



ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

Agenda Item 29: Aviation Safety — Monitoring and Analysis

**TRANSITION TO THE CONTINUOUS MONITORING APPROACH (CMA) IN THE
BOLIVARIAN REPUBLIC OF VENEZUELA**

(Presented by the Bolivarian Republic of Venezuela)

EXECUTIVE SUMMARY

This paper describes the project in the Bolivarian Republic of Venezuela for the transition to the new Continuous Monitoring Approach of the International Civil Aviation Organization (ICAO).

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	Not applicable.
<i>References:</i>	Doc 9734, <i>Safety Oversight Manual</i> , Second Edition, 2006 Doc 9735, <i>Universal Safety Oversight Audit Programme Continuous Monitoring Manual</i> , Third Edition, 2011

1. INTRODUCTION

1.1 In September 2007, the 36th Assembly of ICAO adopted Resolution A36-4 instructing the Council to examine the various options for continuing USOAP beyond 2010, including the feasibility of a new approach based on the concept of continuous monitoring. In keeping with the Resolution, the Council asked the Secretary General to consider how the programme could be continued after 2010, incorporating safety risk factor analysis, adopting a more pro-active approach, optimizing ICAO resources and enhancing the participation of other ICAO Bureaus and its Regional Offices (RO). To this end, in July 2008, the Secretariat set up a working group to consider the possibility of adopting a continuous monitoring approach (CMA).

1.2 The working group identified six options for the continuation of USOAP beyond 2010, detailing the specific objectives, requirements, benefits, limitations and costs of each. On the basis of a cost-benefit analysis including consideration of the limitations and implementation costs of each option, the group found that, to ensure sustainability and efficiency as well as cost-effectiveness, the CMA was the best way to keep USOAP going after 2010.

(2 pages)

¹ Spanish version provided by the Bolivarian Republic of Venezuela.

1.3 At its 187th session, the Council reviewed the recommendations of the Secretariat and requested the Secretary General to develop the necessary methodology and instruments for implementing CMA including detailed guidance material for member States. The Council also asked the Secretary General to conduct ICAO Coordinated Validation Missions (ICVM) with specific objectives during the transition phase. The activities to be carried out under the USOAP-CMA framework would be phased in through pilot projects in select member States.

1.4 In view of the foregoing, standardized processes and procedures need to be established to describe the activities and ensure that they are planned, carried out and reported in a systematic, uniform and objective manner. This practice has allowed for the effective implementation of the new CMA.

2. **DISCUSSION**

2.1 The State of Venezuela has introduced a mechanism for the effective, continuous and systematic transition to the new approach, consisting of four phases: Initial Phase, Diagnostic and Analytical Phase, General Planning Phase, and Control and Monitoring Phase.

2.2 These phases correspond to the basic steps of a process, and activities include the creation of a permanent organizational structure, allocation of resources and tasks, and finally monitoring and reporting on the tasks. Of course, clear guidelines are essential for States to be able to work toward the new methodology which, though very simple, requires quality control procedures for its successful implementation.

2.3 It is important to point out that the Bolivarian Republic of Venezuela received an ICAO Coordinated Validation Missions (ICVM) on 22-28 May 2013, which showed the framework created to be functional and effective. Adjustments are still being made, though, because of the novelty of the system and the dynamic work involved.

3. **CONCLUSION**

3.1 The aforementioned roll-out activities have helped the State of Venezuela transition to the new methodology of the Continuous Monitoring Approach. However, it is essential to share good practices that have worked for other States, so as to strengthen global aviation safety.