



# USOAP/CMA

## Continuous Monitoring Approach

[www.icao.int/cma](http://www.icao.int/cma)



### Evolution of USOAP

For over a decade, ICAO has performed safety oversight audits under the framework of the Universal Safety Oversight Audit Programme (USOAP). ICAO has evaluated the safety oversight capabilities of its Member States as well as monitored their corrective actions as they progressed towards the achievement of global aviation safety.

By the time of the 36<sup>th</sup> ICAO Assembly, the USOAP was already on its third year of audits under a comprehensive systems approach (CSA). Almost half of the Member States had already been audited and the audit results presented by the ICAO Secretariat to the Assembly. The Member States were extremely pleased with the success of USOAP and its results; however, it was recognized that a 6-year audit cycle was too long and that there was a need for ICAO to monitor States on a more frequent basis.



The evolution of USOAP to a continuous monitoring approach will require training and familiarization with the reporting tools for the ICAO staff, Member States, and other external Stakeholders, enabling them to gradually implement the actions required under the new approach. The implementation of the CMA therefore will require a transition period, tentatively set at two years. The transition period is currently set for two years commencing January 2011 and will lead to the gradual implementation of the full CMA, beginning in January 2013.

## The objective of USOAP under the Continuous Monitoring Approach

The new methodology developed is the Continuous Monitoring Approach, (CMA). Under CMA, the objective of USOAP is to promote global aviation safety through **continuous** monitoring of the member States' safety oversight capabilities.

The CMA enables ICAO to collect vast amounts of safety information, which is provided primarily by the States. This information, however, also includes that shared by relevant external stakeholders, as well as information gathered through audits and other USOAP-CMA activities. Using the continuous monitoring approach, ICAO will be able to enhance State's safety oversight and safety management capabilities by:

- **Identifying safety deficiencies,**
- **Assessing associated safety risks,**
- **Developing strategies for CMA activities and assistance, and**
- **Prioritizing assistance.**

Since CMA relies on multiple activities that can occur simultaneously, it is important to overview the whole first, and then breaks it down into the component "steps."

As the name suggests, CMA allows ICAO to continuously monitor Member States' safety oversight capabilities. This cycle chart describes the process of collecting and analyzing data under the CMA, and how this information is then used to prioritize strategies. The CMA captures vast amounts of safety data from three main data sources:

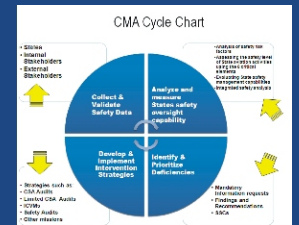
States – Through their continuous monitoring programme (CMP), the States provide the principle source of safety information when they complete and submit their State Aviation Activity Questionnaire (SAAQs), Electronic Filing of Differences (EFODs), USOAP protocols and

in addition, the underlying safety management principles of the State Safety Programmes (SSPs) support the deployment of proactive activities that provide sources of safety information used under the CMA. An increasing flow of safety data is generated by SSP as it evolves over time. This data is used to enhance the CMA's effectiveness.

Internal Stakeholders – The Technical Co-operation Bureau, the Regional Offices, and other Bureaus of ICAO provide information, including data that is stored in the ICAO-iSTARs, which is used for integrated safety analyses.

External Stakeholders – Include, but are not limited to, international organizations such as EASA, EUROCONTROL, the European Commission, and IATA. These organizations currently have their own audit programmes, inspections and standardization visits that also provide relevant data. Through expanded agreements, the information shared can be used to help validate information currently held by ICAO, potentially reducing the duplication of monitoring activities. Other external stakeholders include Regional Safety Oversight Organizations (RSOOs) as appropriate.

The successful and efficient implementation of CMA depends on continuous partnerships, communication and shared information across multiple sources. It is important to understand the essential roles and responsibilities between ICAO Headquarters, its Regional Offices and Member States, who, working together will ensure the success and effectiveness of the USOAP CMA.



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