



International Civil Aviation Organization

MIDANPIRG/17 and RASG-MID/7 Meeting

(Cairo, Egypt, 15 – 18 April 2019)

Agenda Item 5.1: Regional Performance Framework for Safety

PREPARATIONS FOR THE ICAO USOAP CMA AUDIT

(Presented by the State of Qatar)

SUMMARY

This paper gives an overview of the preparation process for the ICAO USOAP CMA audit of the State of Qatar, which was audited from 11-22 November 2018. It also highlights some of the challenges faced by the QCAA in ensuring that the results are within the targeted effective implementation (EI) established.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 The State of Qatar was audited from 11-22 November 2018 and due to challenges facing the region, it had to be postponed on two occasions. The success story of the results is an indication of the commitment at State level to ensure that the level of implementation of the eight critical elements (CEs) of a safety oversight system shows a significant improvement compared to the earlier results of the audit conducted in 2010 and the ICVM in 2013. The results are indicative of the sustained support from the QCAA to all concerned areas which were to be audited.

2. DISCUSSION

Requirements

2.1 In preparation for the audit, the QCAA conducted an initial assessment of the status of implementation of the protocol questions (PQs). It was noted that:

- The Law had to be amended;
- The Decree establishing the QCAA had to be repealed;
- The regulations had to be amended and it was decided that they are adapted with the EASA /EU regulations, at the same time ensuring compliance with the ICAO Annex provisions. To this effect, the regulations were based on Authority Requirements (AR), Organizational Requirements (OR) and Acceptable means of compliance (AMCs);
- Sustained consultations were held with the industry during the whole process;
- All procedures had to be reviewed to ensure compliance with the regulations;
- Training programmes and plans had to be elaborated and implemented;
- Job descriptions had to be reviewed and adapted to meet the challenges of the QCAA;

- Staffing requirements were reviewed using the FTE methodology;
- Effective oversight of all areas had to be conducted in accordance with the new requirements;
- The rule making process and process for filing of differences provided on SMS and SSP implementation.

2.2 It is to be noted that prior to the audit,

- Law 15, of 2002 was amended to ensure compliance with related PQs in the area of legislation;
- Amiri Decision No 66 was enacted repealing Decree 45 of 2014, reorganizing the QCAA and ensuring distinct functional separation between regulatory and service provisional functions within the QCAA;
- A distinct AIG entity was established, reporting to the Minister of Transport;
- All regulations were reviewed based on the EASA, AR, OR and AMC concept and compliance with the ICAO Annexes were ensured;
- In consultation with the industry some requirements were reviewed and adapted to the Qatari environment;
- To ensure compliance with the requirements all procedures were reviewed;
- An Air Safety Department Manual (ASD) was developed consolidating all common procedures within the Air Safety Department (ASD);
- In addition, Sections Manuals were developed to assist oversight activities in the areas of PEL, OPS, AIR, ANS and AGA;
- Training programmes and plans were developed consistent with the new requirements and organizational structure of the QCAA;
- Job descriptions and staffing requirements were reviewed, and action was taken to recruit additional staff as required;
- Oversight and approval activities were conducted to ensure effective compliance with the new regulatory requirements
- The ICAO USOAP EFOD and Self-Assessment platforms were populated to reflect the compliance status.

2.3 To ensure that the State of Qatar is fully compliant with the requirements, the status of compliance with all related PQs were counter verified in all areas on several occasions. All non-conformities were fully addressed. There is no doubt that an ICAO USOAP CMA audit has contributed to the enhancement of safety. The State of Qatar has achieved a level of implementation (EI) of above 90%. The results reflect commitments from both the regulator and service providers to take appropriate measures for ensuring full compliance with the requirements. The oversight of Search and Rescue (SAR) services, which is under the Doha joint Search and Rescue Centre (DJRCC) was one of challenges successfully met.

2.4 However, it is recognized that the EI is only a snapshot indication of the status of implementation of the ICAO PQs and should not be taken for granted. The surveillance activities should be conducted in a sustained manner and supplemented by risk-based approaches to ensure that the consequences of hazards are kept at acceptable levels and safety is properly managed.

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3. ACTION BY THE MEETING

3.1 The meeting is invited to

- a) note the experiences of Qatar in the audit preparation process; and
- b) note the commitment from the State to give all necessary support to the QCAA in meeting its objectives.

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