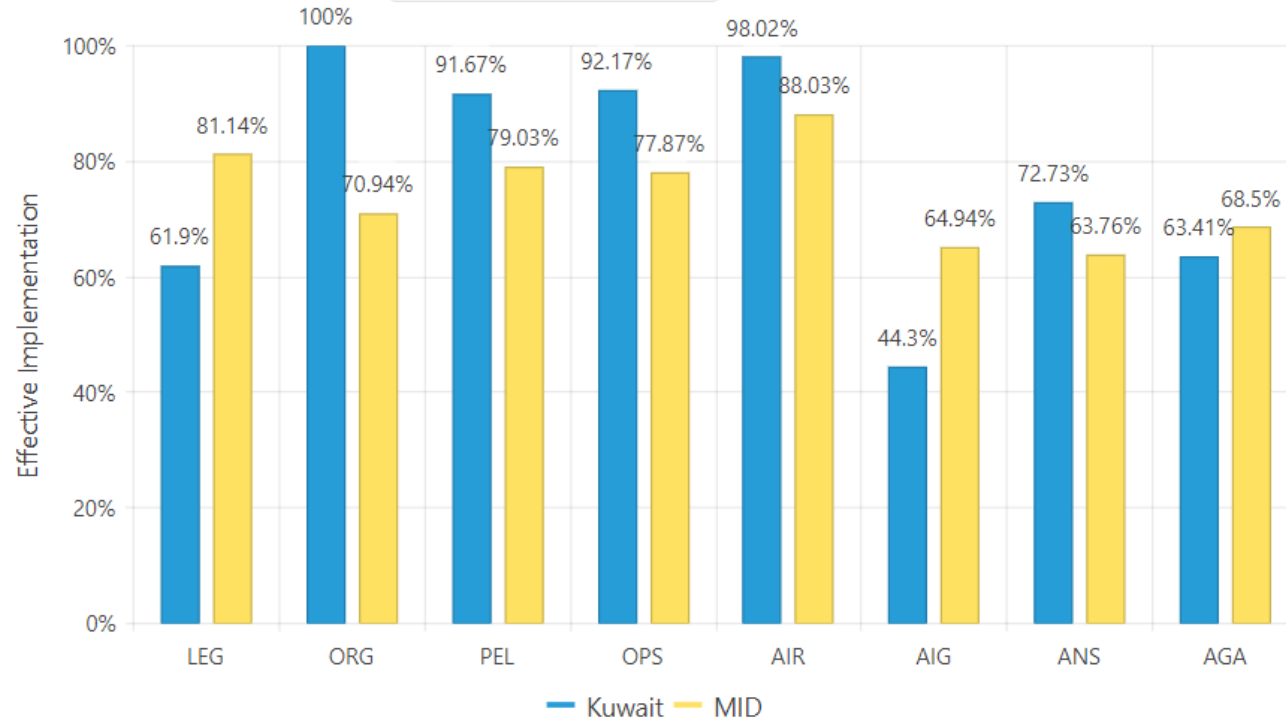
EI by Audit Area

Compare:

Regional

BAR CHART

RADAR CHART



Current
status of EI
by audit area

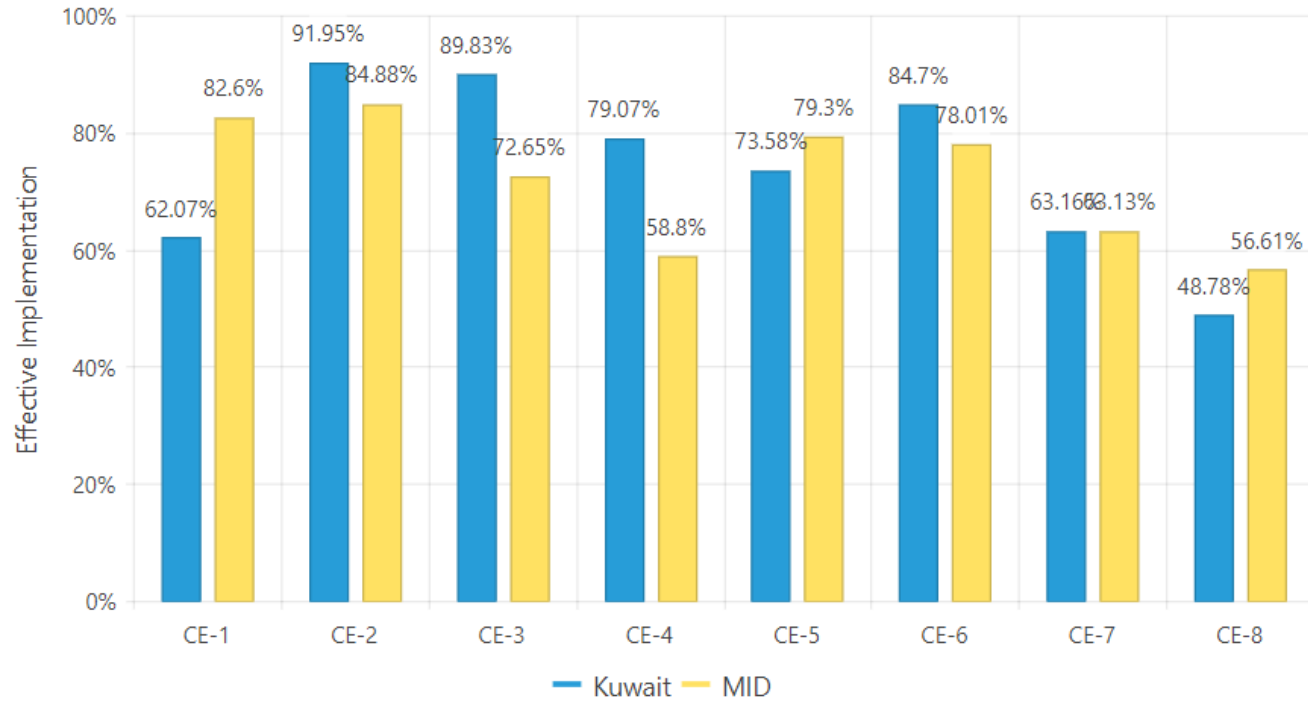
EI by Critical Element (CE)

Compare:

Regional

BAR CHART

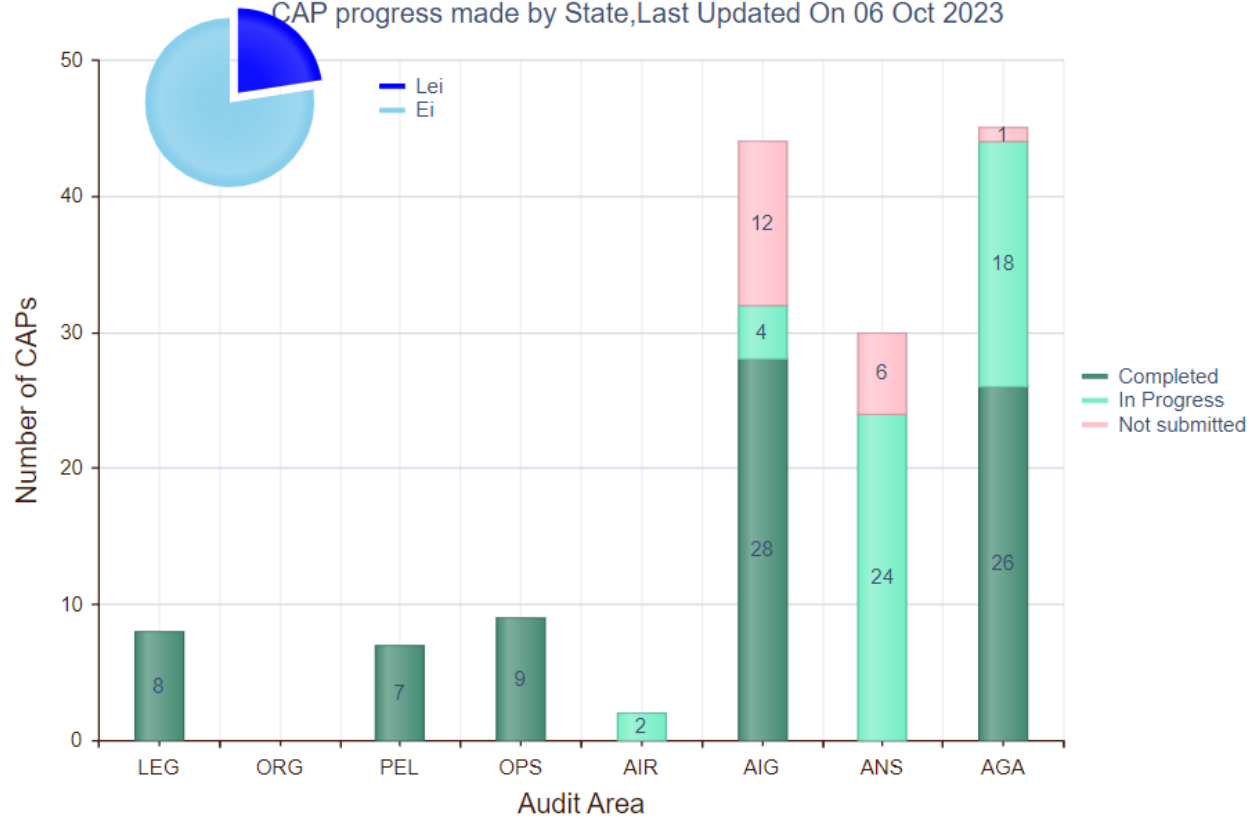
RADAR CHART



Current status by critical elements

Current CAPs

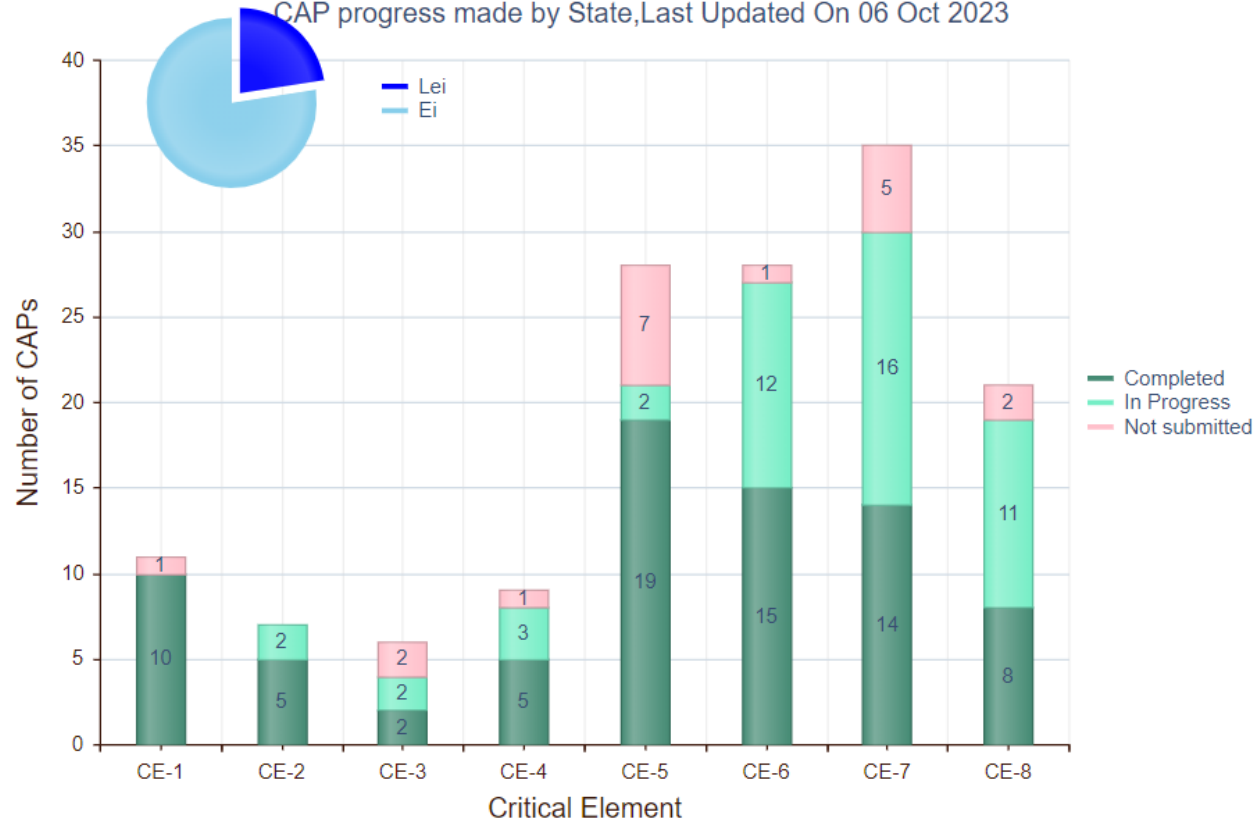
CAP progress made by State, Last Updated On 06 Oct 2023



Current status of our CAPs by Audit Area

Current overa

CAP progress made by State, Last Updated On 06 Oct 2023



Current status of our CAPs by Critical Elements

Challenges and Comments on the USOAP CMA on-Line Framework

1. We recommend Separating Aircraft Accidents (AIG) from Aviation Safety, as was done with Aviation Security.
2. We noticed some protocol questions (PQs) are merged between (Establishment) and (Implementation), which results in the complete loss of question points in case of Established but not Implemented.
3. Some PQ questions in (LIC) are merged between more than one type of license in one question (pilots, engineers, and controllers). We find This is impractical e.g., PQs: (3.501 - 3.503 - 3.505 - 3.507 -3.751- 3.753- 3.755 - 3.761 - 3.763 - 3.765 - 3.767 - 3.769 - 3.771)

Challenges and Comments on the USOAP CMA on-Line Framework

4. We suggest Adding a (Dashboard) addressing the State Safety Program (SSP).
5. It would be very helpful if ICAO could create a document with an example of the accepted answers and evidence for the protocol questions.
6. The (OLF) system is too slow.



الطيران المدني
Civil Aviation
State of Kuwait - دولة الكويت



Thank you

Engr. Hussam AL Rasheed
Engr. Emad Aburezq