



ICAO

SAFETY

FIRST USOAP CMA MEETING FOR AFI NCMC

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USOAP Continuous Monitoring Approach (CMA) Practices in Ethiopia





Objective

The objective of this presentation is to share Ethiopian Civil Aviation Authority (ECAA) experience in ICAO USOAP CMA Audit process.





Outline of the presentation

1. Introduction
2. USOAP CMA activities
3. Challenges
4. Successes
5. Summary



1. Introduction

- In 1944 Ethiopian civil Aviation Authority was established to administer and handle all Airports and Civil Aviation matters, and by the same year Ethiopia signed the convention of International Civil Aviation Organization and became a founding member State of ICAO.



Introduction.....

- Ethiopian Airlines is our major airline of having 113 aircrafts and flying to 121 destinations all around the world.
- Currently Ethiopia has 4 Certified International and 18 Domestic Aerodromes.



Introduction.....

- Out of the four international aerodromes, Addis Ababa Bole International Airport is the main hub of Ethiopian Airlines, that serves **400** flights per day departing from and arriving at the airport.



2. USOAP CMA activities

- The USOAP CMA audit was carried out **from 11 to 20 May 2015 in all audit areas.**
- The audit resulted in an overall EI of **65.42** per cent for the eight CEs of the State's safety oversight system.



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- The overall EI of the safety oversight system based on the result of ICVM in December 2017 Validation Activity was 70.04 per cent (**LEG, ORG, PEL, OPS, AIR and ANS audit areas**).
- In August 2018, ICAO performed Integrated validated action(IVA) in the area of AGA and increased the overall EI to 73.2 per cent.



3. Challenges

3.1 Legal framework

- The Primary Aviation law required amendment to reflect/incorporate specific elements of the USOAP CMA requirements (*usually a lengthy process*).



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3.2. Organization

- The organizational structure required amendment to full fill all the expertise as per the required level.

3.3. Training

- Difficulty to train and retain qualified inspectors to adequately cover all audit areas.



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3.4. Surveillance

- Difficulty of Conducting surveillance activities on a regular basis.
- Lack of proper documentation and follow-up on findings within the inspectorate.



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3.5. Resolution of Safety Concerns

- Lack of commitment by operator/service provider to adequately address and resolve identified safety concerns.
- Lack of resources internally within the operator/service provider.
- Lack of expertise (operator/service provider) on how to properly address the findings (technical knowledge).



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3.6. Additional challenges

- **Understanding of ICAO Protocol Questions (PQs).**
- **Identification of evidence for the specific Protocol Questions (PQs)**



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- Conducting and evaluation of Aeronautical risk assessment.
- Growth of Aviation industry in size and complexity.



4. Successes

- **Government commitment** (Ministry of council, Transport Ministry etc...) assisted ECAA in performing gap analysis, resolution of identified gaps, approval of amended legal Acts and follow up of the ICAO USOAP CMA Audit activity.
- **ECAA developed comprehensive documents** (Regulations, Standards and Guidance material) **by its own experts.**



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- Good **internal coordination** among all regulatory units and **sharing of internal best practices.**
- **Utilization of Internal experts** for conducting internal audit and support.
- Establishing safety oversight system(SOMS) with in the aviation industry made us improve our safety oversight activities
- Using Ethiopian Aviation Academy & ECAA training center to build our capacity.



5. Summary

- Government commitment, sharing of best practises among each Directorates, good internal coordination, establishing system for managing safety over site activities(SOMS), capacity building using our internal resources & facilities contribute a lot to our current achievement.
- By keeping our progress, we planned to achieve EI beyond 90 percent for the ICVM audit that will be conducted by the beginning of year 2020.



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