NASP Development and Implementation

Uganda's Experience

By
Agnes Aguma
SSP Coordinator
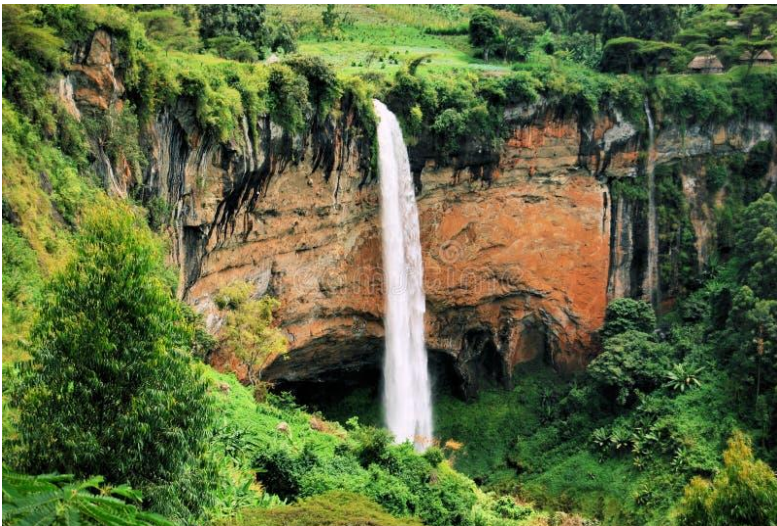
Uganda the Pearl of Africa

Natural Riches

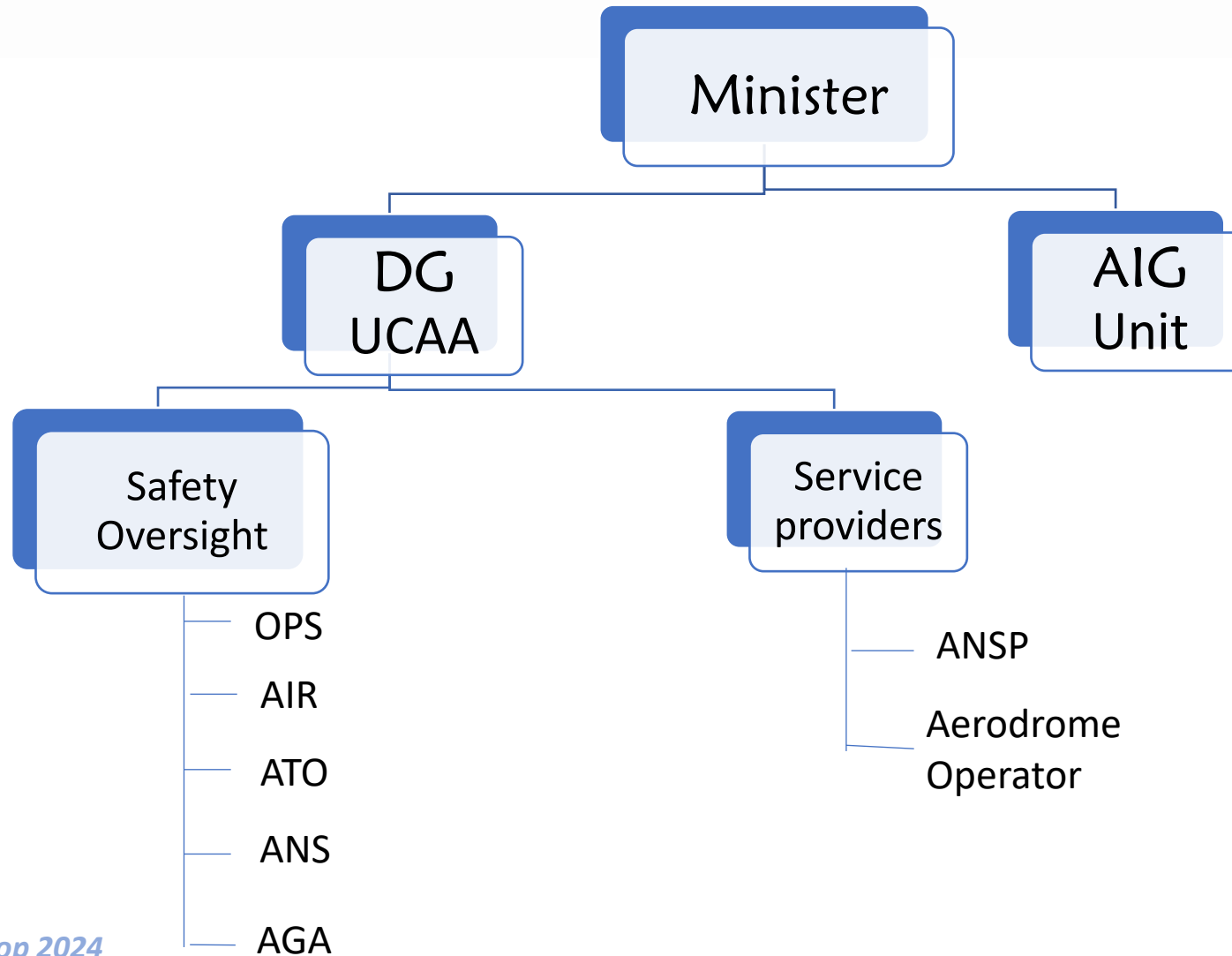Unique Naive Cultures

Friendly people

Outline

- ❏ System Description
- ❏ Mandate
- ❏ The Journey
- ❏ Challenges
- ❏ Improvement Areas
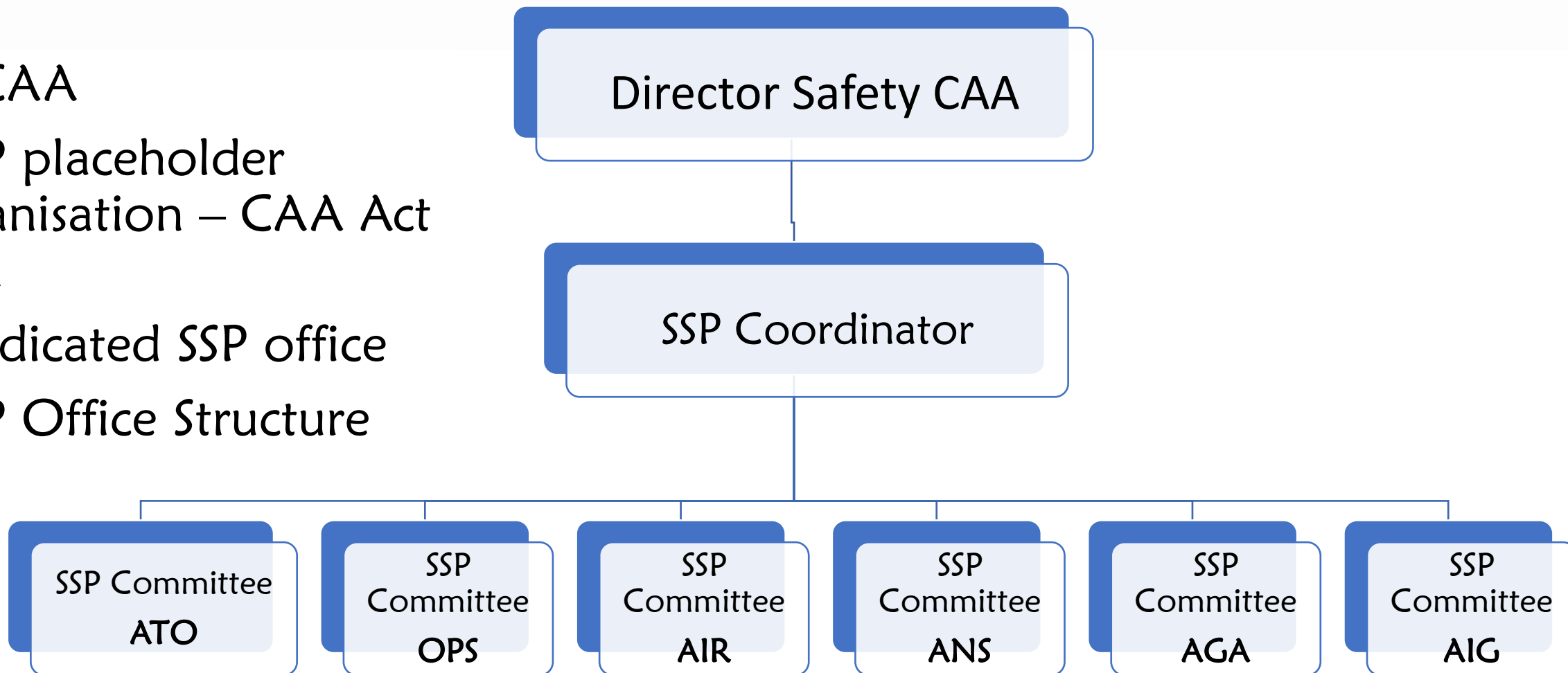- ❏ Conclusion

System Description

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                        ┌──────────┐
                        │ Minister │
                        └────┬─────┘
              ┌──────────────┴──────────────┐
         ┌────┴────┐                   ┌────┴────┐
         │   DG    │                   │  AIG    │
         │  UCAA   │                   │  Unit   │
         └────┬────┘                   └─────────┘
      ┌───────┴───────┐
 ┌────┴─────┐    ┌────┴──────┐
 │  Safety  │    │  Service  │
 │ Oversight│    │ providers │
 └────┬─────┘    └────┬──────┘
      │               │
    ─ OPS           ─ ANSP
    ─ AIR
    ─ ATO             Aerodrome
    ─ ANS             Operator
    ─ AGA
```

System Description

Operations	No. of Operators
AOC Holders	10
AMO	06
ATO	08
ANSP	01
Aerodrome Operators	32

The Mandate

- ❑ UCAA
- ❑ SSP placeholder organisation – CAA Act 1991
- ❑ Dedicated SSP office
- ❑ SSP Office Structure

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                    Director Safety CAA
                            |
                      SSP Coordinator
                            |
   ┌──────┬──────┬──────┬──────┬──────┐
 SSP    SSP    SSP    SSP    SSP    SSP
Committee Committee Committee Committee Committee Committee
 ATO    OPS    AIR    ANS    AGA    AIG
```

The Journey – Enablers and triggers

❑ Establishment of SSP office – dedicated

❑ State letter on NASP submission

❑ Preparatory Activities

    ❑ Studying ICAO guidance material

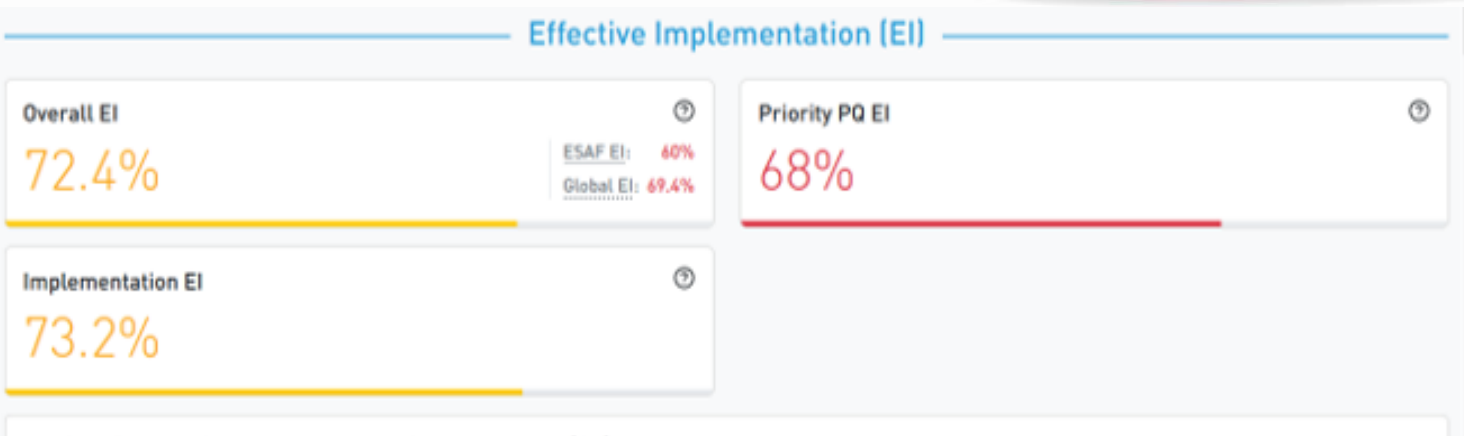   ❑ Review of other State's NASP

The Journey – NASP Development

Step 1: Self Assessment	Step 2: Identification of Safety Deficiencies

Step 1: Self Assessment

- Accident and Incident data
- USOAP CMA results
- Surveillance records
- SSP implementation data

Step 2: Identification of Safety Deficiencies

- Accident and Incident data analysis
- USOAP CMA results
- Safety Oversight records
- SSP Implementation data
- GASP Goals
- Abuja Safety Targets
- HRCs – Global and Regional

..... USOAP CMA Result Analysis

Effective Implementation (EI)

Overall EI		Priority PQ EI
72.4%	ESAF EI: 60% / Global EI: 69.4%	**68%**

Implementation EI	
73.2%	

EI Score by CE

CE- 1	CE- 2	CE- 3	CE- 4	CE- 5	CE- 6	CE- 7	CE- 8
67.86 %	77.17 %	80.33 %	65.12 %	66.07 %	85.87 %	58.59 %	51.22 %

EI Score by Audit Area

LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
85.71%	90.91%	94.12%	71.3%	91%	20.48%	66.67%	80%

- AIG lowest and **below** ESAF and Global averages

- CE -1 67.86 % is **below** the ESAF average of 72.64% and global average of 77.36%

- CE -8 – 51.22 % lowest and above the ESAF average of 35.83% and **below** global of 55.4 %

- CE-7 – 58.59 % 2nd lowest and above ESAF of 45.35% and **below** global of 61.33%
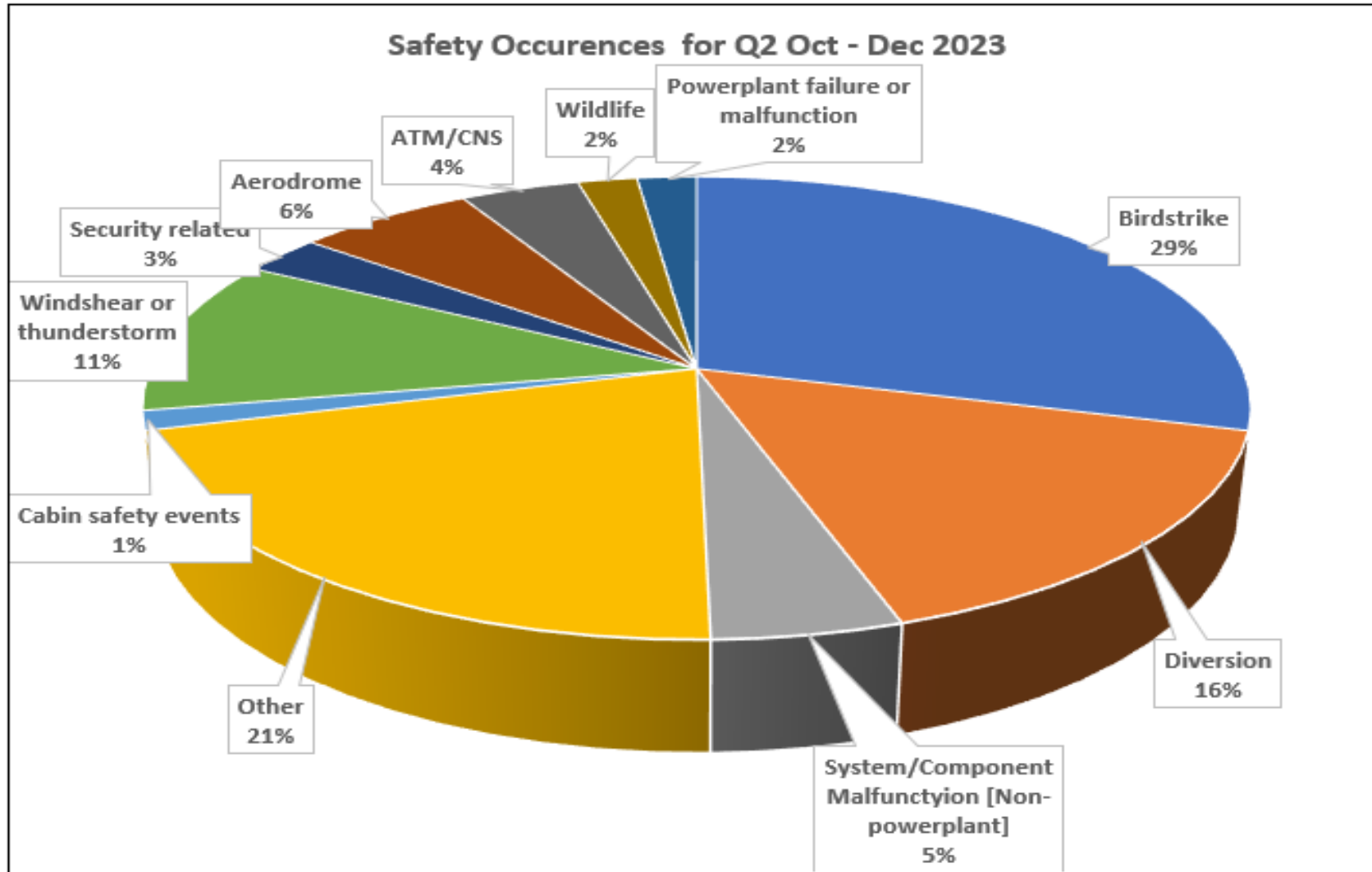
..... Accident and Incident Data Analysis

Safety Occurences for Q2 Oct - Dec 2023

- Powerplant failure or malfunction 2%
- Wildlife 2%
- ATM/CNS 4%
- Aerodrome 6%
- Security related 3%
- Windshear or thunderstorm 11%
- Cabin safety events 1%
- Other 21%
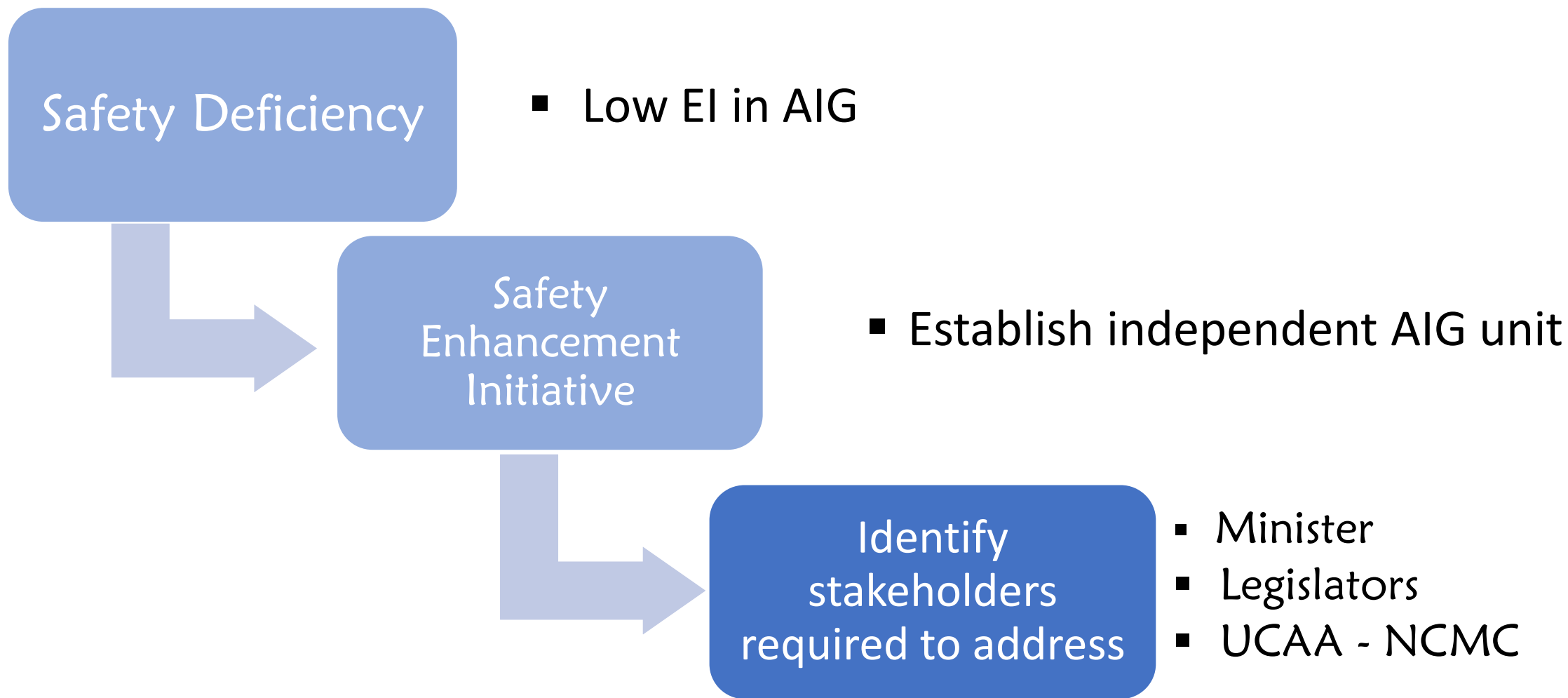- System/Component Malfunctyion [Non-powerplant] 5%
- Diversion 16%
- Birdstrike 29%

- Bird strikes highest incidents

- Windshear or Thunderstorm third highest category occurrence

..... SSP Implementation Status

SSP Foundation and SSP GAP Analysis

Uganda (UGA) - Principal State Safety Program and National Continuous Monitoring Coordinator (by Aguma, Agnes)
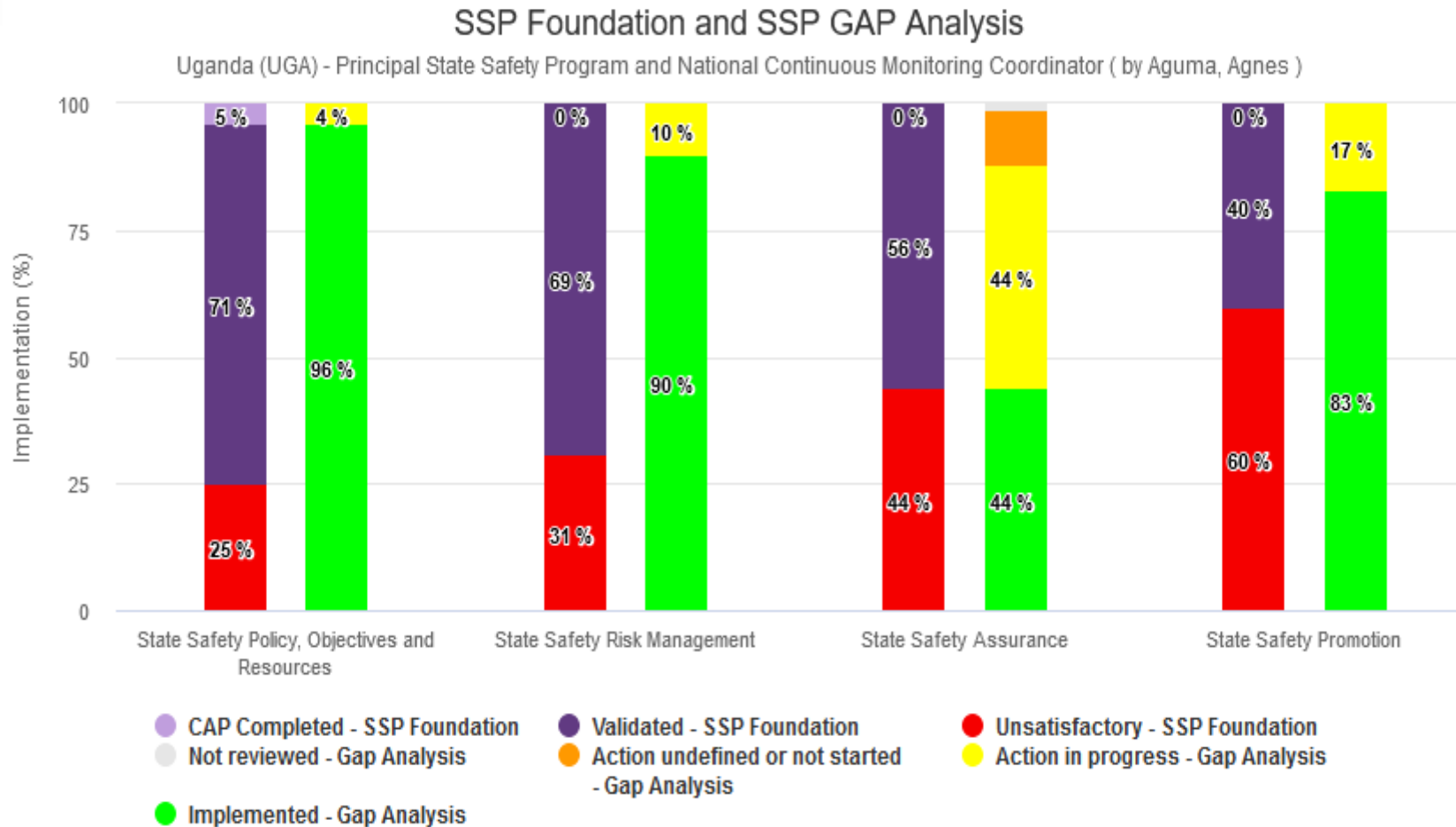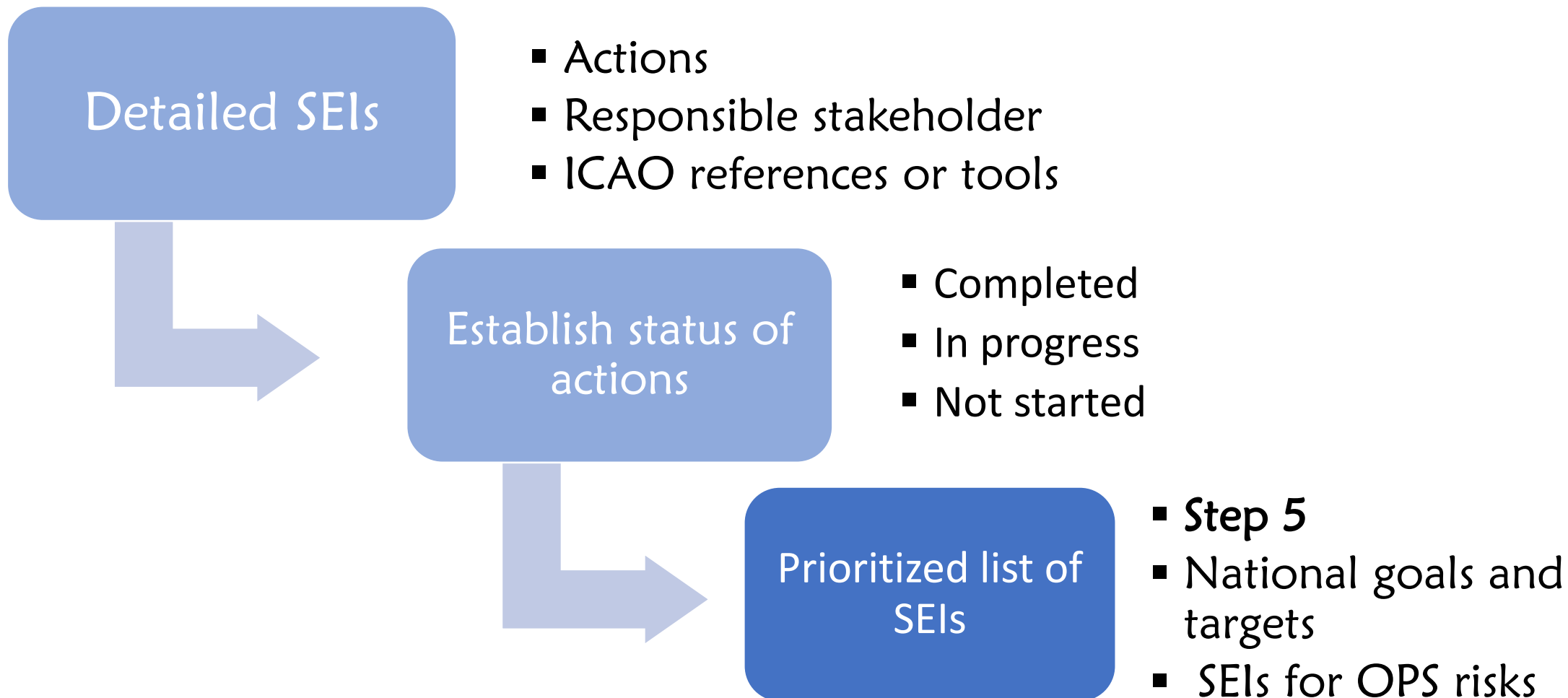
- **CAP completed** for all components is **below 5 %** for SSP foundation PQs

- Unsatisfactory SSP foundation PQs highest in Component 4 with 60%

The Journey

Step 3: Identifying Key Stakeholders

Safety Deficiency

- Low EI in AIG

Safety Enhancement Initiative

- Establish independent AIG unit

Identify stakeholders required to address

- Minister
- Legislators
- UCAA - NCMC

The Journey

Step 4: Gap Analysis

Detailed SEIs

- Actions
- Responsible stakeholder
- ICAO references or tools

Establish status of actions

- Completed
- In progress
- Not started

Prioritized list of SEIs

- **Step 5**
- National goals and targets
- SEIs for OPS risks

The Roadmap

- **Doc 10161** – Global Aviation Safety Road map

- ORG Roadmap – Safety Enhancement Initiatives (SEIs) address

  Organisational challenges

  - Safety Oversight challenges
  - SSP Implementation challenges

- OPS Roadmap – Safety Enhancement Initiatives (SEIs) address

  Operational risks

  - Global and Regional High Risk Category Occurrences

ORG Roadmap – Organisational Challenges

Organisational Challenges	Safety Enhancement Initiatives – SEIs	Responsible Entity
Safety oversight system	20	CAA/AAIIU
SSP/SMS	12	CAA/Industry

- Consistent implementation of ICAO SARPs at national level
- Establishment of an independent AIG Unit in the State
- Strategic allocation of resources to enable effective safety oversight
- Improvement of industry compliance with applicable SMS requirement
- Start of SSP implementation at the national level

OPS Roadmap – Operational Safety Risks

- Based on contributing factors leading to Global High Risk Category Occurrences

- Low occurrence rate for G-HRCs

- Rise in Runway Excursions between 2022-2023

- Comprises safety initiatives to mitigate HRC occurrence contributing factors

- Both State and Industry actions

The Journey

Step 6 : Drafting the NASP

NATIONAL AVIATION SAFETY PLAN TEMPLATE

SECTION 1.   INTRODUCTION

1.1   Overview of the NASP[1]

_____ is committed to enhancing aviation safety and to the resourcing of supporting activities. The purpose of this national aviation safety plan (NASP) is to continually reduce fatalities, and the risk of fatalities, through the development and implementation of a national aviation safety strategy. A safe, resilient and sustainable aviation system contributes to the economic development of _____ and its industries. The NASP promotes the effective implementation of _____ safety oversight system, a risk-based approach to managing safety, as well as a coordinated approach to collaboration between _____ and other States, regions and industry. All stakeholders are encouraged to support and implement the NASP as the strategy for the continuous improvement of aviation safety.

The NASP of _____ is in alignment with the International Civil Aviation Organization (ICAO) _Global Aviation Safety Plan_ (GASP, Doc 10004) and the _____ .

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The NASP of Uganda is in alignment with the ICAO _Global Aviation Safety Plan_ (GASP, Doc 10004) and the Abuja Safety Targets.

The Journey

Step 6 : Drafting the NASP

NASP Development committee → SSP Committee comments → UCAA website for comments → Stakeholders Validation meeting → Final NASP

The Journey

Step 7 : Monitoring Implementation

State Safety Actions

- Weekly management briefings
- Quarterly performance Review
- Board Updates

Industry Safety Actions

- Surveillance records
- Follow up meetings

Challenges

- ❑ Concept not widely understood

- ❑ Insufficient NASP promotion

- ❑ Determination of system capacity for SEIs implementation

- ❑ Inadequate monitoring of SEIs implementation

Improvement Areas

❑ Sensitization and training on aviation safety planning

❑ Stakeholder engagement

❑ SEI Implementation Monitoring

❑ Automation

Conclusion

- ❑ Utilise

  - ❑ Available guidance

  - ❑ Templates

  - ❑ Published NASPs

- ❑ Keep it Simple

Thank You

for listening