Jordan Civil Aviation Regulatory Commission

CARC

Fourth meeting of the MID Safety Support Team (MID-SST/4)
The Second NCMCs Meeting – Cairo, 7th of February 2018

JORDAN

Agenda

➢ Background

➢ Current status

➢ Main obstacles

➢ Work Strategy

➢ Work programme to complete PQs and CAP

➢ Points of discussion

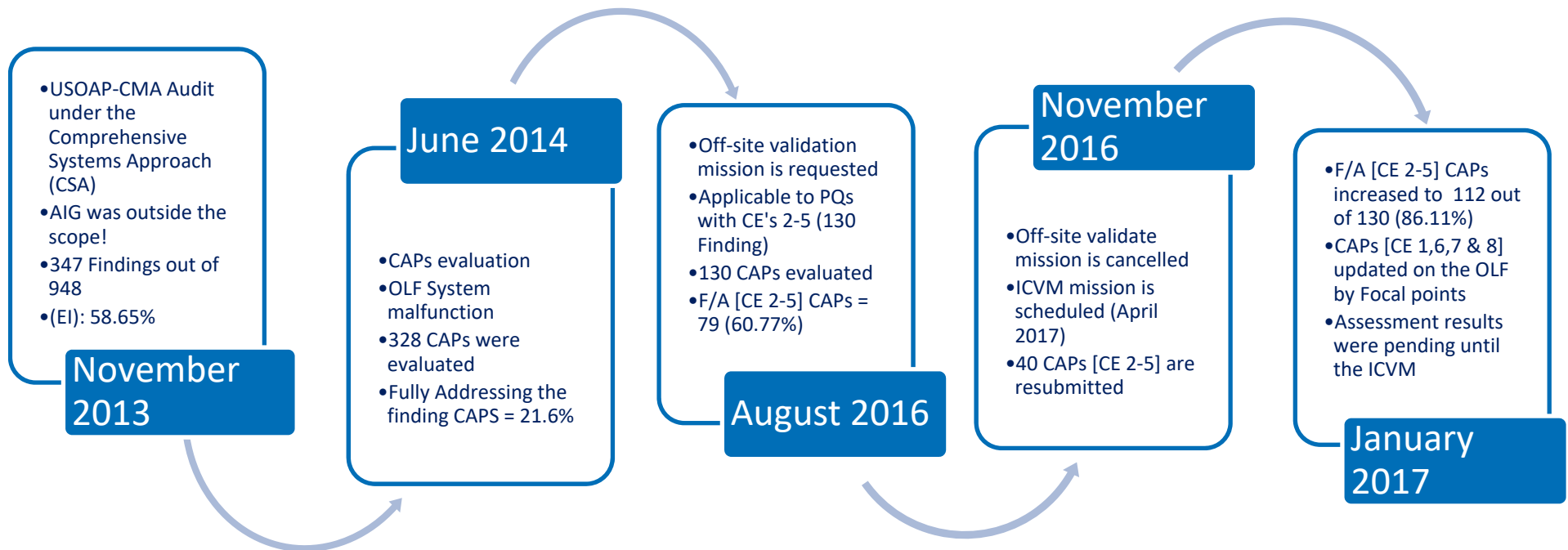➢ SSP in Jordan

➢ Technical Assistance received

Background

Audit under the Comprehensive Systems Approach (CSA)

➢ Date: 10 to 19 of November 2013

➢ The audit generated: 347 Findings

➢ Effective Implementation (EI): 58.65%

Background (Cont.)

November 2013
- USOAP-CMA Audit under the Comprehensive Systems Approach (CSA)
- AIG was outside the scope!
- 347 Findings out of 948
- (EI): 58.65%

June 2014
- CAPs evaluation
- OLF System malfunction
- 328 CAPs were evaluated
- Fully Addressing the finding CAPS = 21.6%

August 2016
- Off-site validation mission is requested
- Applicable to PQs with CE's 2-5 (130 Finding)
- 130 CAPs evaluated
- F/A [CE 2-5] CAPs = 79 (60.77%)

November 2016
- Off-site validate mission is cancelled
- ICVM mission is scheduled (April 2017)
- 40 CAPs [CE 2-5] are resubmitted

January 2017
- F/A [CE 2-5] CAPs increased to 112 out of 130 (86.11%)
- CAPs [CE 1,6,7 & 8] updated on the OLF by Focal points
- Assessment results were pending until the ICVM

Background (Cont.)

ICAO Coordinated Validation Mission (ICVM) under the USOAP CMA:

➢ Date: 03 to 10 April 2017

➢ The effective implementation (EI) improved from 58.65% to 81.26% according to ICVM Report
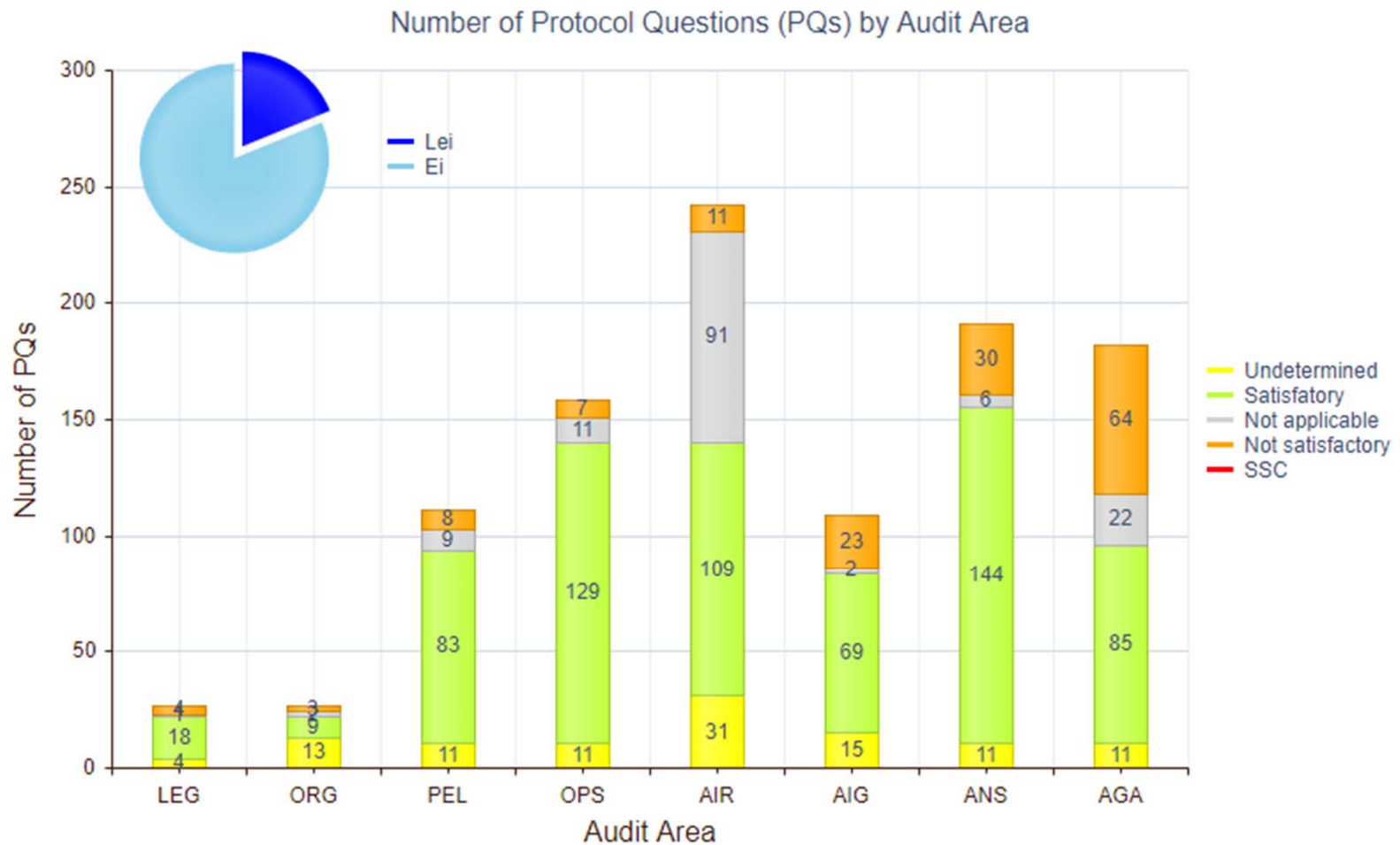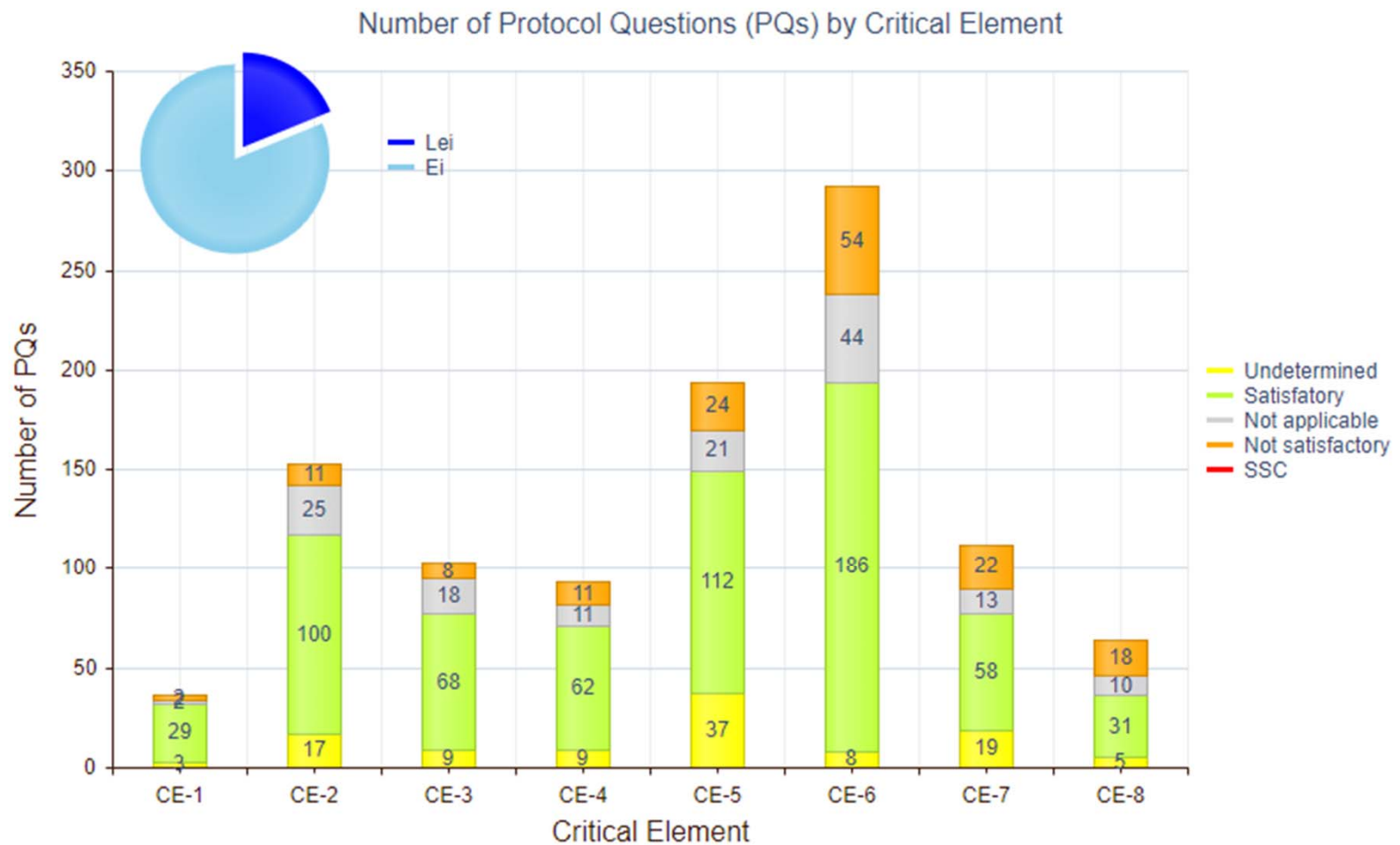
➢ According to ICAO SOA website EI is 81.16%

Current situation

PQs status by audit area

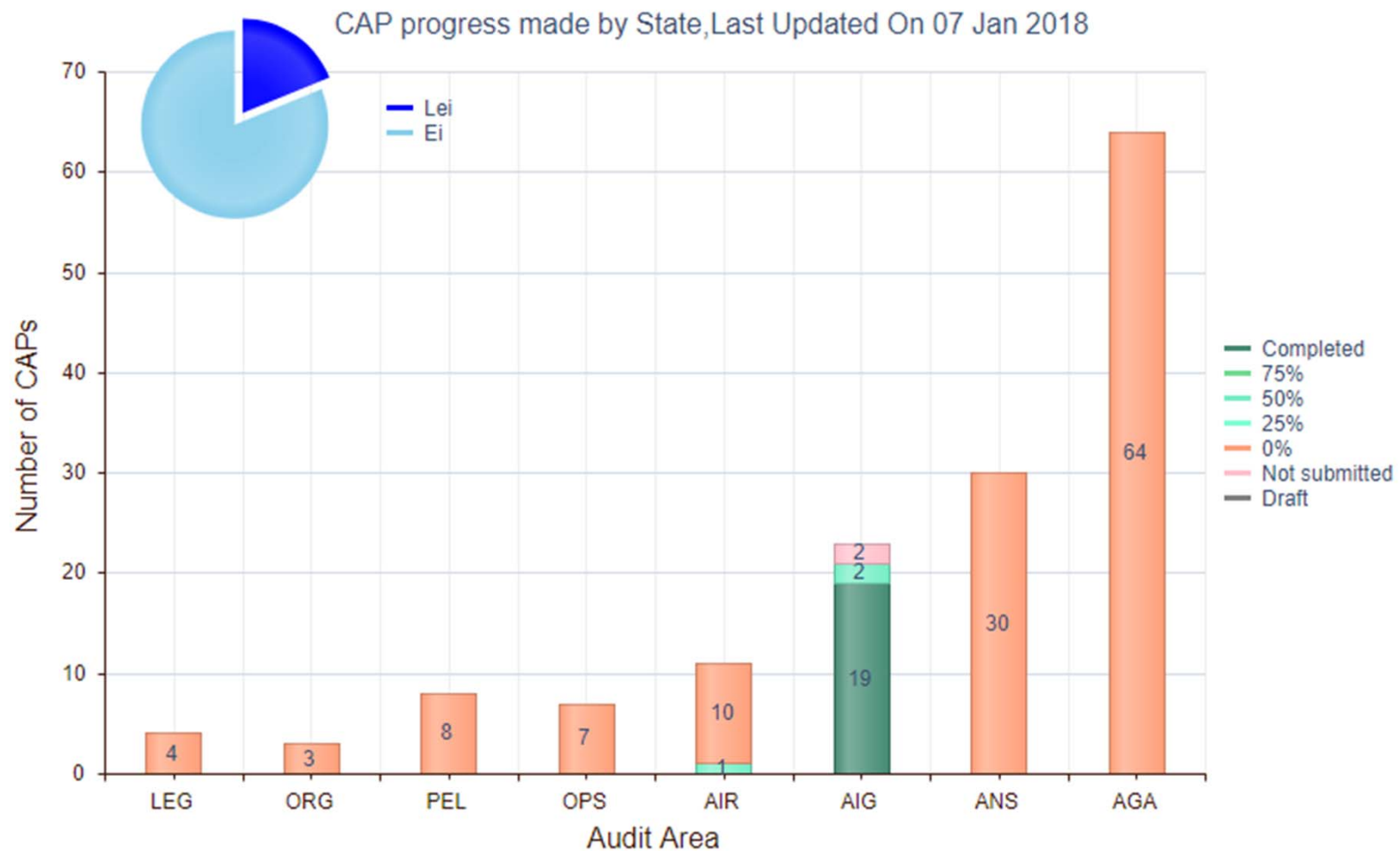Number of Protocol Questions (PQs) by Audit Area

PQs status by critical element (CE)

Number of Protocol Questions (PQs) by Critical Element

CAP status by audit area

CAP progress made by State, Last Updated On 07 Jan 2018

CAP status by critical element (CE)

CAP progress made by State,Last Updated On 07 Jan 2018
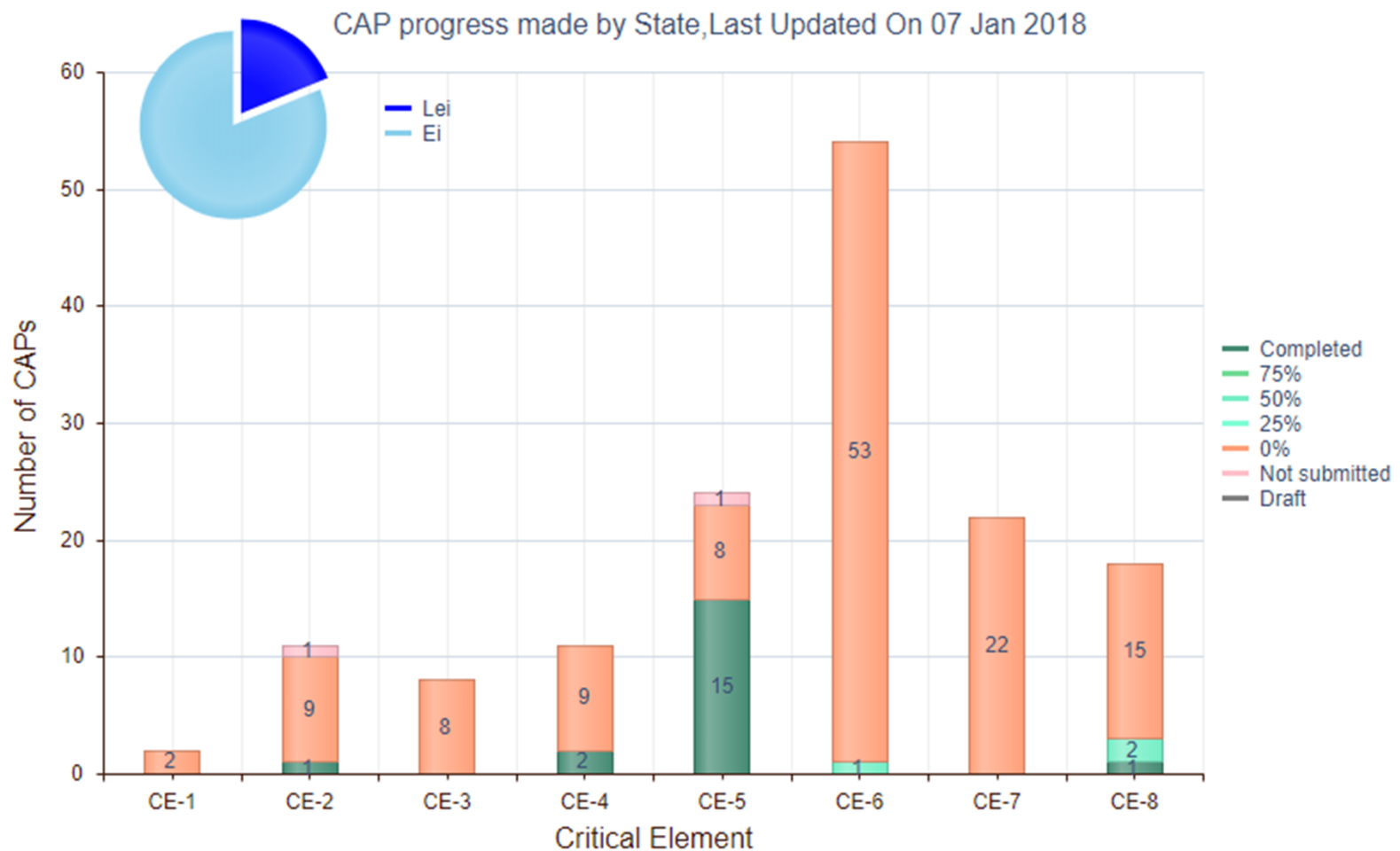
Current effective implementation (EI): 81.16 %

Overall EI
Jordan versus MID
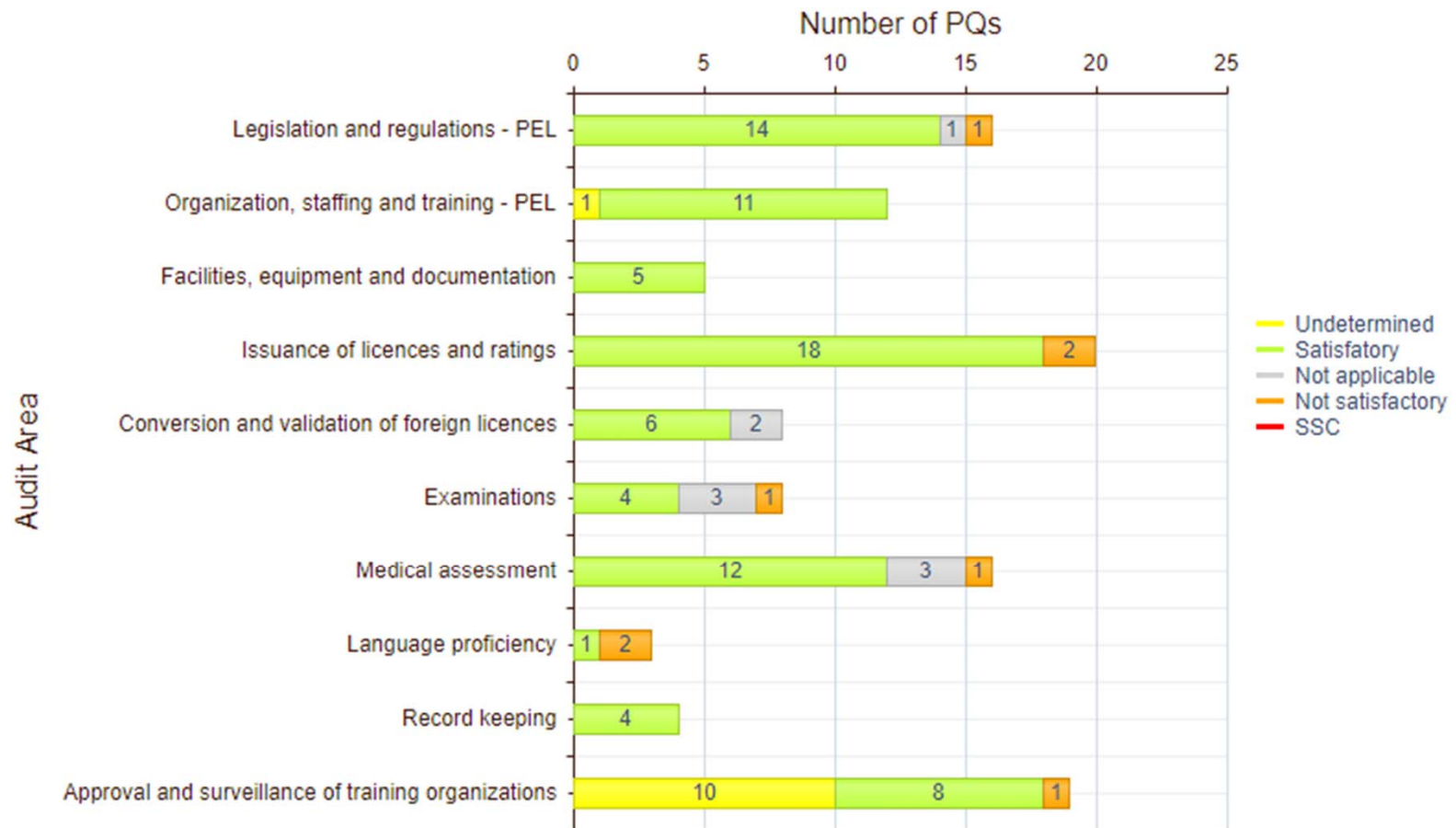
81.16

Group Av.: 70.47%

World Av.: 65.41%
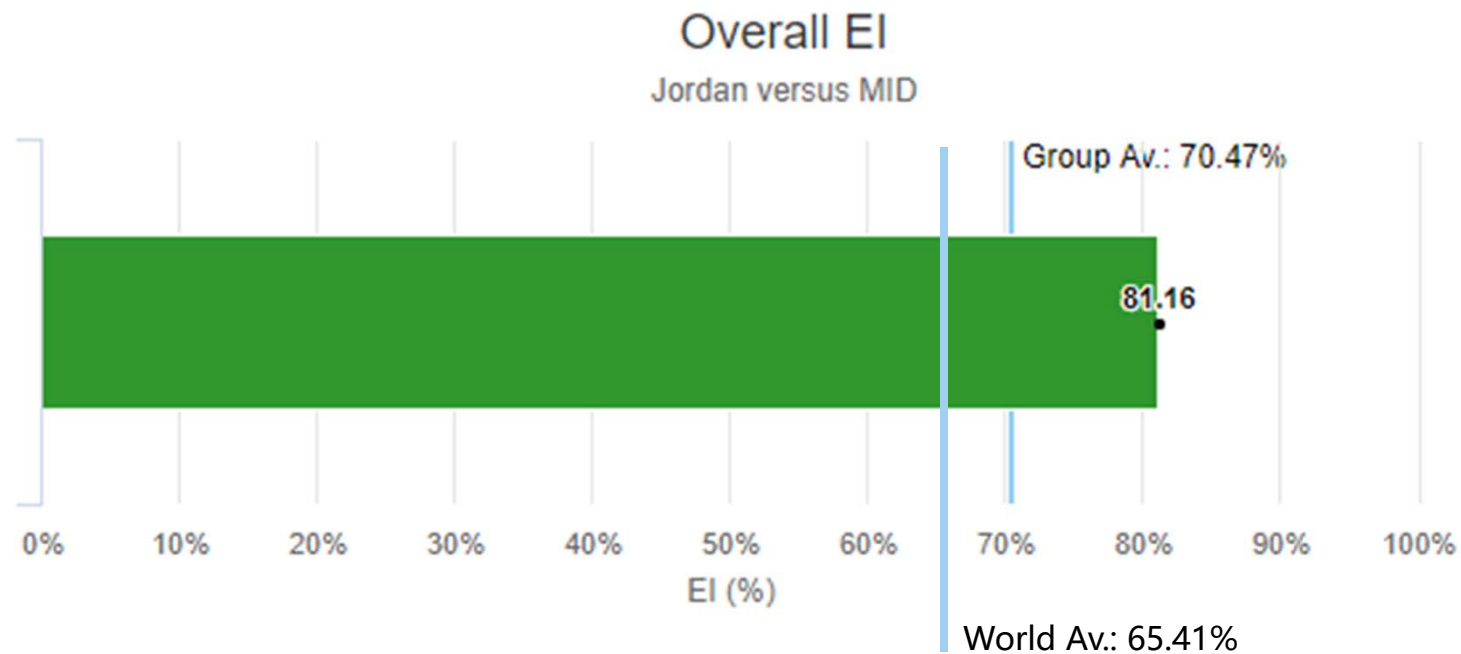
PQ status by subgroups: LEG

Number of Protocol Questions (PQs) in LEG by Audit sub-group
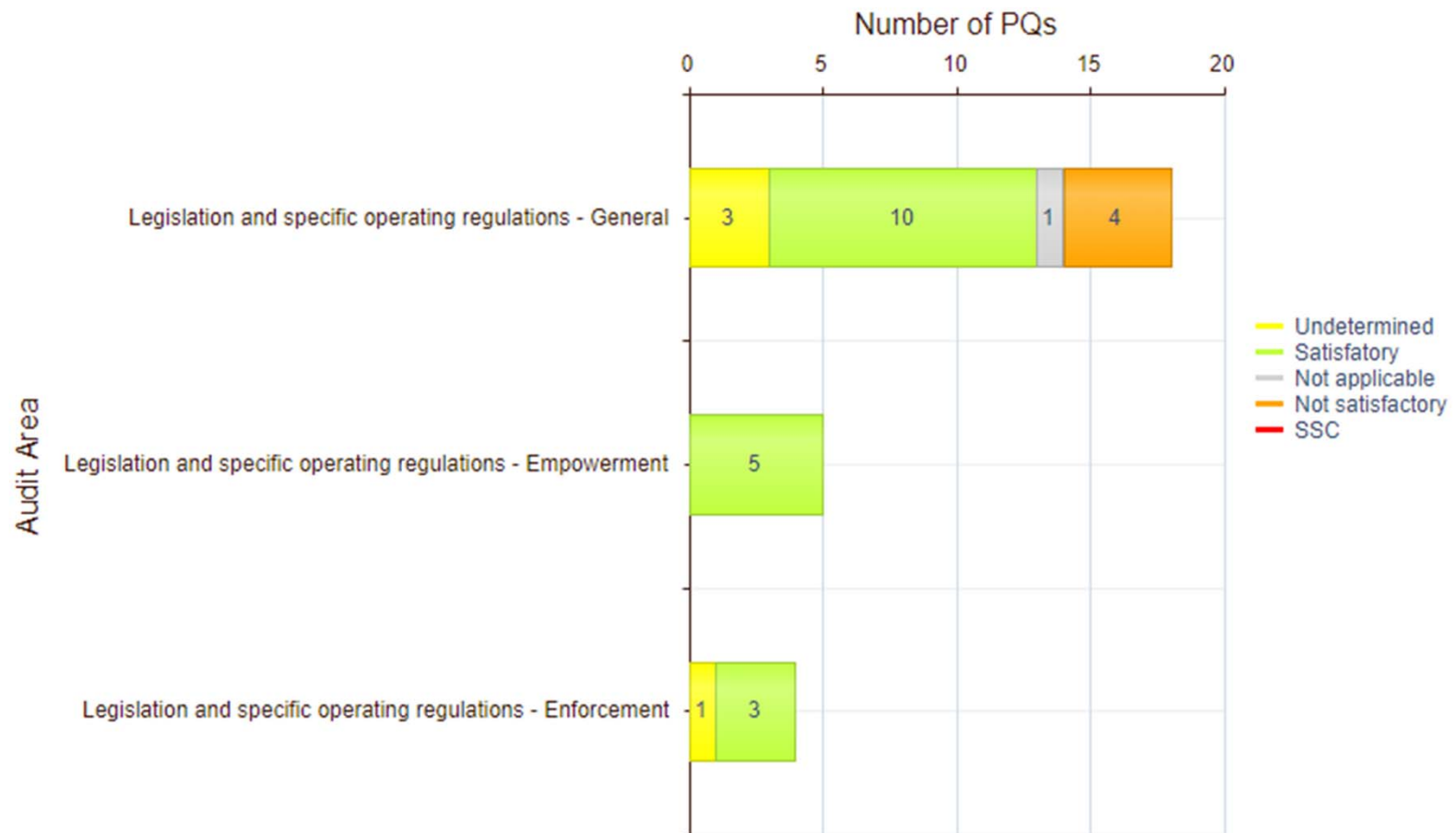
PQ status by subgroups: ORG

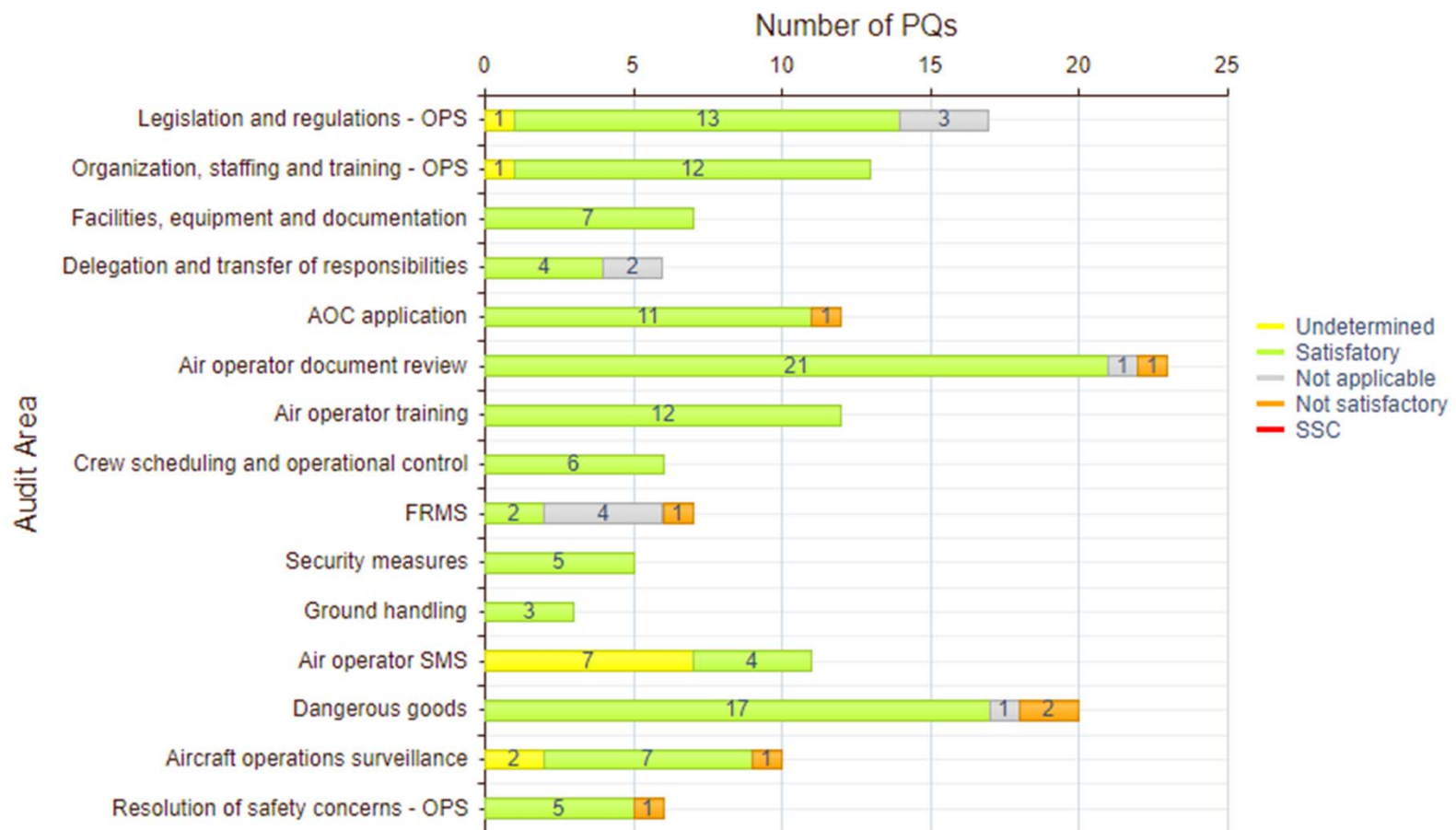Number of Protocol Questions (PQs) in ORG by Audit sub-group
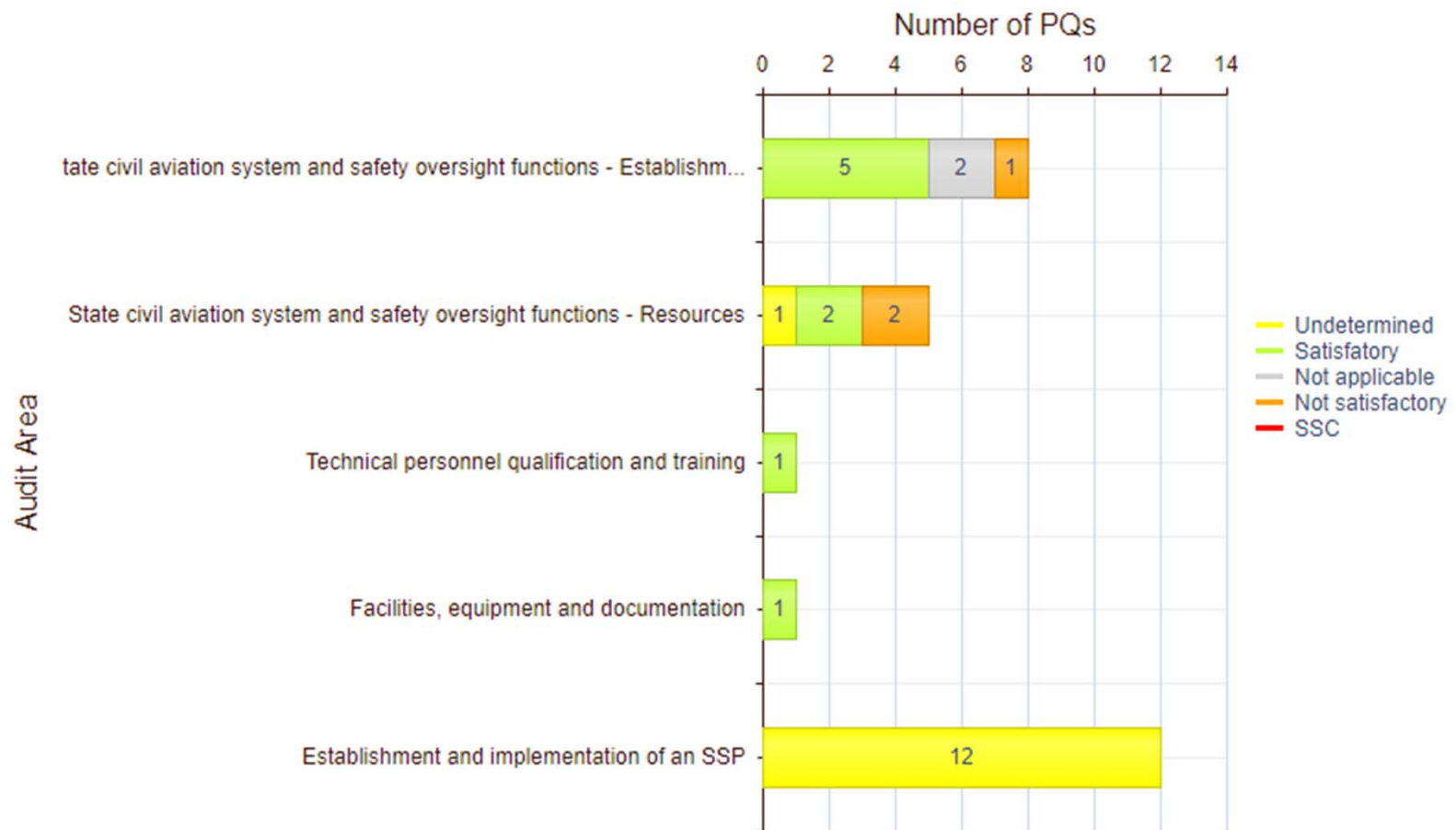
PQ status by subgroups: PEL

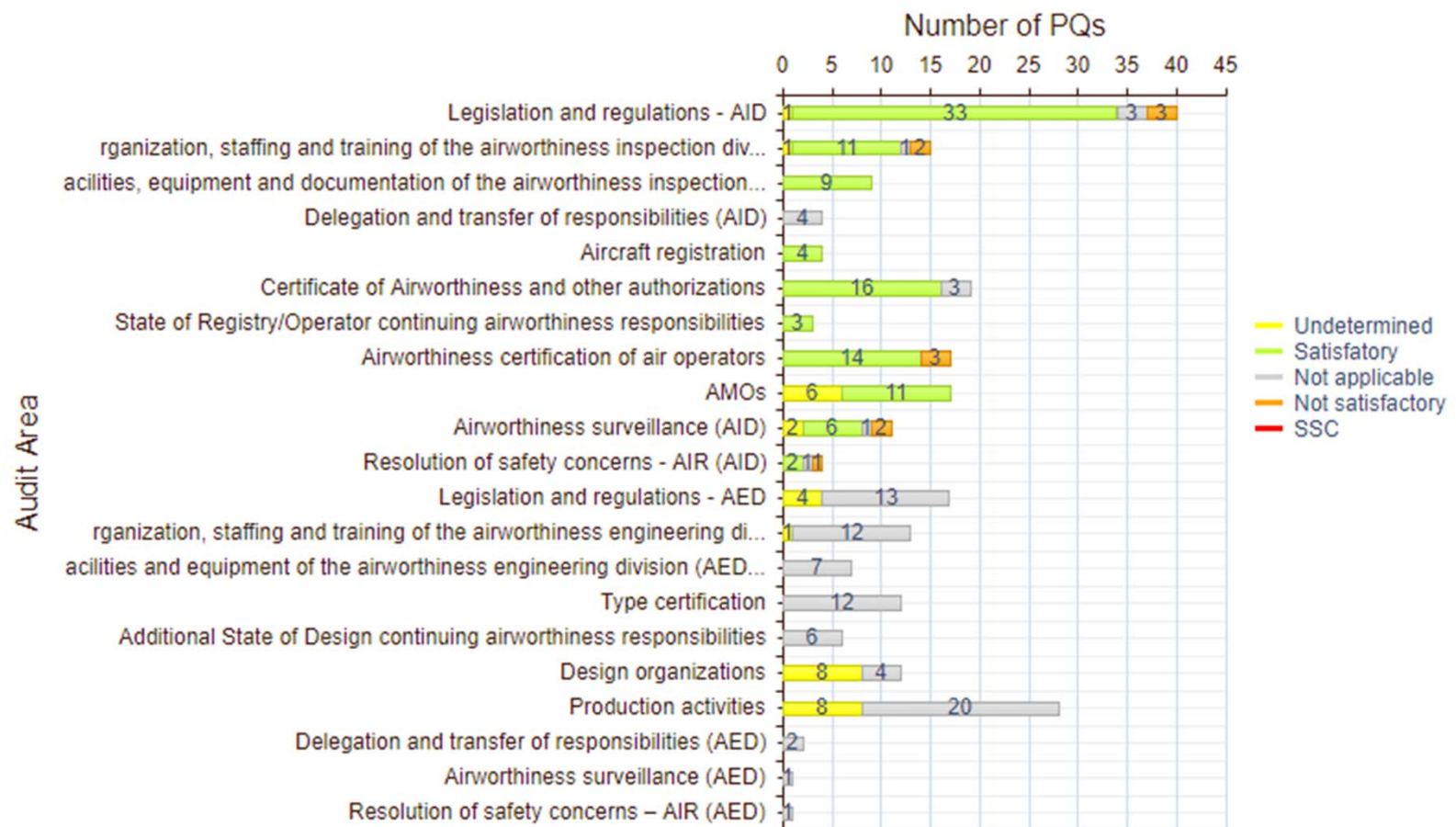Number of Protocol Questions (PQs) in PEL by Audit sub-group

PQ status by subgroups: OPS

Number of Protocol Questions (PQs) in OPS by Audit sub-group
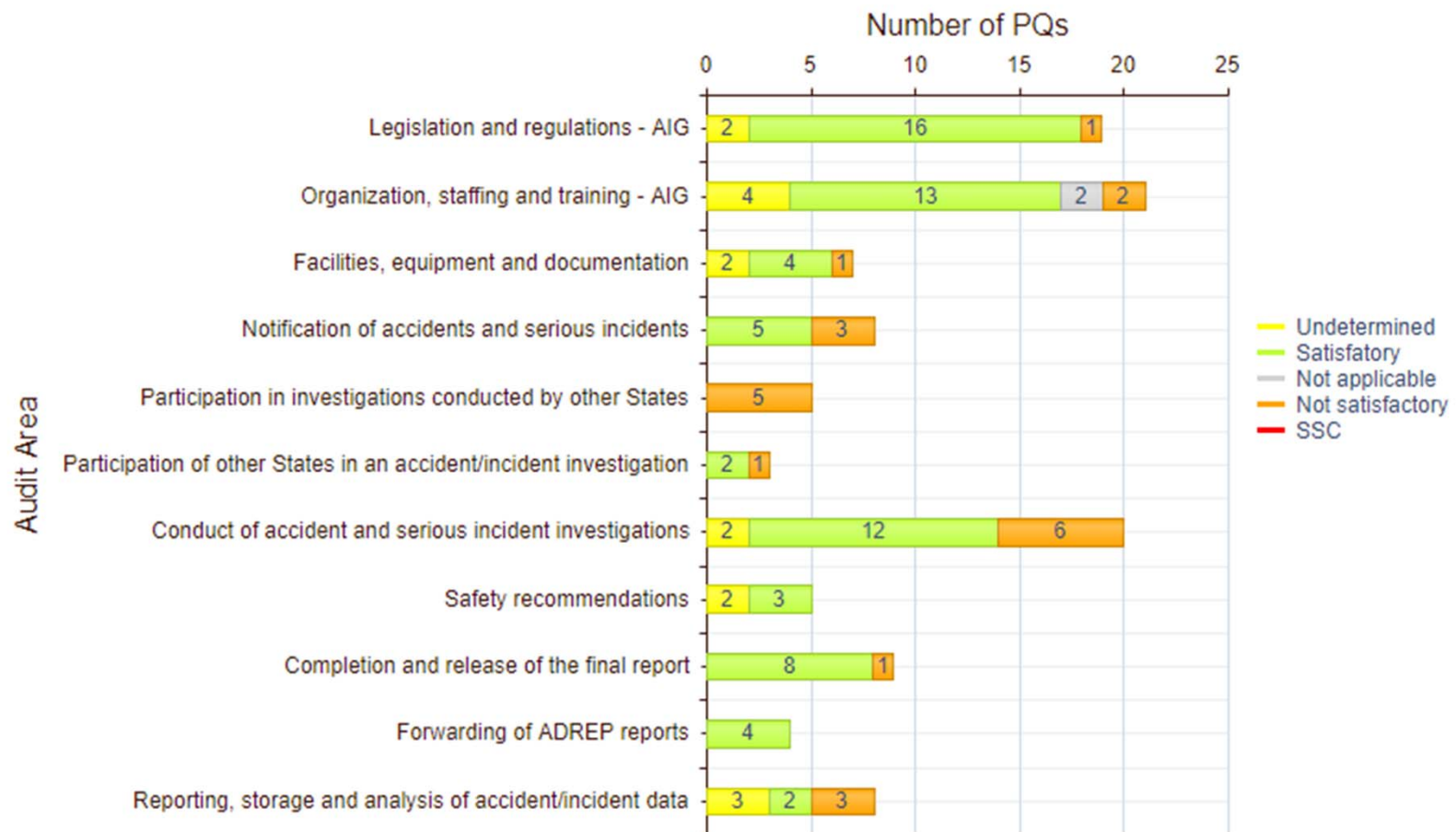
PQ status by subgroups: AIR

Number of Protocol Questions (PQs) in AIR by Audit sub-group
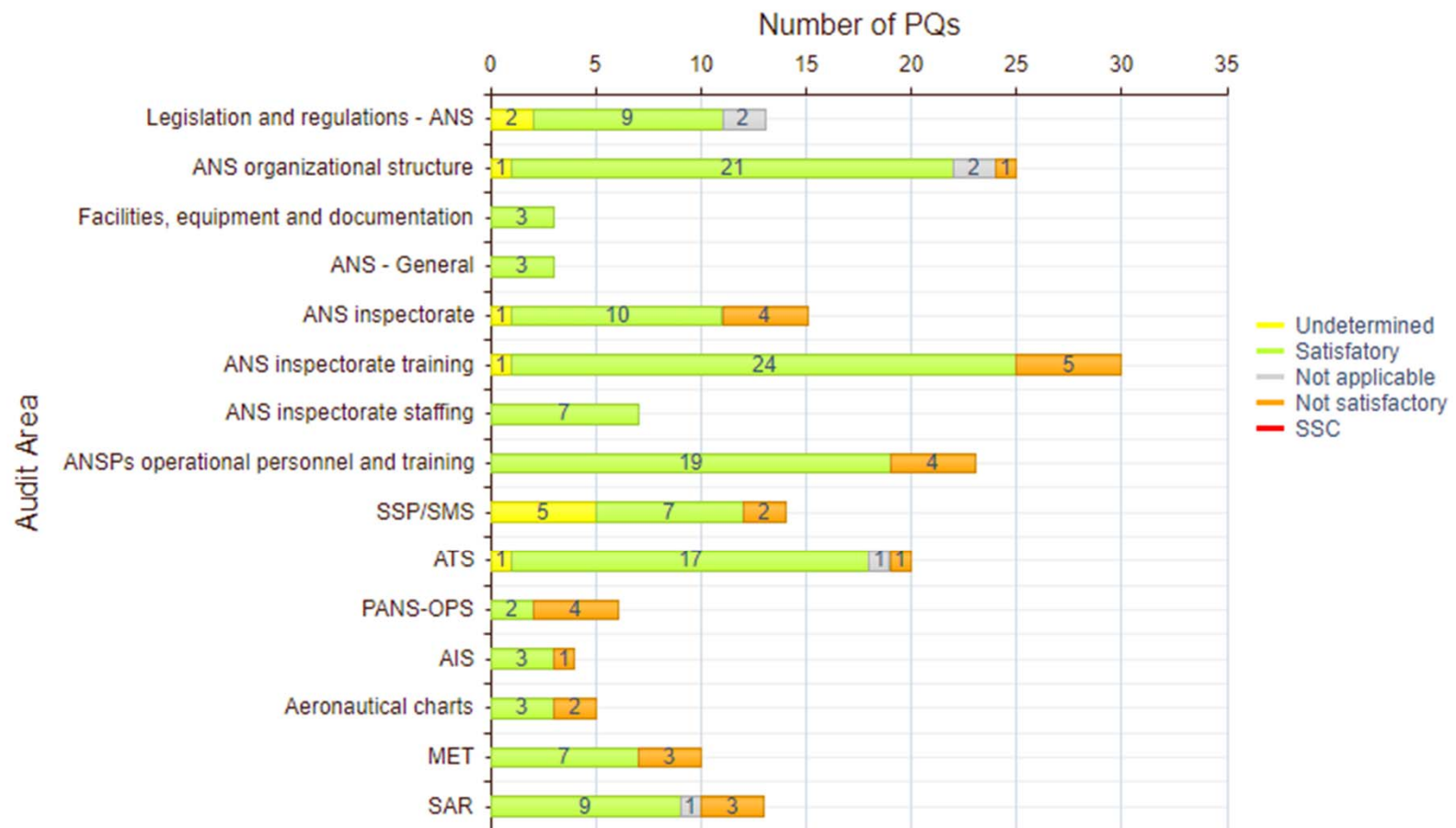
PQ status by subgroups: AIG

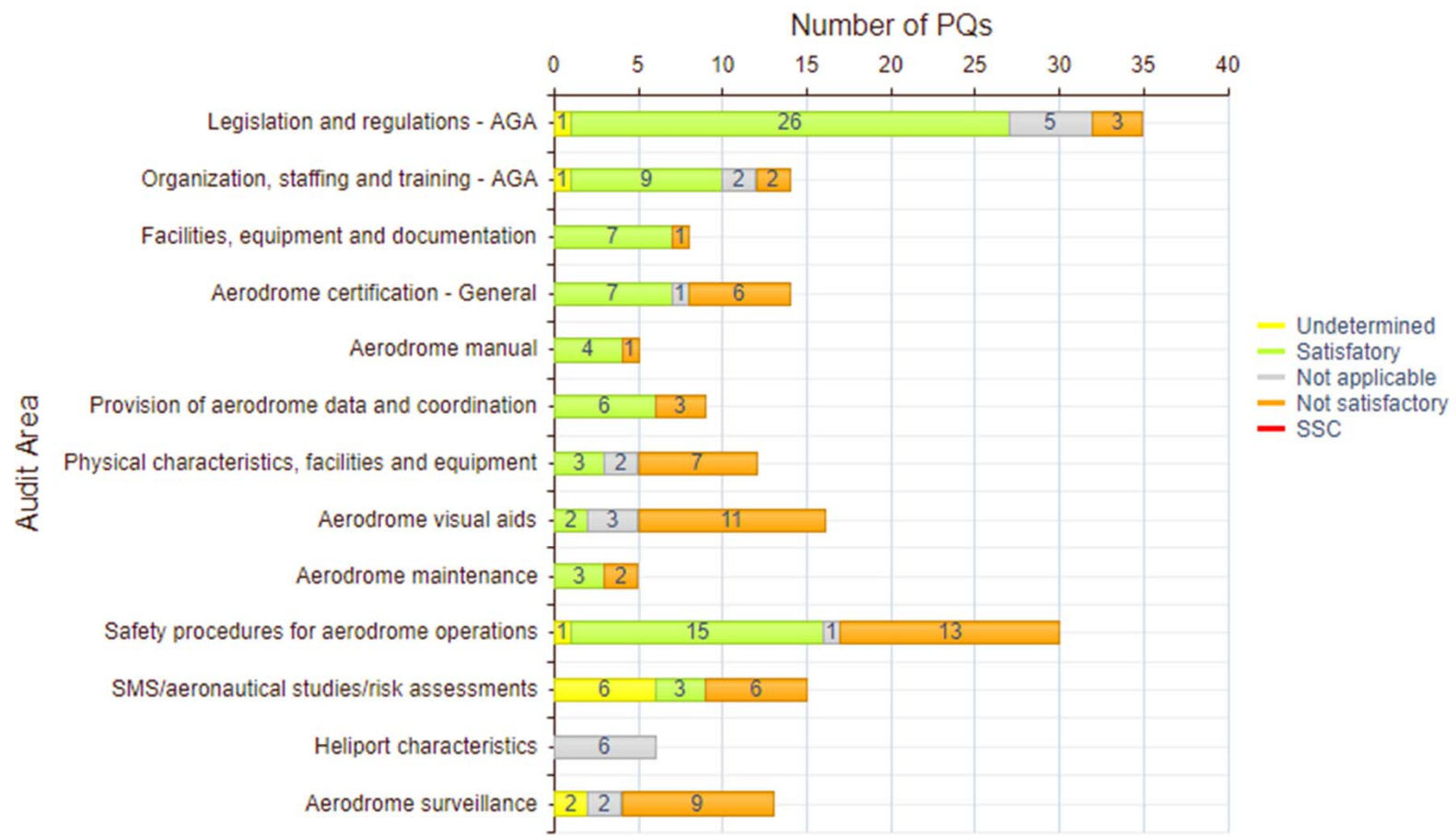Number of Protocol Questions (PQs) in AIG by Audit sub-group

PQ status by subgroups: ANS

Number of Protocol Questions (PQs) in ANS by Audit sub-group

PQ status by subgroups: AGA

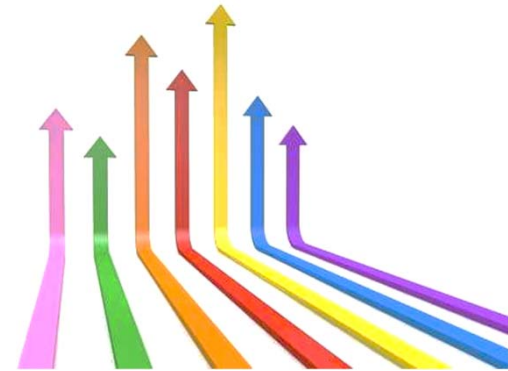Number of Protocol Questions (PQs) in AGA by Audit sub-group

Main obstacles

➢ Lack of Resources

➢ Legislative procedures related to the amendment of Law

Work Strategy

➢ 150 PQ's remain unsatisfactory

➢ CAPs are submitted to the OLF

➢ Awaiting for the off-site evaluation of the submitted CAPs by ICAO

➢ The full-addressing-the-finding CAPs will be implemented

➢ Other findings will be reprocessed

Work programme to complete CAP and PQ's

➢ The plan is to have the CAP and PQ' s fully implemented and addressed by the end of 2019

➢ Some of CAPs are already completed before ICAO' s feedback and some are postponed until being validated by ICAO

Extending USOAP CMA scope
Point of Discussion 1:

➢ Effective internal auditing impact on the IE%

➢ Challenges – keeping on qualified internal auditors (Experienced inspectors are expected to serve in higher positions, and young auditors are not receiving sufficient trainings)

➢ More dedicated training courses for the young auditors

➢ Aviation Safety Auditors qualification requirements and training criteria under CE-4

Extending USOAP CMA scope
Point of Discussion 2:

➢ Quality Management System is considered essential to resolve the CE-3, CE-5, CE-6, CE-7. And partially essential to resolve CE-4 and CE-8

➢ Regulatory competence framework – a platform for customized QMS in CAA's based on ISO 9001 is proposed!

➢ Other than *chapter 3 in Annex 19*, which requires a mechanism for effective safety assurance; no requirements have been found related to QMS that supports the USOAP CMA functions.

USOAP CMA OLF

Point of Discussion 3:

➢ The tool contains very useful filters serving the search function. However; keyword-search is still required for immediate "text modification" function. Furthermore; it is highly recommended to make it functional "based on the search field" (i.e. search for a certain text in ICAO comments field, and the search results will be all CAPs contains that text).

➢ *Without extracting the Rich Text format copy!*

USOAP CMA OLF
Point of Discussion 3:

➢ Changes log field does not document the date of entry and/or edit done on the CAP. It is highly recommended to enhance this field to be more expressive.

➢ Action office "related area" field is to be entered manually. However; it is highly recommended to be guided by the system. (i.e. to be defined or developed previously by the state. Thereafter; it will be possible to be selected by the CAP developer. Furthermore; it is highly recommended to add a filter to list all CAPs include a contribution for one or more action related area).

USOAP CMA OLF
Point of Discussion 3:

- ➢ List of actions summary for each action office "related area" is highly valuable to be developed (i.e. CEO office shall easily and automatically get a list of required action implementing CAPs. i.e.2: Regulation department will know easily and automatically their related required list of actions).

Documentation sources
Point of Discussion 4:

➤ Auditing is a bidirectional operation, therefore; let us know what is the best for saving the auditor time and effort?

1. Top tier documents including an audit criteria (i.e. Training and Qualification Manual for safety oversight personnel, Staff needs analysis methodology)

2. Independent manuals including every thing for the same auditor (i.e. AWSD Inspector handbook including training requirements and organizational chart)
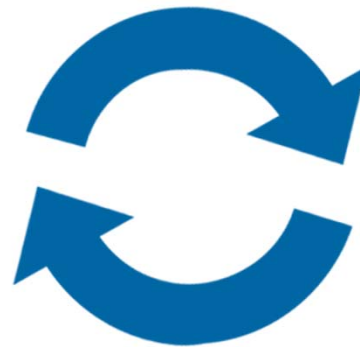
SSP status in Jordan

> The current SSP is under review

Technical assistance received

ICAO-MID Assistance mission 5-7 April 2016:

➢ Scope: provide the necessary assistance to JCARC USOAP CMA team to develop better CAPs and to provide proper evidences of implementation.

➢ The mission; completely; achieved the planned goals and it had a positive impact on EI%

Thanks for your attention!

Questions?