

Africa Air Navigation Service Providers Coordination Meeting

Saturday 7 March 2015, Madrid, Spain

Summary of Discussions

0. Introduction

Further to their meeting held in Montreal on 4 February 2015, the African ANSPs agreed that the planned meeting of AFI ANSPs scheduled to take place on Saturday, 7 March 2015, in Madrid, prior to the CANSO ATM Congress, was a suitable juncture to develop a regional framework of cooperation and peer review, as well as terms of reference to benchmark performance in specific areas and to identify best practices that could be shared to improve air navigation performance. The aforesaid meeting was held effectively on 7 March 2015.

1. Opening remarks

1.1 Mr. Jeff Poole, Director General, Civil Air Navigation Services Organisation (CANSO), welcomed the participants to the meeting and to the beautiful city of Madrid. He thanked them for their commitment and extended an open invitation to other CANSO events taking place at the same venue during the course of the following week.

1.2 Similarly, Mr. Chris Dalton, Chief, Airspace Management and Optimization (AMO) Section, Air Navigation Bureau, extended on behalf of ICAO a warm welcome to the group and thanked CANSO for facilitating the meeting. He stressed that ICAO was taking the initiative seriously and reiterated the commitment of the Organization to this process, highlighting the fact that both ESAF and WACAF Regional Offices were represented at the meeting. He reiterated the call of the President of the ICAO Council, Dr. Olumuyiwa Benard Aliu to see a regional framework for cooperation and a mechanism for peer review evolve and mature among the African ANSPs. This was followed by the introduction of the participants. The list of participants is at Attachment A to this summary.

2. Election of a Chairperson

2.1 On a proposal by ATNS which was seconded by Mozambique, Mr. Amadou Ousmane Guitteye, Director General of the Agency for Air Navigation Safety in Africa and Madagascar (ASECNA) was elected as Chairperson of the meeting. Mr. Guitteye thanked the participants for showing confidence in his leadership to steer the discussions of the meeting.

3. Outcome of the Coordination Meeting of African ANSPs, Montreal, 4 February 2015

3.1 Mr. Guitteye gave a brief summary on the background of discussions leading up to the Montreal meeting on 4 February 2015, which was as a result of the following issues:

- a) current safety level in African ANSPs;
- b) mechanism to monitor the performance of ANSPs globally;
- c) ICAO's concern on lack of effective regulatory oversight in many African States in the air navigation fields; and
- d) lack of an industry safety audit scheme for air navigation services (ANS), akin to those provided by IATA (IOSA) and ACI (APEX).

3.2 CANSO briefed the meeting on the CANSO Standard of Excellence (SOE) in Safety Management Systems and the CANSO Safety Management System Implementation Guide which

provides a comprehensive, step-by-step standard that ANSPs can use to implement safety management systems and increase levels of safety maturity. They are fully aligned to the ICAO Convention on International Civil Aviation Annex 19 International Standard and Recommended Practices (SARPS). CANSO is seeking ICAO acceptance of the SoE, similar to the IATA IOSA and ACI APEX schemes. Forty CANSO ANSP members are using the CANSO Safety Maturity Survey to conduct self-assessments that are then reviewed by EUROCONTROL and the CANSO Safety Steering Committee and discussed with the ANSP. CANSO strongly recommended to use these established documents and processes as the global basis for the initiative to further improve ANSP safety performance in Africa and, conversely, not to create another process.

3.3 It was highlighted by ICAO that the SoE was focused on Annex 19 – *Safety Management* and that a number of other aspects would need to be covered to support an audit process for the many ANS sub-areas and to provide what would be akin to the eight critical elements of the universal safety oversight audit programme.

3.4 ASECNA presented draft Terms of Reference (ToR) for an African ANSP safety and quality assurance (ASQA) programme which were reviewed and adopted in principle by the meeting. Recognition was extended to ASECNA for preparing the draft ToR at short notice to be presented to the meeting. Kenya made reference to the outcome of the APIRG/17 Meeting which proposed a similar initiative and recommended that the draft ToR be submitted to States/ANSPs for further consideration through the ICAO mechanism.

3.5 The meeting noted that having adequate expertise and financial resources were crucial to achieving an effective Peer Review system, and agreed that a project management approach should be adopted. The meeting agreed to the formulation of the following Decisions:

- a) The CANSO Standard of Excellence , Safety Management System Implementation Guide and Safety Maturity Survey be adopted as well as other documents yet to be identified to support an ASQA programme;***
- b) The draft Terms of Reference of the ASQA presented by ASECNA be adopted in principle;***
- c) The documents in (a) and (b) above be harmonized together with other relevant ICAO documentation to develop a consolidated document and processes for a regional framework for cooperation and a mechanism for peer review.***

3.6 AFCAC was of the view that the certification process incorporated in the Terms of Reference was a very important aspect of the whole process as it would provide for the establishment of criteria to be set for the auditors. However, the meeting decided that the Peer Review has to evolve, thus the concept of certification and associated processes would take time to mature.

4. Mechanism for peer review – Establishment of an African ANSP Steering Group

4.1 The meeting decided the creation of an African ANSP Steering Group (AASG), and formulated the following decisions:

- a) The African ANSP Steering Group (referred to as AASG) develop a regional framework and a mechanism for improving ANS safety performance in Africa, including peer review, using a project management approach.***
- b) The African ANSP Steering Group be established with the following members:***
 - ASECNA - Chair**

- **ATNS** - *Vice-Chair,*
- **CANSO** - *Member and Secretariat*
- **ICAO** - *Member*
- **Other Members:** *Ghana, Kenya, Mozambique and Nigeria;*
- **Observer** - *AFCAC*

Note 1: The Steering Committee would give consideration to other members wishing to join the group.

- c) ***The Steering Group will prepare an Information Paper on the establishment of a mechanism for improving ANS safety performance in Africa, including peer review between and among African ANSPs and present it at the next AFI Plan Steering Committee meeting in May 2015, in Maputo, Mozambique.***

5. Priority issues to be addressed by the Cooperation mechanism

5.1 The meeting was presented with a list of air navigation services performance indicators approved by the AFI Plan Steering Committee. These indicators were proposed as a ‘priority list’ which included the implementation of elements of the ASBU Block 0 modules for the Africa-Indian Ocean Region.

5.2 The issue of reliable communications between ANSPs for instance, had been considered critical to the success of the process. -For that purpose, the meeting proposed to establish a mechanism on how best to implement a process for improving ANS safety management performance in Africa, including effective peer review, noting that collaboration between ANSPs will be crucial to the success of the quality assurance process.

5.3 It was also recognized by the meeting that the process might include, in the form of a gap analysis, a review of ANSPs performance against the set of agreed capacity building metrics.

6. Roles of existing bodies/forum

6.1 The meeting agreed that the AASG would use teleconference as a preferred method of engagement and resort to face-to-face meetings when necessary.

6.2 ATNS agreed to the request to host the Fourth AFI ANSP meeting in South Africa, tentatively in June 2015 which will incorporate agenda items related to the decisions made during the current Madrid meeting.

7. Next Steps

7.1 Mr. Dalton informed the meeting that ICAO would continue to play an active role in supporting the initiative and that the primary point of contact would rest with the ESAF Deputy Regional Director, who would be the main coordinator for the AFI Regional Offices.

Attachments:

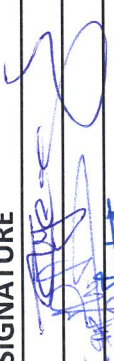
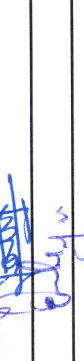
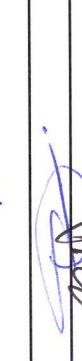
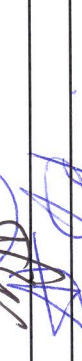
A – List of Participants

B – Terms of Reference

C – CANSO Standards of Excellence presentation

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ICAO-CANSO
AFRICA ANSP COORDINATION MEETING

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1. emanuel
2. aéroportos

REUNION DES FOURNISSEURS DES SERVICES DE LA NAVIGATION AERIEENNE (ANSPs) DE LA REGION AFI

Madrid, Espagne – Samedi, le 7 Mars 2015

**Initiative: Assurance Sécurité et Qualité des Fournisseurs des Services de la
Navigation Aérienne (ASQA)**

PROJET DES TERMES DE REFERENCE

(Présentée par l'ASECNA)

I. Contexte

- L'initiative ASQA est créée suite à la réunion de coordination entre les Fournisseurs africains des services de navigation aérienne (ANSPs), organisée par l'OACI à Montréal, le 4 Février 2015.
- L'objectif principal est d'établir un mécanisme d'examen par les pairs au sein et entre les ANSPs (semblable à IOSA pour les compagnies aériennes et APEX pour les aéroports) pour développer les capacités des ANSPs et améliorer par la même occasion la sécurité et la qualité des services de navigation aérienne dans la région AFI.

II. De quoi s'agit-il ?

L'initiative ASQA a pour but d'aider les ANSPs à améliorer, de manière continue, la sécurité et la qualité de la navigation aérienne dans leurs domaines de responsabilité.

Ses activités seront basées sur :

- ✓ des audits croisés réalisés par des équipes indépendantes provenant d'autres ANSPs et d'autres organismes du domaine de l'aviation civile;
- ✓ le partage d'expériences et de meilleures pratiques ;
- ✓ l'assistance mutuelle ;
- ✓ la protection des données.

III. Vision

Définir un niveau minimum requis de sécurité et de qualité des services de navigation aérienne et aider les ANSPs, par un processus d'amélioration continue, à atteindre au moins ce niveau ;

IV. Mission

Réaliser des audits croisés entre ANSPs à leur demande, faire des recommandations suite aux audits pour améliorer la sécurité et la qualité et assurer une surveillance de l'état de mise en œuvre des actions correctives qui en résultent et favoriser l'assistance mutuelle entre ANSPs.

V. Objectifs

- Etablir et maintenir un niveau uniforme de sécurité et de qualité des services de la navigation aérienne pour la région AFI au moins égal à celui conforme aux exigences internationales.
- Aider les ANSPs adhérents à l'initiative, à remplir leurs obligations au titre de la Convention de Chicago, notamment en matière de services de navigation aérienne incluant : l'ATS, la conception des procédures de vol, l'AIS, la cartographie, la MET, le CNS, le SAR et la mise en œuvre d'un système de gestion de la sécurité (SGS).
- Mutualiser les outils, les ressources humaines et les formations disponibles et intégrer les audits sécurité et qualité au sein d'un programme d'assurance sécurité qualité propre aux ANSPs en vue de réduire les coûts de certification.

VI. Stratégie

1. Mettre en place un mécanisme d'action

- ✓ Créer une équipe de coordination ASQA qui se réunit suivant une périodicité définie pour organiser la mise en œuvre du mécanisme retenu. L'équipe dénommée **CT (Coordination Team)** est constituée de cadres désignés par les ANSPs adhérents.

- ✓ Elaborer un document cadre (MOU) qui précise les modalités de coopération (modalités d'assistance et d'audit par les pairs).
- ✓ Définir un cadre référentiel standard : tous les ANSPs devront disposer d'un SMS et d'un SMQ (intégrés ou non).
- ✓ Établir des partenariats (MOU) avec des organisations autres que les ANSPs (OACI, RSOO, DGAC, etc..) en vue d'utiliser, selon les disponibilités, leurs experts ANS dans les équipes d'auditeurs.
- ✓ Identifier et mettre en place une base de données de tous les experts du domaine ANS disponibles dans la région AFI susceptibles d'être coptés pour les besoins de l'assistance par les pairs.
- ✓ Développer la documentation ASQA :
 - un manuel du programme ;
 - un référentiel de standards ASQA basé sur les SARPs de l'OACI, les normes sur la qualité et les bonnes pratiques du domaine des ANSPs;
 - les questionnaires de protocole d'audit ANS (PQs) ;
 - des check-lists des évaluations obligatoires ;
 - un manuel d'audit ASQA.
 - un standard de qualification d'auditeurs.
- ✓ Élaborer un mécanisme de certification des auditeurs ASQA dont les qualifications requises figurent en appendice A.

2. Réaliser les audits

- ✓ Des audits sont réalisés par des équipes d'auditeurs certifiés ASQA. Aucun auditeur ne peut faire partie de l'équipe mandatée pour auditer son organisation.
- ✓ Les rapports d'audits sont transmis aux ANSPs concernés qui élaborent des plans d'actions correctives et/ou préventives conséquents.
- ✓ Les plans d'actions correctives et/ou préventives sont retournés au CT qui en fait une évaluation régulière de l'état de mise en œuvre.

3. Organiser et réaliser le suivi des actions correctives issues des audits

- ✓ Le CT procède, en relation avec l'ANSP concerné à une évaluation régulière de l'état de mise en œuvre des ACAP.
- ✓ Le CT élabore et tient à jour une base de données anonymes des constats et opportunités d'amélioration issus des différents audits et les partage avec tous les ANSP adhérents à l'initiative, en vue de leur permettre éventuellement d'apporter des corrections à leur système et/ou d'adopter les meilleures pratiques appliquées par des ANSPs pairs.
- ✓ Le CT facilite aux ANSPs qui le requièrent, l'accès à un réseau d'experts dans le domaine de l'ANSP pour les accompagner dans l'élaboration et la mise en œuvre des plans d'action correctives.

4. Renforcer les capacités

Un programme de formation aux audits ASQA pourra être développé afin de renforcer les capacités au sein des ANSPs.

5. Evaluer le système

Une évaluation annuelle du mécanisme sera réalisée en vue d'en corriger les imperfections et améliorer les résultats.

VII. Bénéfices

- Mutualisation des moyens de supervision internes et réduction des coûts.
- Fiabilité des résultats d'audits du fait de l'indépendance du système.
- Meilleure préparation des ANSPs pour les audits de supervision de la sécurité/certification par les Autorités nationales de l'aviation civile (CAAs) ou par les RSOOs.
- Assurance de l'amélioration continue de la sécurité et de la qualité des services de navigation aérienne dans la Région AFI.
- Garantie d'un niveau minimum de supervision des ANSPs dans les cas où les États rencontrent encore des difficultés pour assurer un système efficace de supervision de la sécurité. (Aucun ANSP n'est laissé de côté en matière de supervision de la sécurité).

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APPENDIX A

QUALIFICATIONS OF ASQA AUDITOR

FUNCTION

- ASQA Auditor

ESSENTIAL QUALIFICATIONS

- a) University degree, preferably in an aviation-related technical discipline or equivalent qualifications and experience;
- b) Minimum 5 years' experience working with an air navigation services provider (ANSP), as an engineer, an air traffic controller (ATCO), air traffic safety electronics personnel (ATSEP), an inspector, auditor in any one of the following Air Navigation Services (ANS) audit areas:
 - Air Traffic Management (ATM);
 - Meteorology (MET);
 - Aeronautical Information Management (AIM);
 - Communication Navigation Surveillance (CNS);
 - Search and Rescue (SAR); and,
 - Safety Management Systems (SMS).
- c) Working knowledge of the Convention on International Civil Aviation (Doc 7300), the adoption and implementation of Annex Standards and recommended Practices (SARPs), and of related ICAO documentation and guidance material related to ANS;
- d) Working knowledge of States safety oversight systems and responsibilities of national, regional and supranational safety oversight organizations.

DESIRABLE QUALIFICATIONS

- a) Knowledge of ICAO organization, functions and activities;
- b) Aviation industry experience with one of the following entities: air operator, aviation training organization, air traffic service provider, aerodrome operator, or aircraft accident and incident investigation authority or similar organizations;
- c) Certification as a Quality Management System (QMS) auditor.

CERTIFICATION

The ASQA auditor will be certified upon:

- ✓ successful completion of appropriate courses delivered by a designated organization or training institution; and
- ✓ successful on-site audit OJT (on-job training) conducted by a designated organization.