



USOAP-CMA Overview Update and Regional Status

Eng. Mashhor Alblowi
ICAO MID Regional Office
Cairo, Egypt
malblowi@icao.int



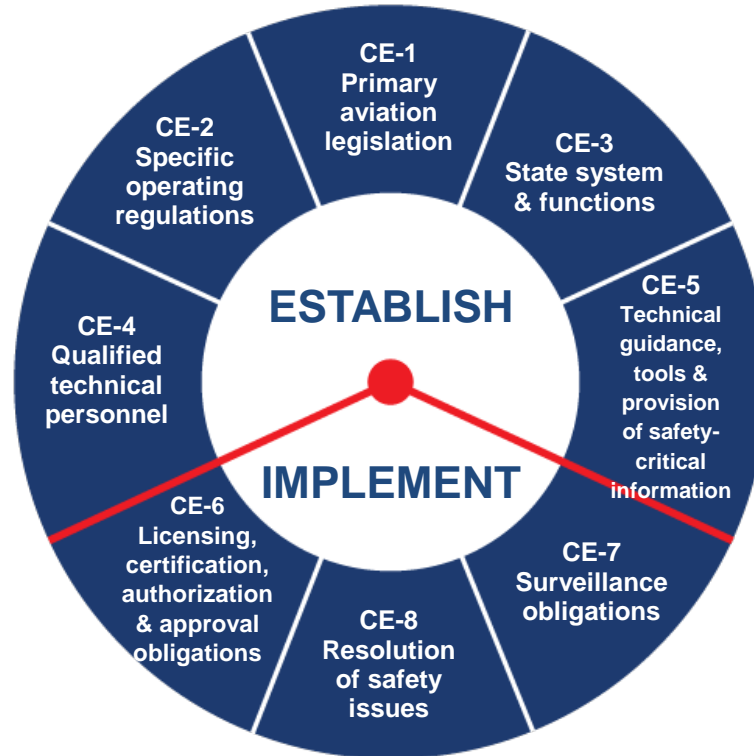


Critical Elements (CEs) of a State Safety Oversight System

ICAO carries out audits and other monitoring activities to determine the safety oversight capabilities of its Member States by:

- Assessing their effective implementation of the 8 CEs in 8 audit areas (i.e. LEG, ORG, PEL, OPS, AIR, AIG, ANS and AGA) through Protocol Questions (PQs); and
- Verifying the status of the Member States' implementation of:
 - Safety-related ICAO Standards and Recommended Practices (SARPs);
 - Associated procedures; and
 - Guidance material.

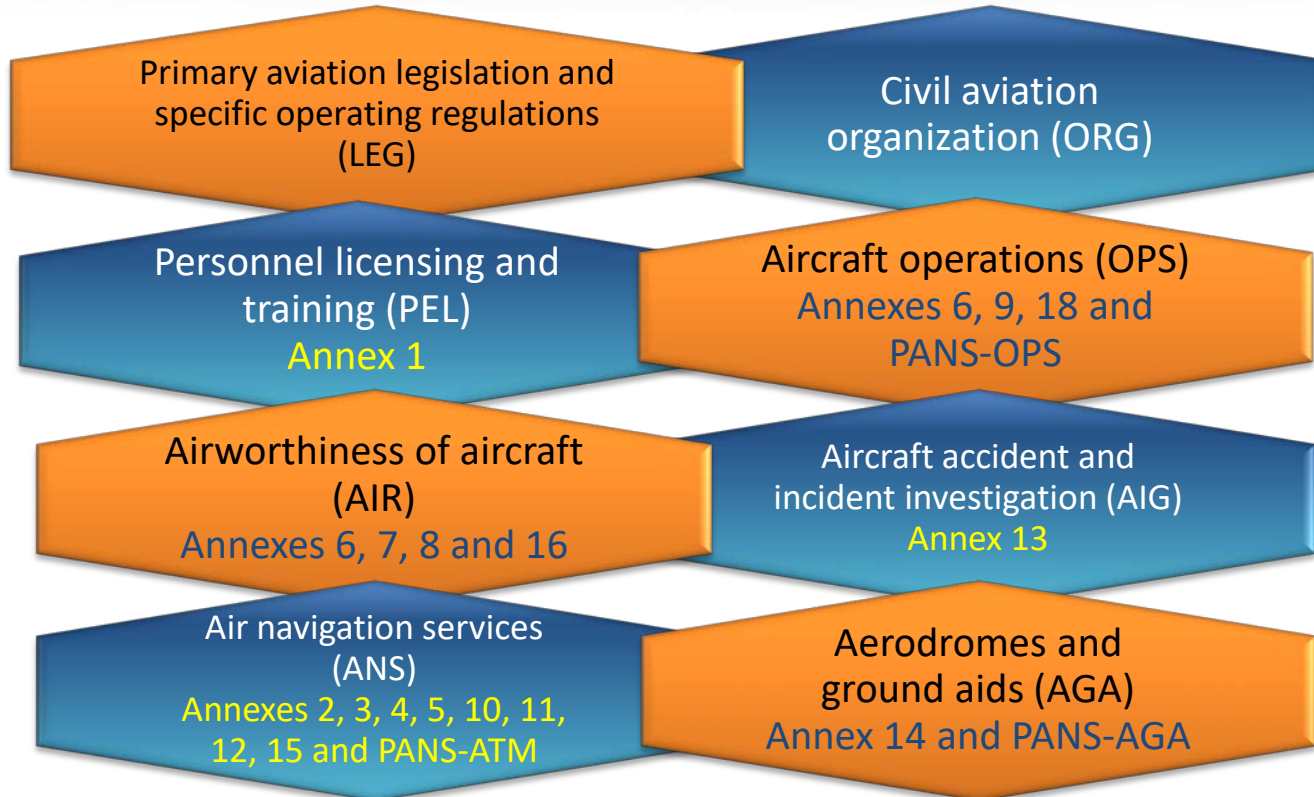
Critical Elements (CEs)





USOAP CMA Audit Areas and Protocol Questions (PQs)

USOAP CMA Audit Areas



Protocol Questions (PQs)



- Primary tool used to assess States' safety oversight capabilities, for each CE.
 - Enable standardization in the conduct of USOAP CMA activities.
 - Percentage of “Satisfactory” PQs is reflected in the EI.
 - Evidence-based approach:
 - **Show me.**
 - **Lack of evidence or lack of sufficient evidence = PQ status becomes or remains N/S.**
 - N/S PQ generates a finding and since 2014, each finding is PQ-specific.
-

2020 Edition of the PQs



- In addition to the periodic revision of USOAP PQs, the 2020 edition of the PQs was mainly a result of the implementation of the recommendations of the Group of Experts for a USOAP CMA Structured Review (GEUSR).

CMA Library

- This 2020 edition of the PQs is posted in the “CMA Library” on the OLF.

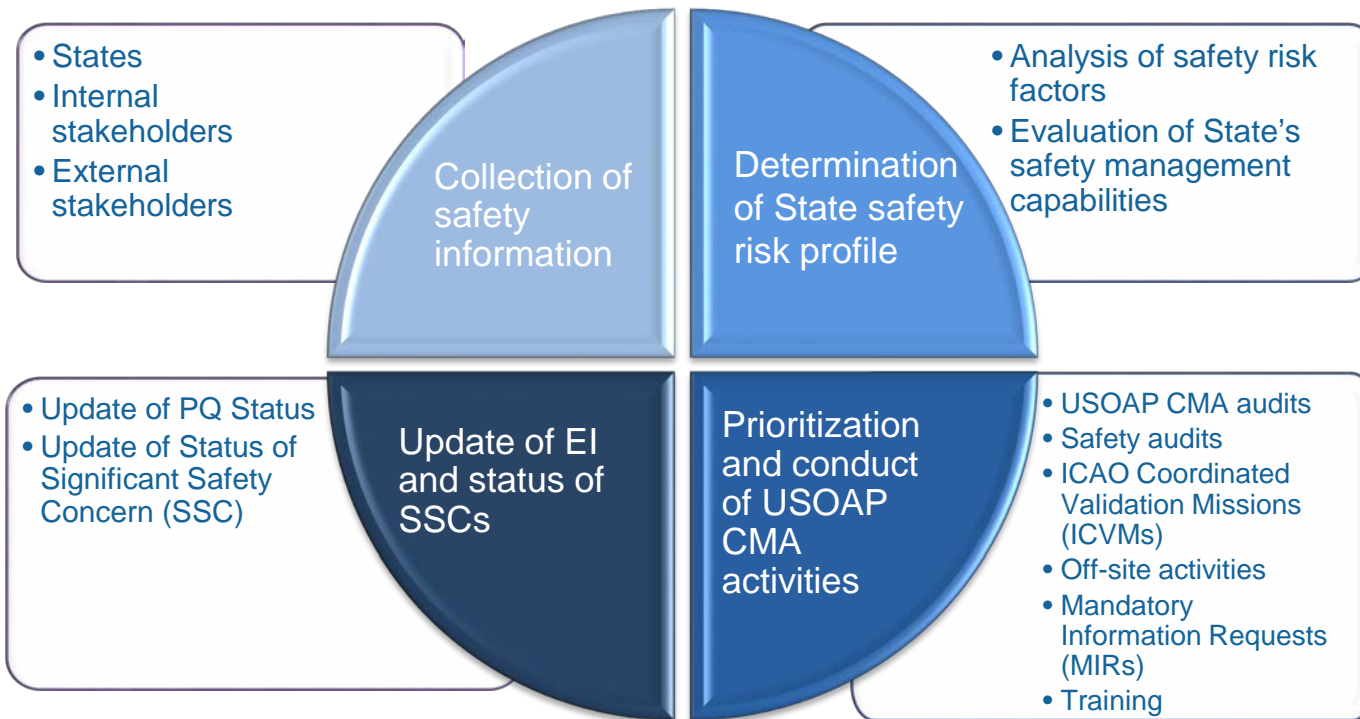


- The 2020 edition of the PQs became applicable for all USOAP CMA activities **starting after 1 January 2022**.
(EB 2021/40, dated 31 December 2021, refers)



USOAP CMA Components

USOAP CMA Components





States' Main Obligations under USOAP CMA

As per the USOAP CMA MOU and by using the OLF, States shall, in particular:

- Continuously update their SAAQ and CCs/EFOD;
 - Continuously update their CAPs and PQ status (self–assessment), providing all related evidence; and
 - Reply promptly to MIRs sent by ICAO.
-



RASG-MID/5 (Doha, Qatar, 22-24 May 2016)

Conclusion 5/1 ICAO USOAP-CMA Implementation

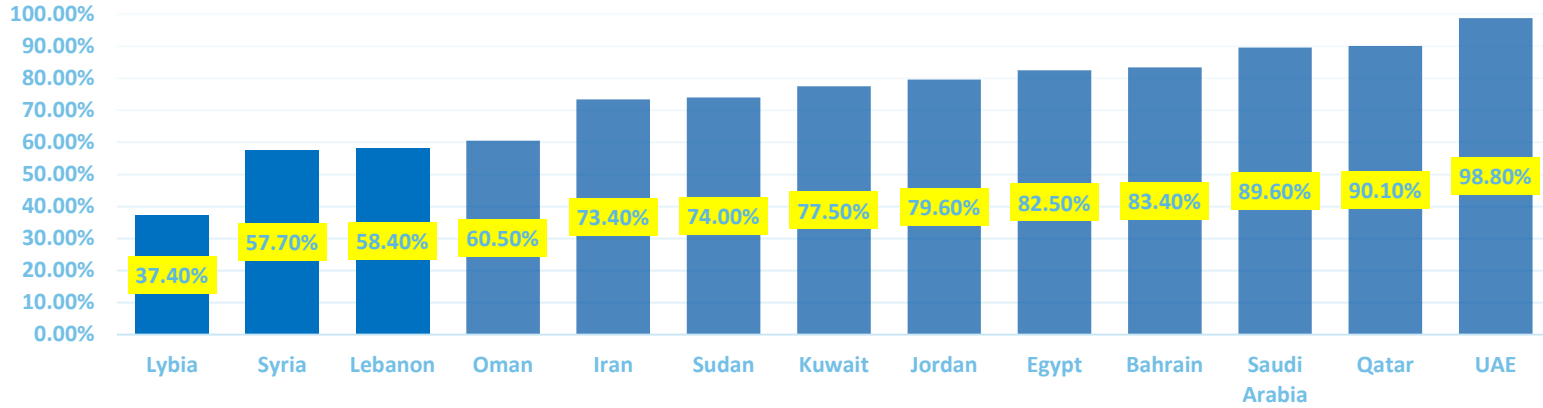
- a) *States be urged to prioritise and take action as needed to improve their safety oversight system, with particular attention to:*
 - i. *the implementation of Corrective Action Plans (CAP) and reporting the progress on the On-line Framework (OLF); and*
 - i. *the completion of the self-assessments and uploading of the relevant evidences on the OLF;*
- a) *States are encouraged to request assistance from ICAO, as required.*



MID Regional Status



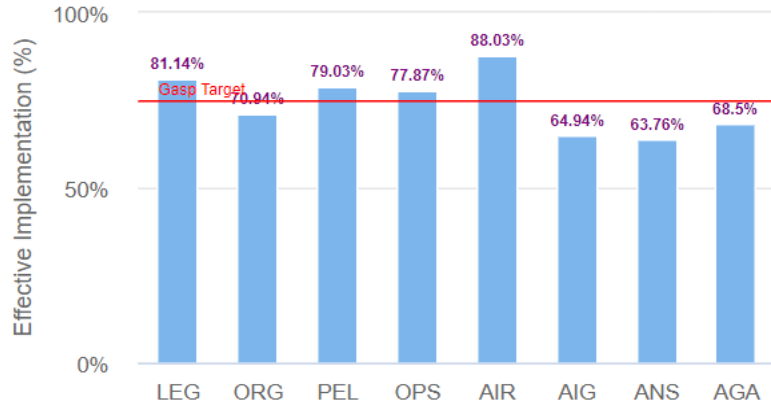
OVERALL EI



- 13 out of 15 States have been audited (Iraq and Yemen)
- **74,07 % Overall EI**

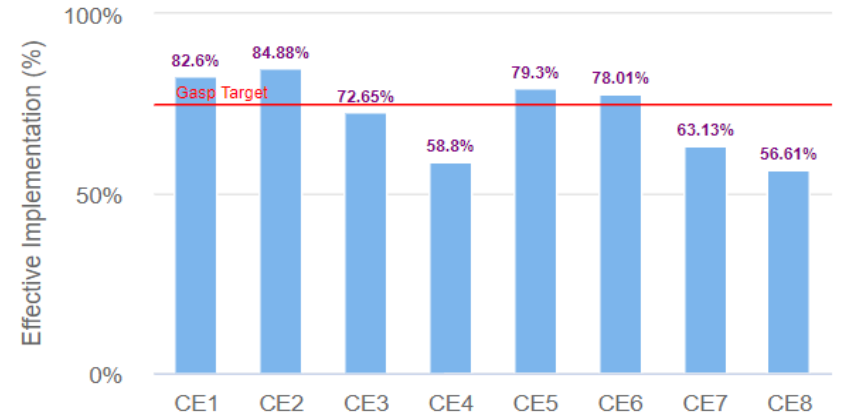


EI by Area



- ANS, AGA and AIG still need more improvement.

EI by Critical Element



- CE4 (Qualified technical personnel) and CE8 (resolution of safety issues) are below 60%.
- CE7 (Surveillance obligations) still needs improvement



The Critical Situation

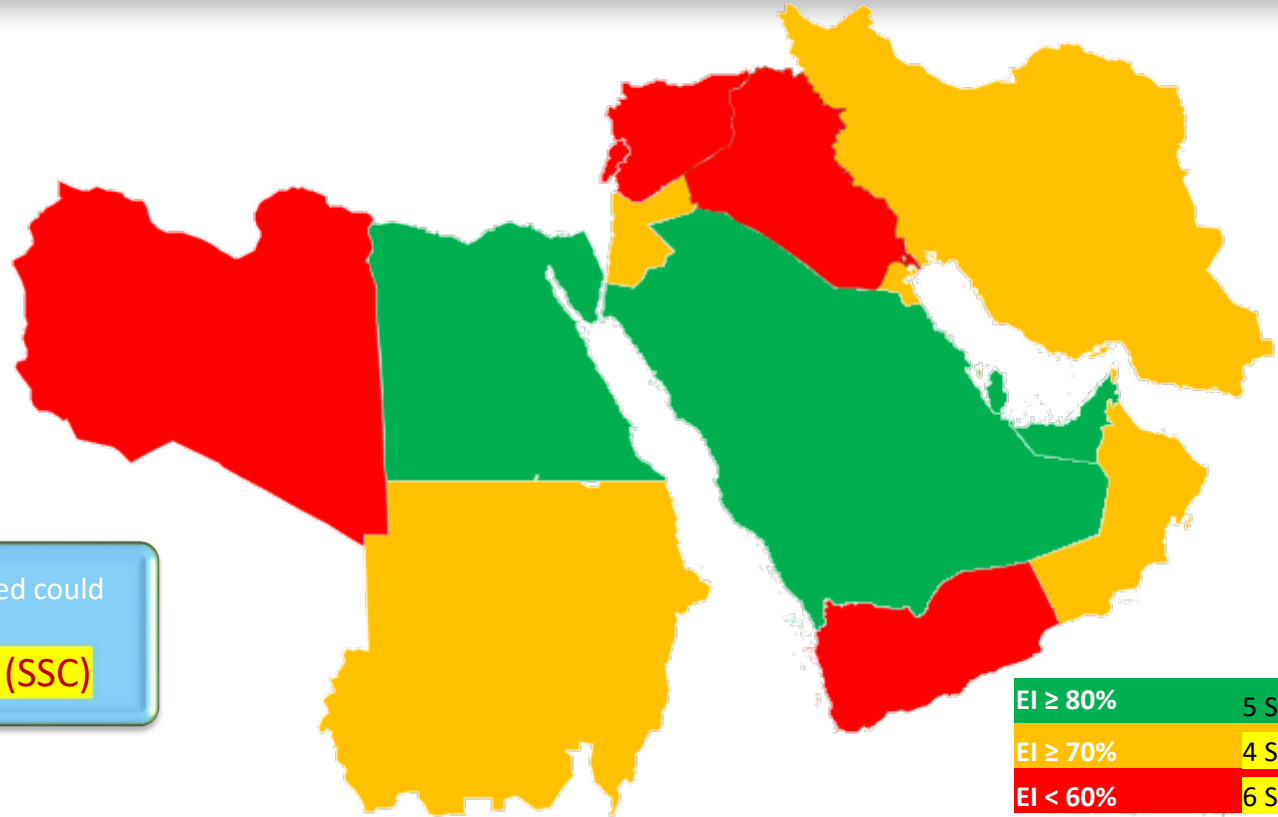


USOAP Regional PPQ EI
71.57

Priority Protocol Question
(PPQ)

212 PPQs out of 790 PQs
PPQ is 37% of all PQs

Findings related to PPQs if not resolved could
result in the elevated risk of
Significant Safety Concerns (SSC)



EI ≥ 80%	5 States
EI ≥ 70%	4 States
EI < 60%	6 States



Challenges



Common Challenges/Difficulties:

- ❑ lack of sufficient human resources (qualified technical personnel) to meet the State's obligations and carry out oversight functions and mandate;
- ❑ the ability to attract, recruit and retain sufficiently qualified/experienced technical personnel;
- ❑ training;
- ❑ separation of oversight functions and service providers/operators; and
- ❑ political/security situation/stability in some States.



Best Practices



Common Best Practices

- high level commitment and engagement (regular briefings and meetings);
- preparation well in advance (giving sufficient time);
- assignment of focal point(s) for each audit area;
- training of personnel (USOAP-CMA CBT, Workshop, participation in ICVMs and Audits), including the conduct of a USOAP-CMA Workshop (cost-recovery basis) at National level;
- using the self-assessment to conduct internal audits, prepare for ICAO USOAP CMA activities; and monitor the civil aviation safety oversight system;
- take advantage of other States experiences;
- update all CAPs to fully address the PQ findings and report the progress made on the CAPs implementation, which is a vital factor for the planning and conduct of the USOAP-CMA validation activities; and
- regular update of the required information such as the State Aviation Activities Questionnaire (SAAQ) and Compliance Checklist/Electronic Filing of Differences (CC/EFOD).



Recommendations and Way Forward



ICAO BANGKOK

UNITING AVIATION



ICAO

North American
Central American
and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
Headquarters
Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU