

# The USOAP CMA Audit of The Civil Aviation System of The Lebanese Republic



# Overview



- ✈ Background
- ✈ Objective and Activities
- ✈ Executive Summary
- ✈ Analysis of Audit results

# Background



## Audit under the Continuous Monitoring Approach (CMA)

Date: 16 to 27 of October 2017

The scope of the audit is to assess Lebanon's oversight capabilities and their safety performance based on:

- ✈ Evaluating the effective implementation of the eight critical elements of the state's safety oversight system;
- ✈ Review of the civil aviation legislation frame work;

# Objective and Activities



- ✈ The USOAP CMA audit covered to the following areas:  
LEG, ORG, PEL, OPS, AIR.
- ✈ The scope of the USOAP CMA audit did not include the areas of  
AIG, ANS and AGA.
- ✈ The USOAP CMA audit assessed the effective implementation of  
the eight Critical Elements (CEs) of a safety oversight system.
- ✈ The Audit USOAP CMA activities covered visits to the  
Industry/Service Providers for general overview .

# Executive Summary

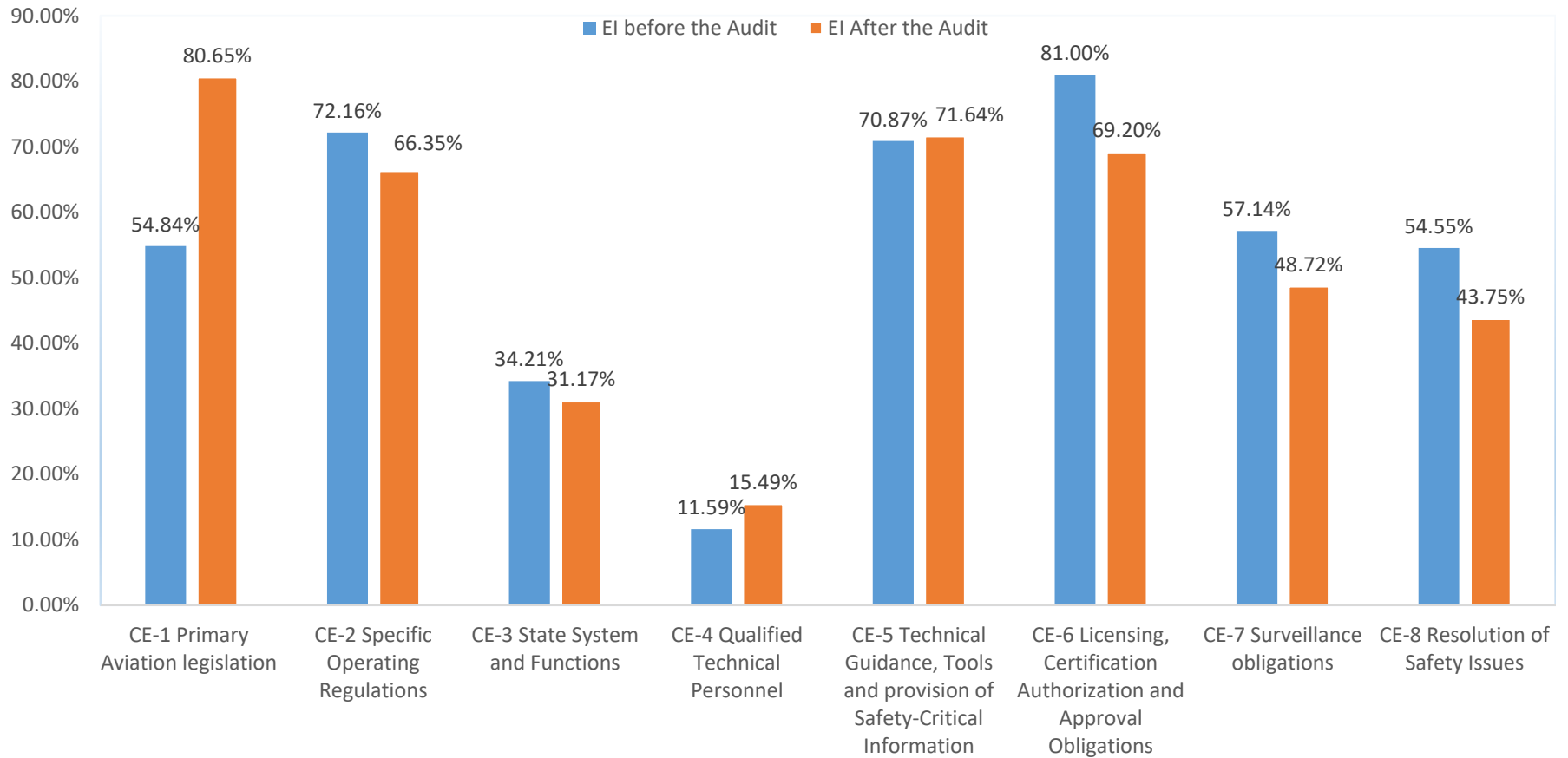


- ✈ The audit resulted in an overall Effective Implementation of 57.44% for the eight CEs of the State's Safety Oversight System.
- ✈ Critical Elements CEs with low EI are;
  - CE4, *State Systems & Functions*, at 31.17%
  - CE5, *Qualified Technical Personnel*, at 15.49%and
  - CE8, *Resolution of safety issues*, at 43.75 %

## Effective Implementation by Critical Elements of the Safety Oversight System

EI before Audit: 61.73%

EI after Audit: 57.44%



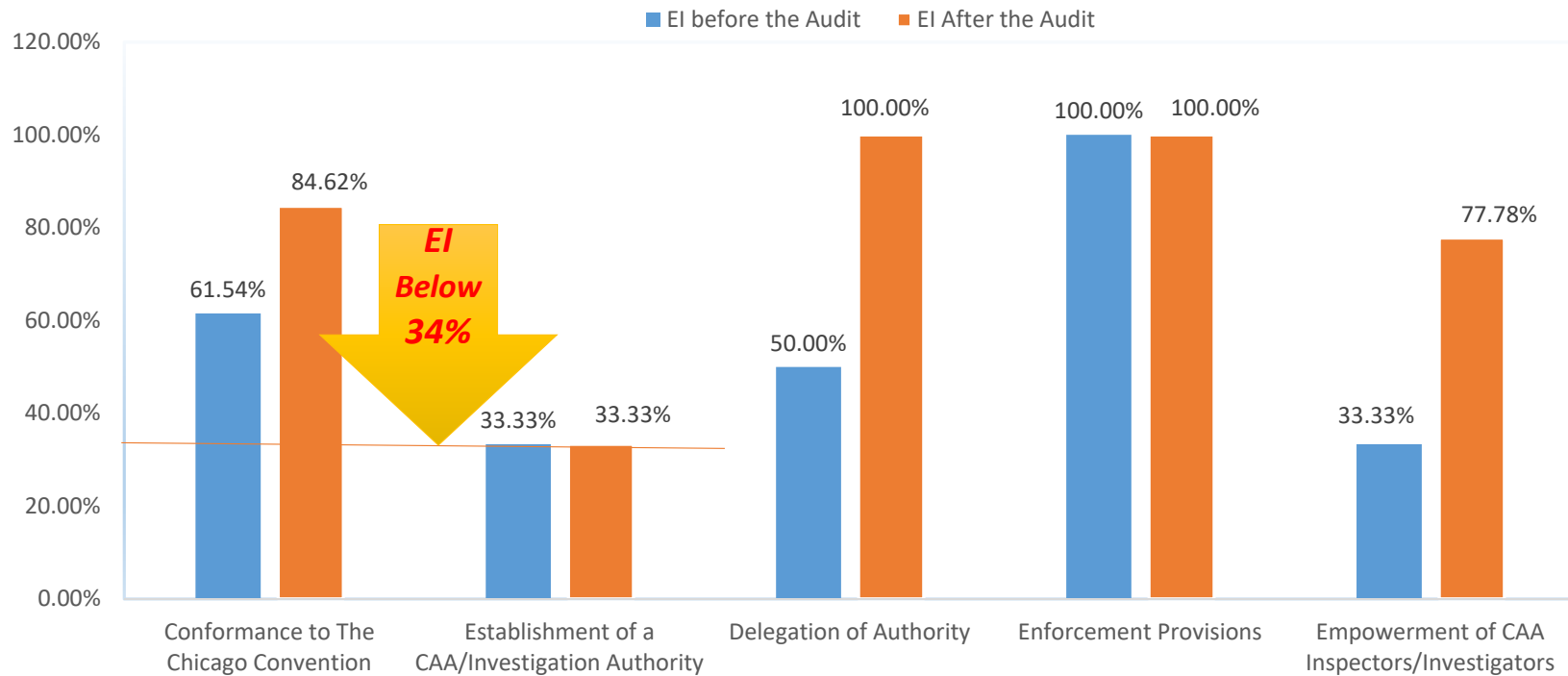
# Analysis of Audit results (Critical Elements)



## ***Analysis of Results by Sub-Areas of Critical Elements 1 to 4:***

CE-1 Primary Aviation Legislation  
Effective Implementation (%) in CE-1 Sub-Areas

EI before Audit: 54.84%  
EI after Audit: 80.65%





# Analysis of Audit results (Critical Elements)

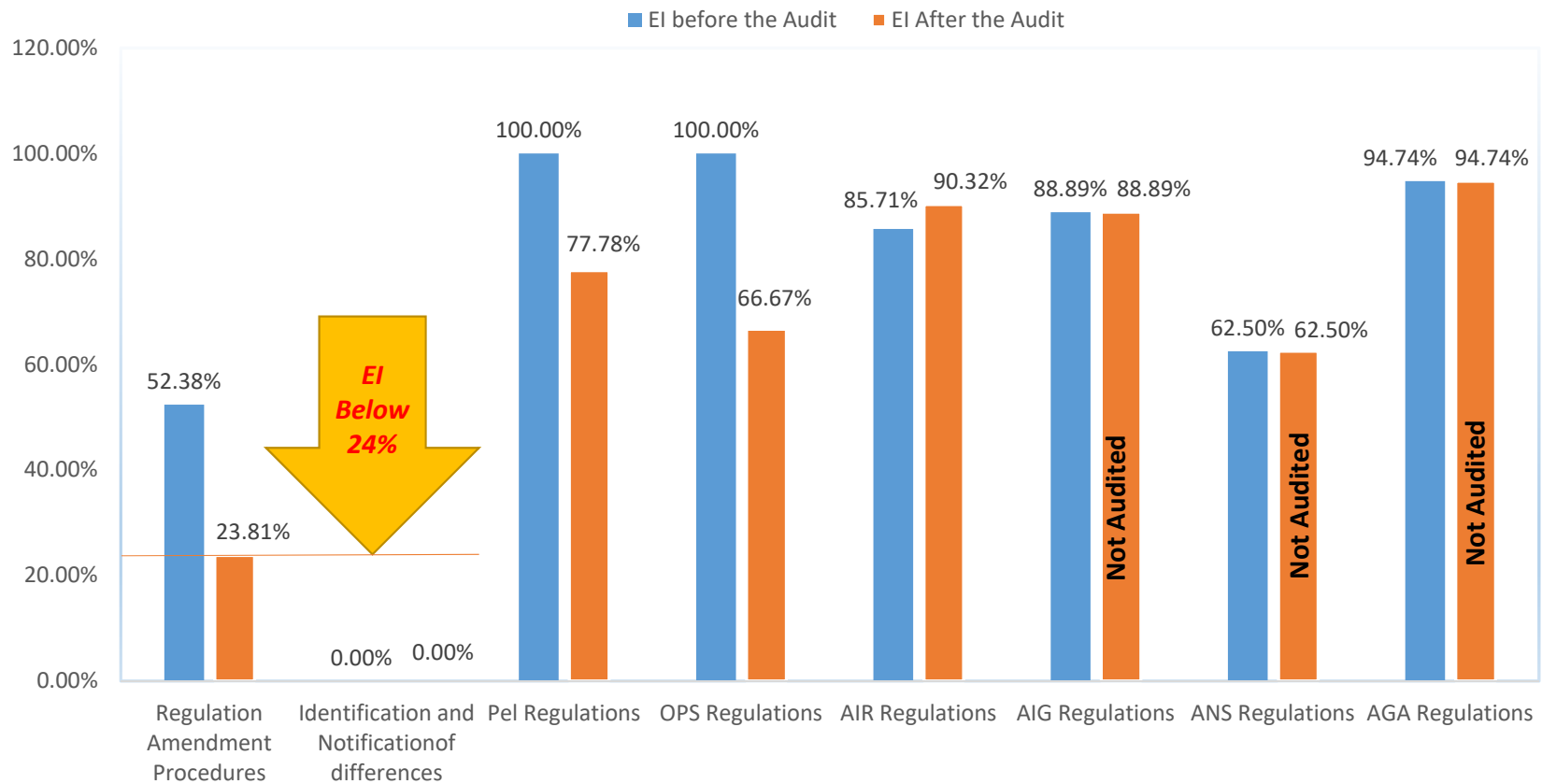


## ***Analysis of Results by Sub-Areas of Critical Elements 1 to 4:*** ***Lack of EI in the following areas***

✈ CE1, CAA and independent Investigation Authority are not fully established.

CE-2 Specific Operating Regulations  
Effective Implementation (%) in CE-2 Sub-Areas

EI before Audit: 72.16%  
EI after Audit: 66.35%



# Analysis of Audit results (Critical Elements)

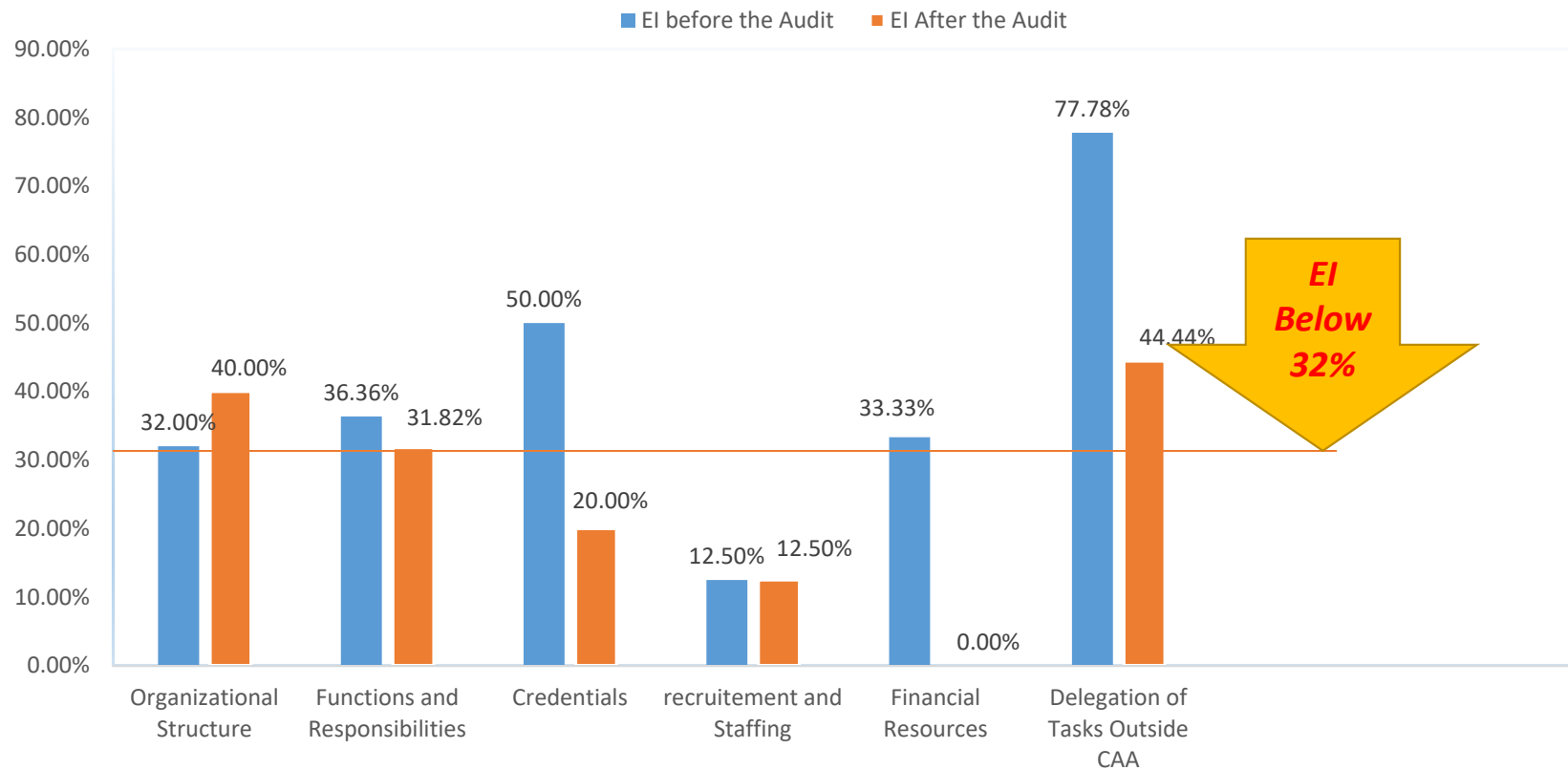


## ***Analysis of Results by Sub-Areas of Critical Elements 1 to 4:*** ***Lack of EI in the following areas***

- ➔ CE2, Regulatory Amendment Procedure & procedure to identify and notify regulatory differences to ICAO require implementation.

CE-3 State System and Functions  
Effective Implementation (%) in CE-3 Sub-Areas

EI before Audit: 34.21%  
EI after Audit: 31.17%



# Analysis of Audit results (Critical Elements)



## ***Analysis of Results by Sub-Areas of Critical Elements 1 to 4:***

### ***Lack of EI in the following areas***

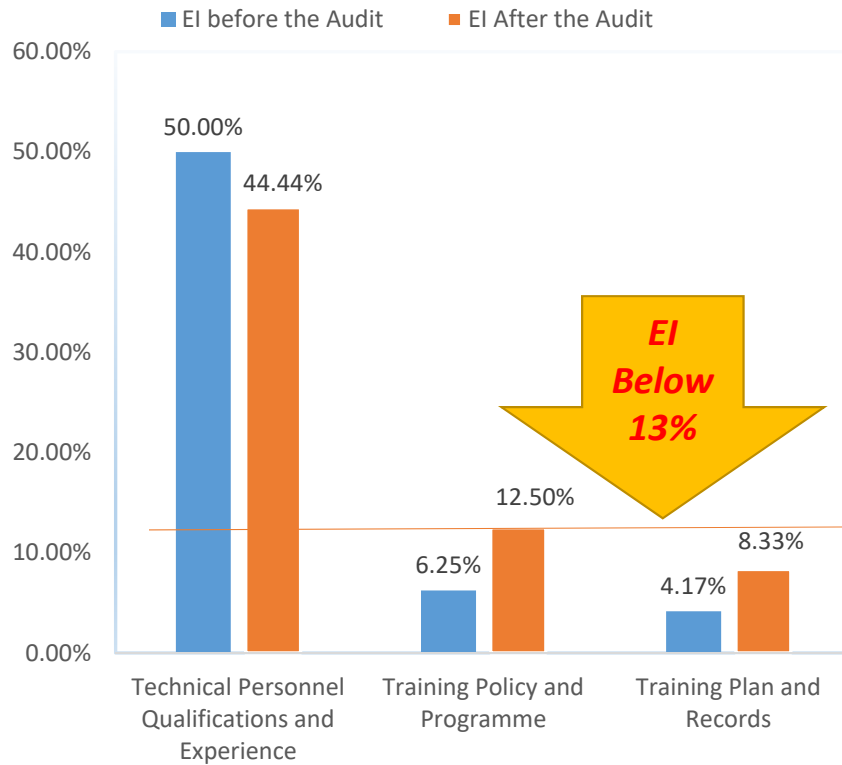
- ✈ CE3, The Organizational structure, Functions & Responsibilities, Staffing, Credential powers and Financial resources need a comprehensive review (Below 32%)

CE-4 Qualified Technical Personnel  
Effective Implementation (%) in CE-4 Sub-Areas

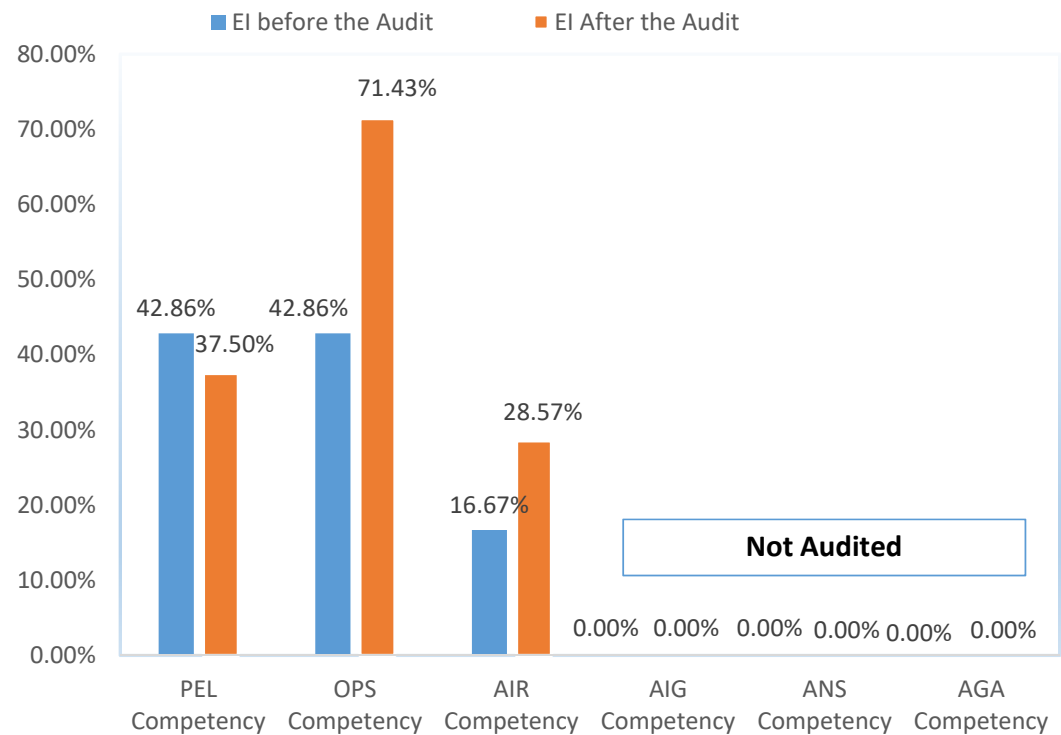
EI before Audit: 11.59%  
EI after Audit: 15.49%



Overall Training Areas



Specific Training Areas



# Analysis of Audit results (Critical Elements)



## ***Analysis of Results by Sub-Areas of Critical Elements 1 to 4:***

### ***Lack of EI in the following areas***

- ✈ CE4 Training & competency are not efficiently implemented (Below 13%)

# Analysis of Audit results (Audited Areas)



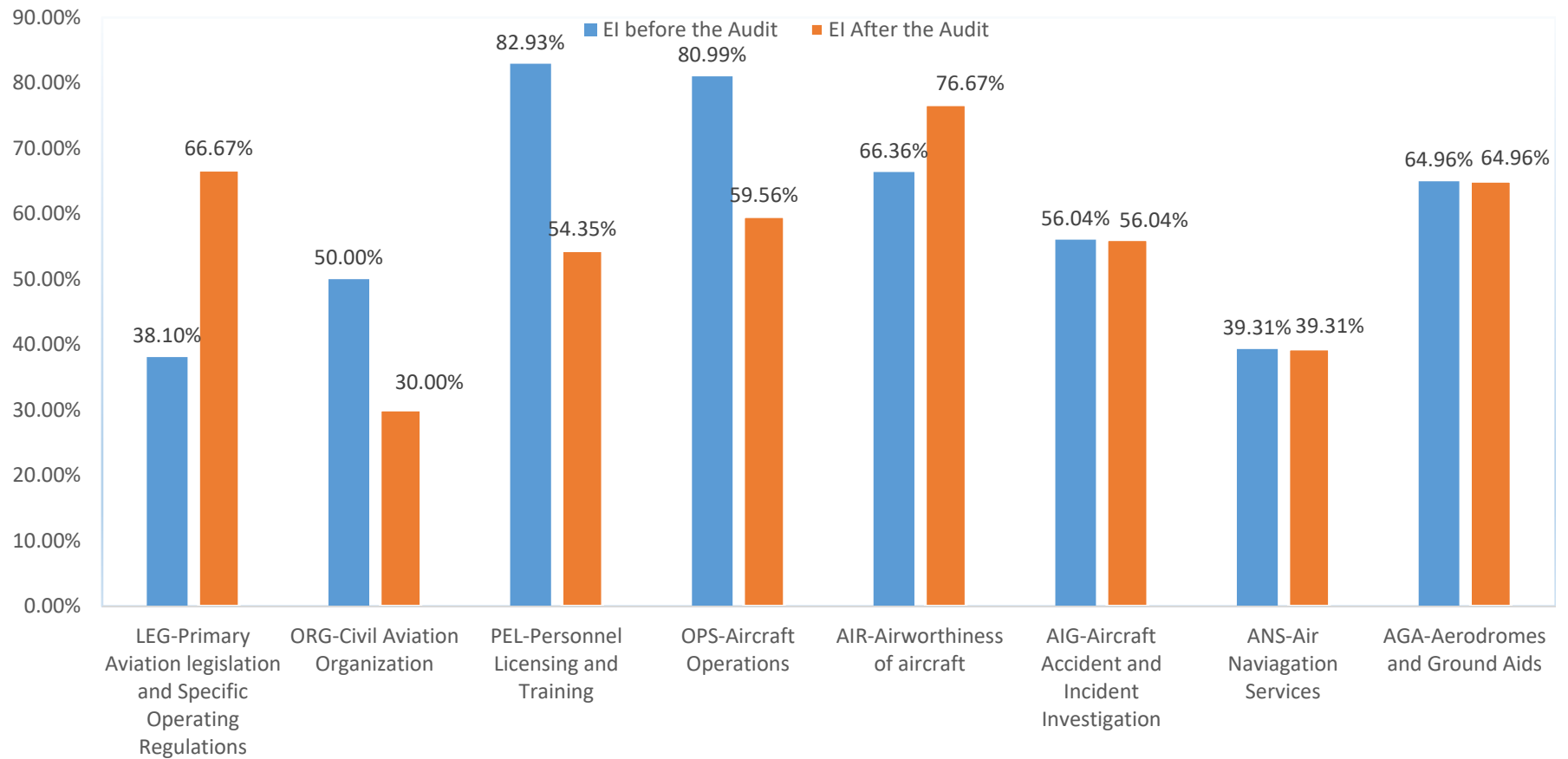
## **Analysis of Results by Audit Areas:**

**Effective Implementation reported in the following areas:**

- LEG, 66.67%
- ORG, 30%
- OPS, 59.56%
- PEL, 54.35%
- AIR, 76.67%



## Effective Implementation by Audited Area



# Analysis of Audit results (High Priority remedial actions)



## **LEG: EI 66.67%**

- ➔ Establish and implement a rulemaking process to enable the timely development, promulgation & amendment of specific operating regulations.
- ➔ Establish and implement procedures for identifying and notifying to ICAO differences between ICAO SARPs and the Lebanese legislation.
- ➔ Establish and implement a process to ensure the identification and publication in the (AIP) of significant differences between the SARPs/PANS/SUPPS and the Lebanese Regulations and practices.
- ➔ Revise the Lebanese flight operations and dangerous goods regulations in order to ensure full compliance with the provisions of Annexes 6 and 18 to the Chicago convention.
- ➔ Promulgate the regulations for operators of aeroplanes over 5700 Kg maximum certified take-off mass to monitor and assess maintenance and operational experience.

# Analysis of Audit results (High Priority remedial actions)



## **ORG: EI 30%**

- ➔ Separate the Safety oversight and service provision functions in the areas of ANS and AGA.
- ➔ Establish and implement mechanism to ensure that DGCA has sufficient funds to carry out all Safety oversight-related activities.
- ➔ Establish and implement mechanism to enable the DGCA to identify staffing needs, attract and recruit qualified/experienced technical personnel.
- ➔ Provide the required training to all DGCA staff to allow them to adequately carry out Safety oversight-related tasks.
- ➔ Carry out a quality review of all documentation (instructions, procedures and guides for inspectors and technical staff).

# Analysis of Audit results (High Priority remedial actions)



## **PEL: EI 54.34%**

- ➔ Ensure the implementation of a medical system by the establishment of the required structure and by the designation and supervision of qualified doctors in charge of the assessment of medical fitness of license holders and applicants concerned.
- ➔ Administer adequately the examinations of license holders and applicants.
- ➔ Implement an effective surveillance programme of the approved training organizations (TOs).
- ➔ Implement a system for the approval of foreign TOs and establish agreements with foreign civil aviation authorities (CAAs).
- ➔ Implement procedures to ensure enforcement of regulations, including the application of graduated sanctions, as appropriate.

# Analysis of Audit results (High Priority remedial actions)



## **OPS: EI 59.56%**

- ➔ Ensure, prior to the issuance of operations specifications (OpsSpecs) that all regulatory requirements and procedures have been established and implemented.
- ➔ Implement a formal operator surveillance programme in order to verify all (AOC) holders comply with the national and international requirements.
- ➔ Develop and Implement procedures and plans for carrying out both routine and random inspections of all entities.
- ➔ Develop and Implement procedures to ensure that entities, other than air operators, establish and implement initial and recurrent dangerous goods training programmes.

# Analysis of Audit results (High Priority remedial actions)



## **AIR: EI 76.67%**

- ➔ Develop and implement a ramp inspection programme for A/C operated by AOC holders and foreign air operators.
- ➔ Establish and effectively implement the procedure for the issuance of special flight permits.
- ➔ Re-issue the noise certificates issued to Lebanese aircraft following the newly developed template.

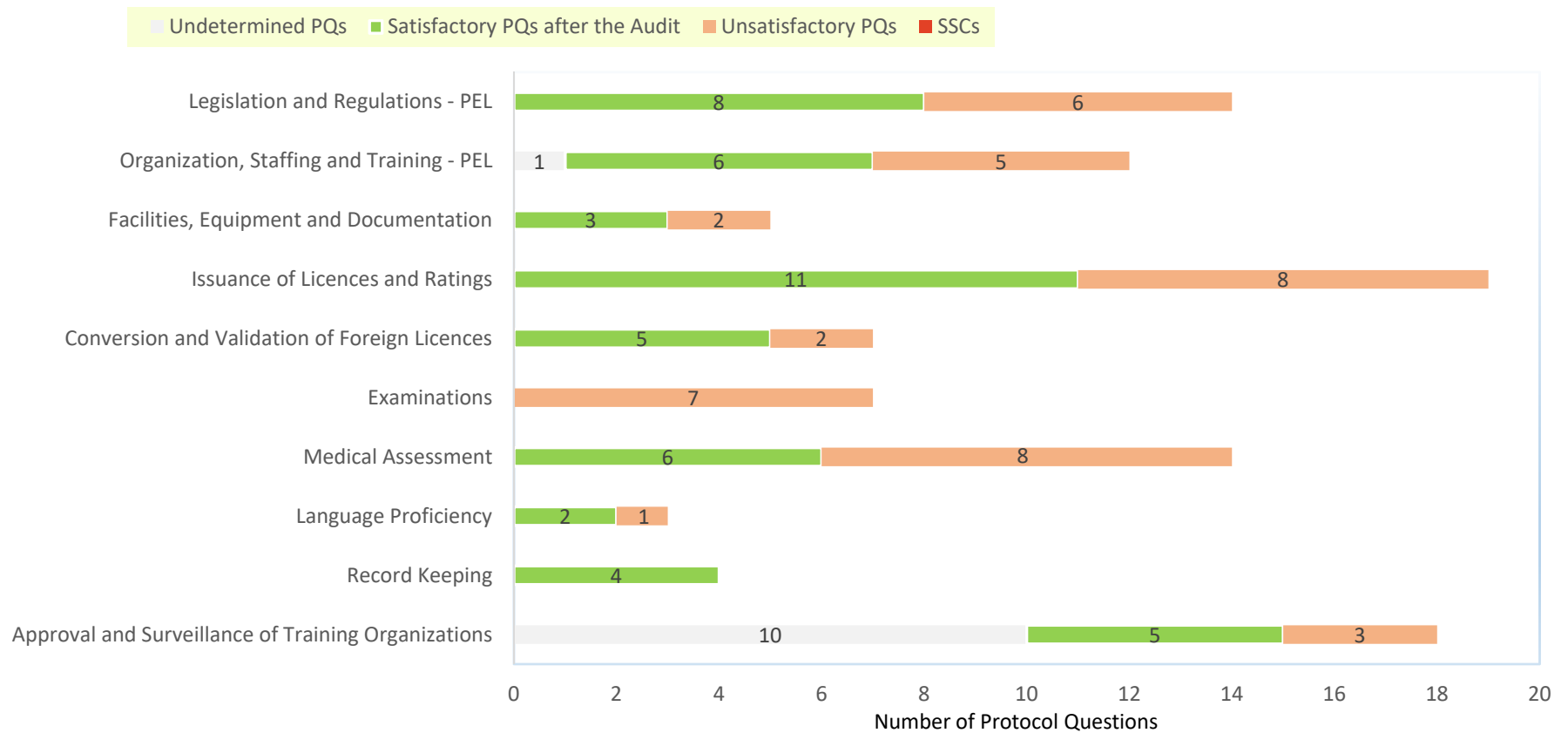
# Analysis of Audit results (Distribution of PQs)



PQ Findings distributed by Critical Elements in areas of:

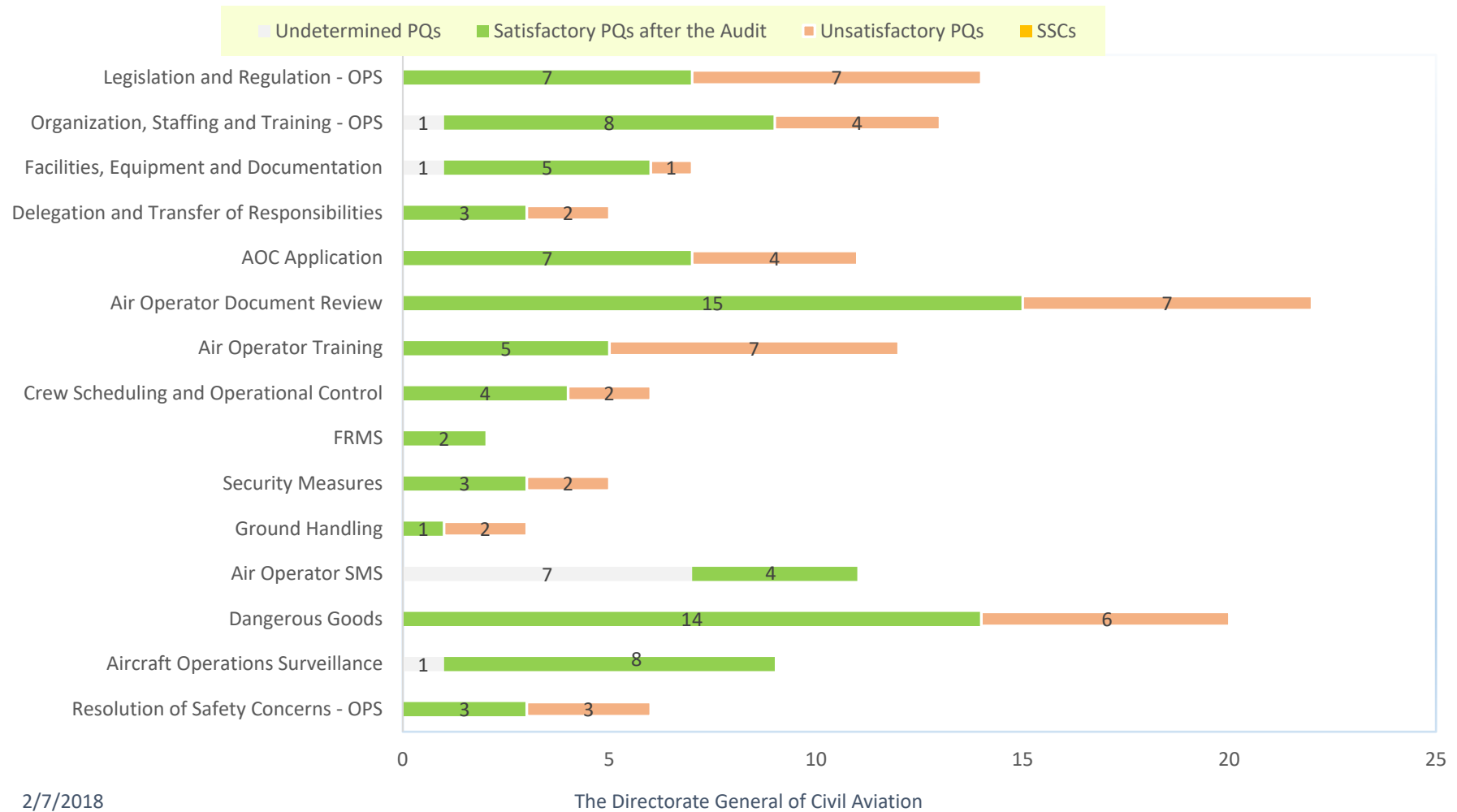
- I. PEL
- II. OPS and
- III. AIR

## Personnel Licensing and Training (PEL) Protocol Questions by Sub-Areas Groupings



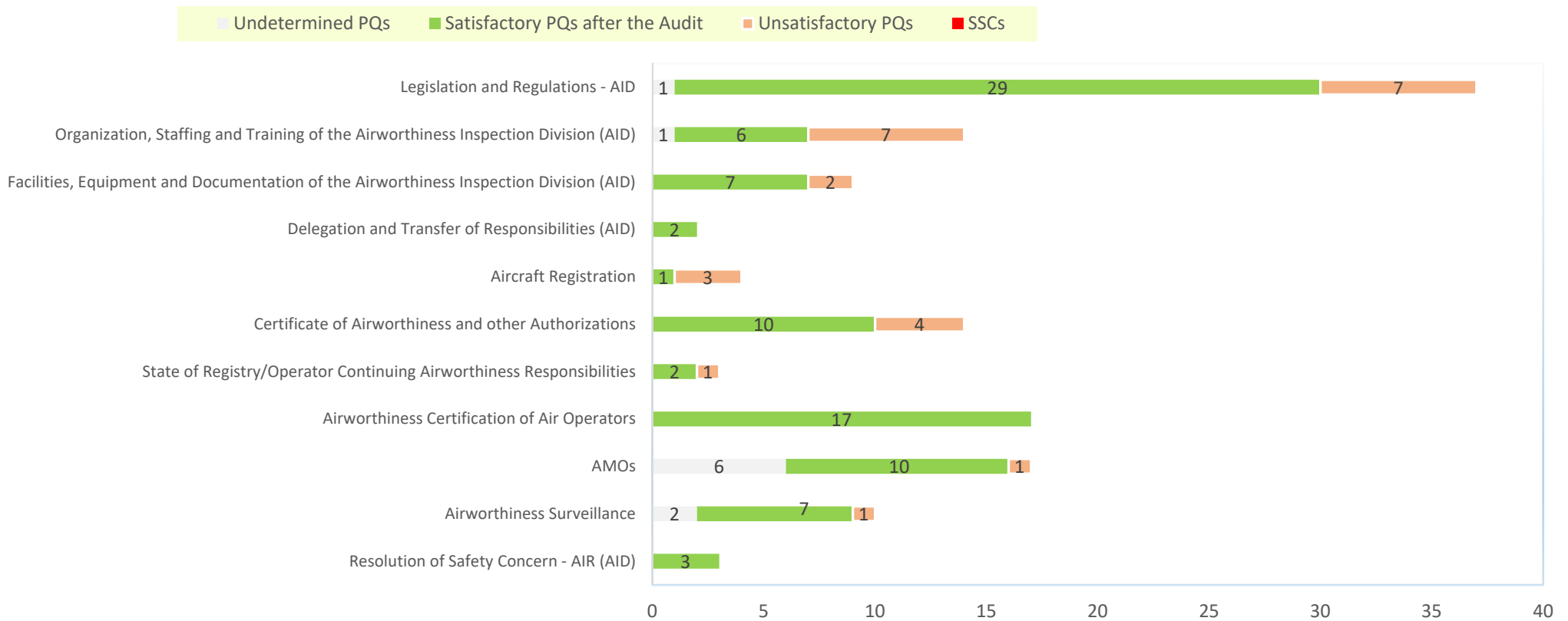


## Aircraft Operations (OPS) Protocol Questions by Sub-Areas Groupings



2/7/2018

## Airworthiness of Aircraft (AIR) – Airworthiness Inspection Protocol Questions by Sub-Areas Groupings





Thank You