



SAFE SKIES.
SUSTAINABLE FUTURE.

Air Navigation Services (ANS) Safety Oversight Inspector Workshop

Module 1

Context of safety oversight for Air Navigation Services (ANS)

Module Objective

That participants understand the responsibilities, roles and obligations of ICAO Member States with respect to aviation safety oversight derive from their obligations as signatories to the Convention on International Civil Aviation (“Chicago Convention”), Understanding where these obligations come from, their origins and rationale, this should be part of an inspector's core competency.

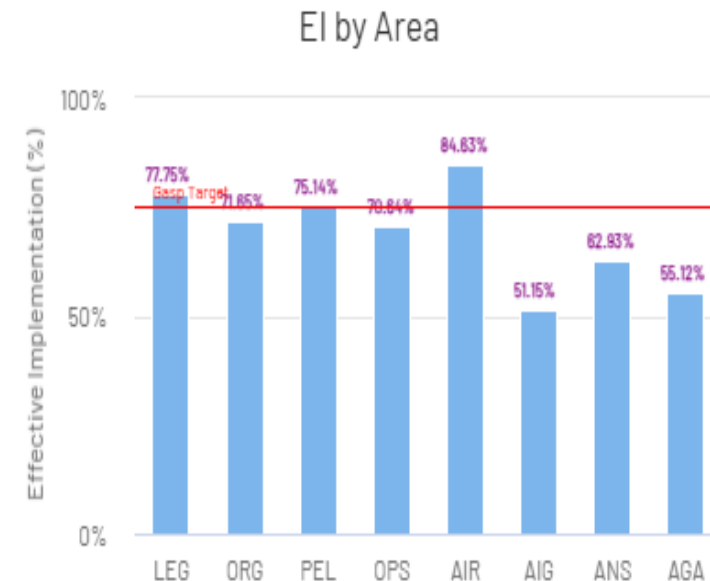
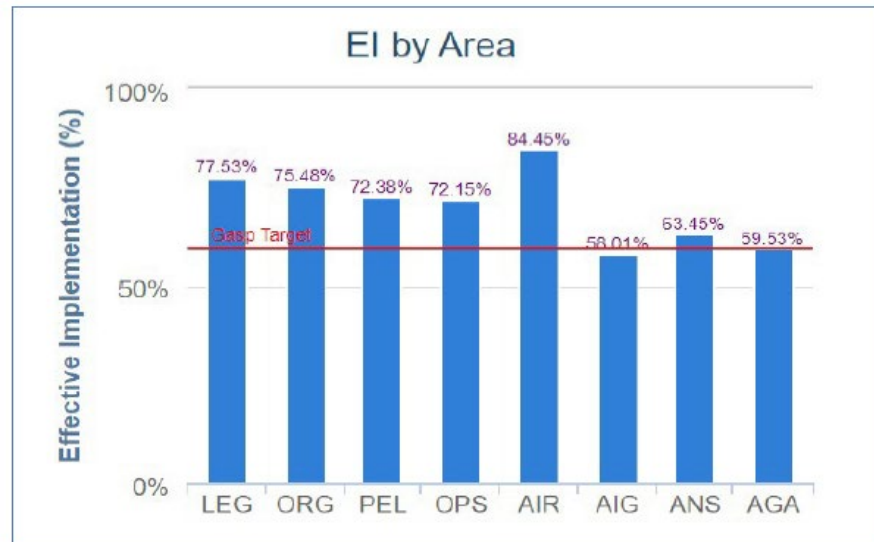
Introduction

The purpose of this material is to guide States in the development of their own ANS Inspector Manual, to be used as a working tool in the oversight processes of Air Navigation Service Providers (ANSPs).

Its use will allow standardizing the minimum requirements to occupy the position of ANS Inspector in the different areas, as well as initial training, On The Job Training (OJT), periodic or recurrent training of inspectors and oversight processes, thus helping to strengthen the implementation of its ANS safety oversight programmes.

Introduction

The USOAP audits have reflected the need to reinforce effective implementation in the States of the ICAO SARPs related to the ANS, through their incorporation in the national regulations, as well as through the establishment of a safety oversight system by the Civil Aviation Authority (CAA) [or State entity or organization] responsible for such oversight, aiming to verify its effective implementation and compliance,



Module Content

International Civil Aviation
Organization (ICAO)

ICAO Universal Safety Oversight
Audit Programme (USOAP)

Evolution of USOAP

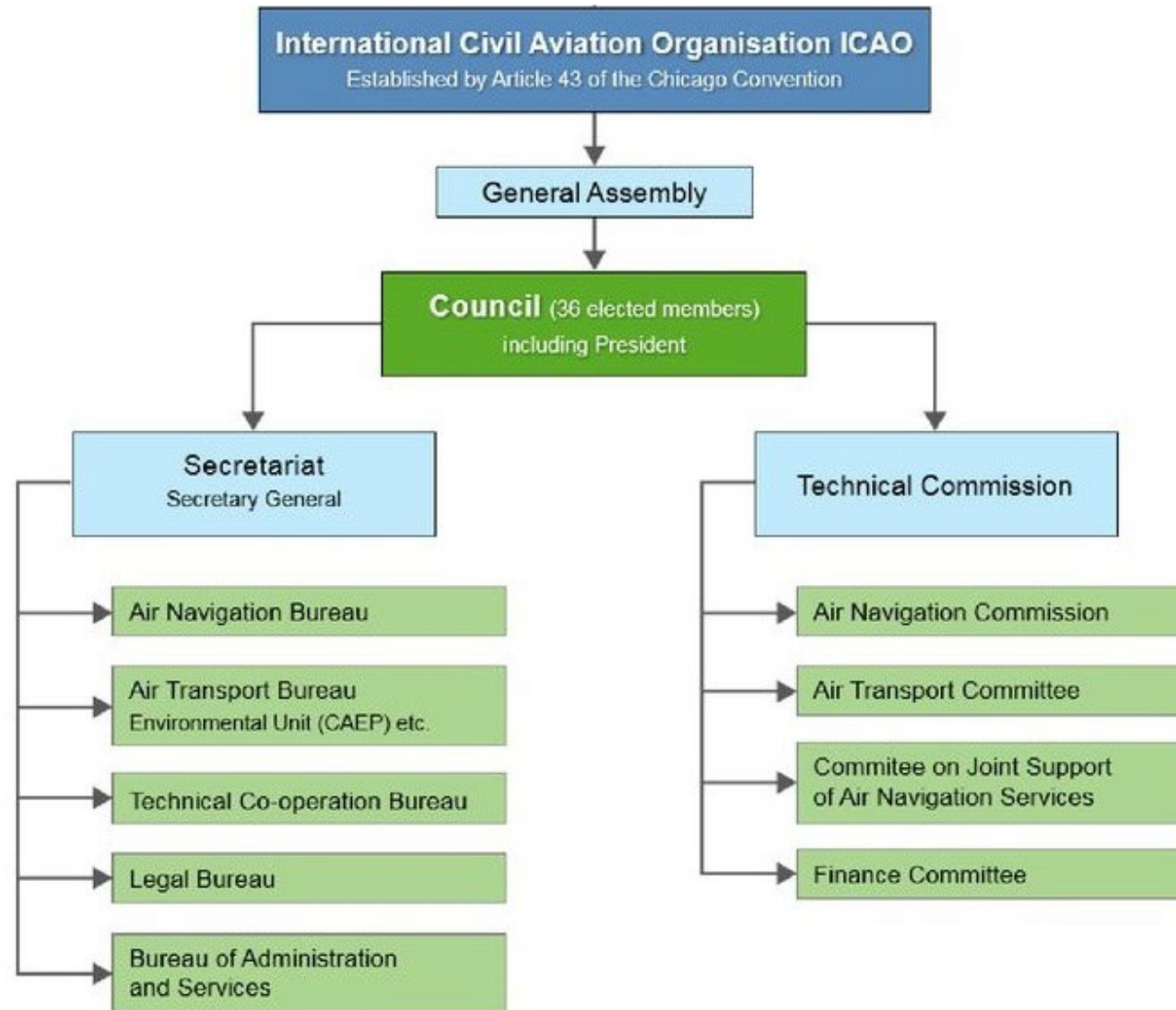


International Civil Aviation Organization (ICAO)

International Civil Aviation Organization (ICAO)

Is a specialized agency of the United Nations, created on 7 December 1944 by signing the Convention on International Civil Aviation, in the city of Chicago, known as the Chicago Convention.

The core function of the Organization is to maintain an administrative and specialized bureaucracy (the ICAO Secretariat) that facilitates the diplomatic interactions, and to investigate new air transport policies and innovations in standardization in accordance with the mandate it receives from States through the ICAO Assembly, or of the ICAO Council which is elected by the Assembly.



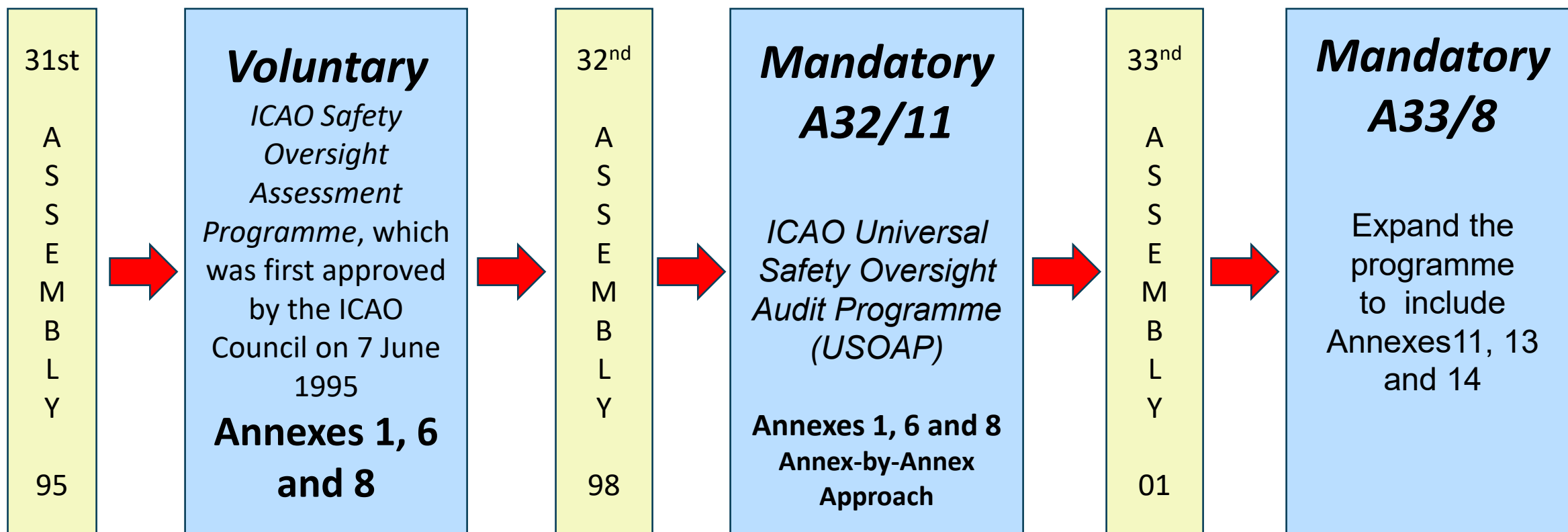
ICAO Universal Safety Oversight Audit Programme (USOAP)

In the early 1990s several reports were issued on the lack of Effective Implementation (EI) of ICAO SARPs by States. The upward trend in accidents demonstrated insufficient safety oversight by States, which generated growing concern about the level of aviation safety worldwide, and the need to reduce the number of accidents to give way to the rapid increase in air traffic.

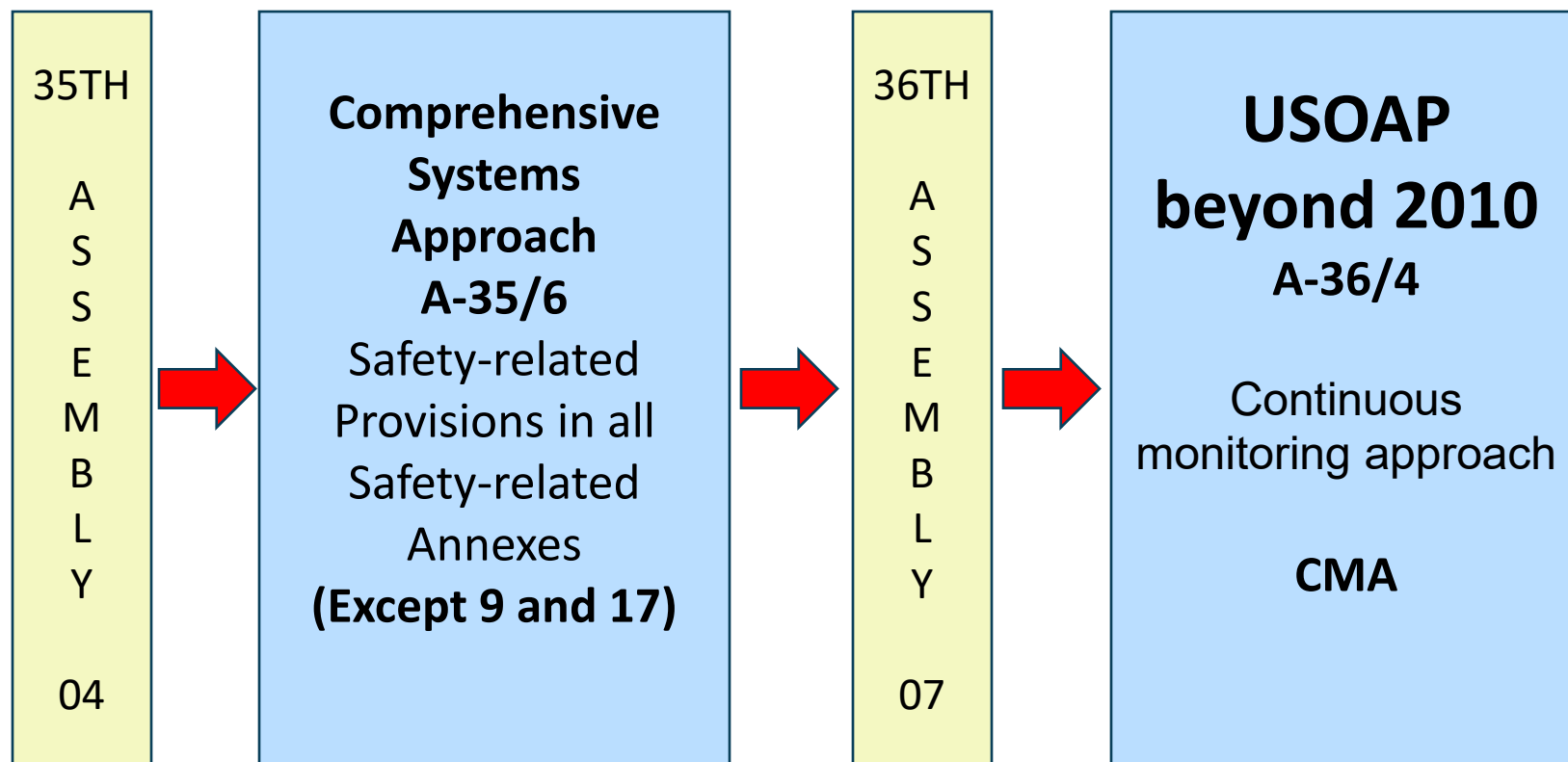
On 7 June 1995, the ICAO Council approved the Safety Oversight Assessment Programme, which was subsequently approved by the 31st session of the Assembly and became operational in March 1996.

During the two-year voluntary assessment of a State's implementation of the ICAO Standards and Recommended Practices (SARPs), the voluntary programme detected numerous deficiencies in the establishment of effective safety oversight programmes in Member States and drew attention to the critical need for increased attention to global aviation safety. Following discussion at the Directors General of Civil Aviation Conference on a Global Strategy for Safety Oversight (DGCA/97), held in Montréal from 10 to 12 November 1997, the ICAO Council recommended to the 32nd Session of the Assembly the establishment of USOAP.

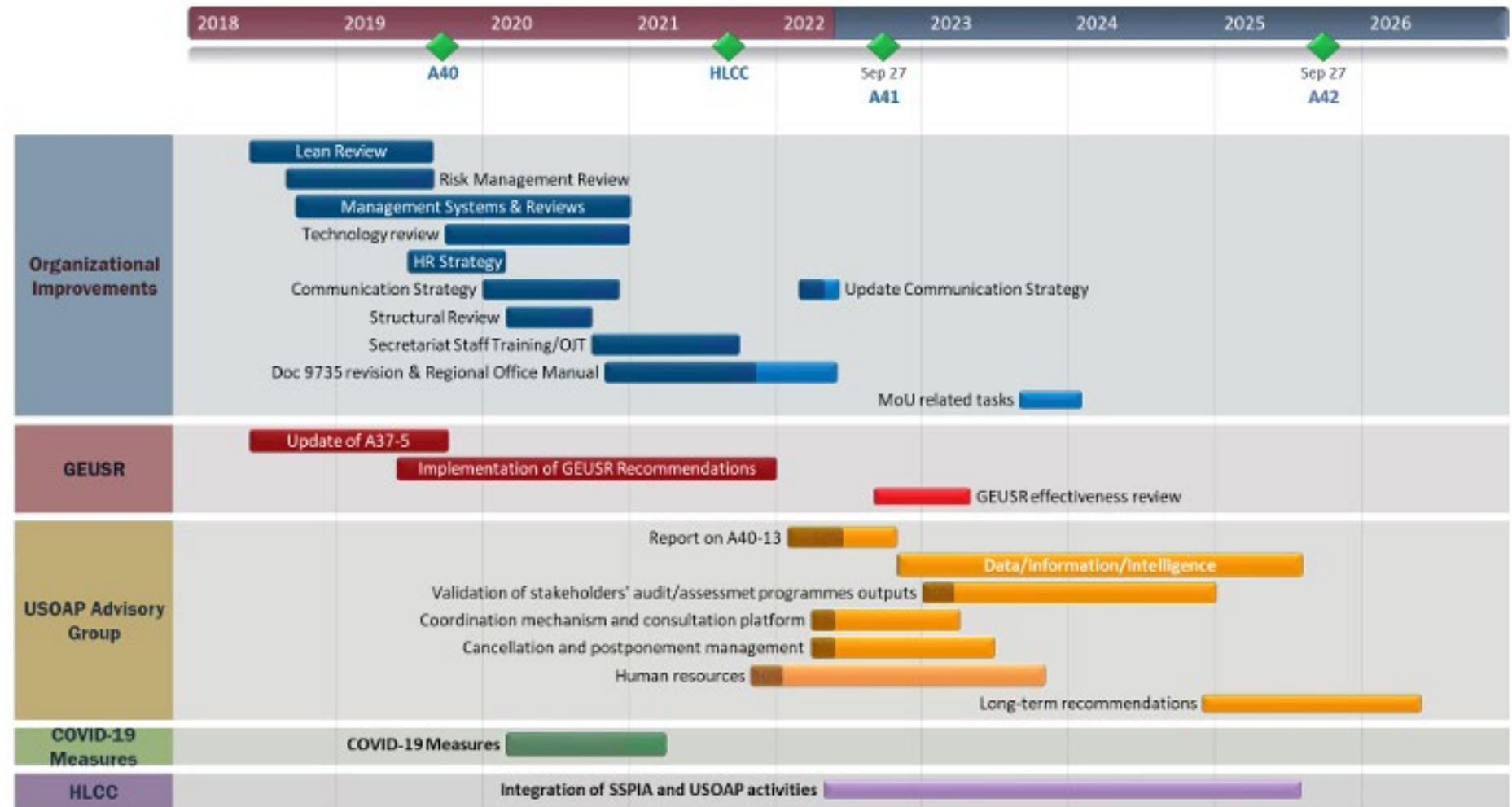
Evolution of USOAP



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Questions?



THANK YOU