



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**Nineth Meeting of the Africa-Indian Ocean Regional Aviation Safety Group (RASG-AFI/9)**

9 November 2023

**Agenda item 6: Common implementation challenges identified amongst RASG-AFI members and possible solutions.**

*(Presented by the Secretariat)*

<b>SUMMARY</b>	
This working paper presents an overview of challenges encountered by RASG-AFI member States in fulfilling their safety obligations under the Chicago Convention and proposes possible solutions.	
<u>Action by the Meeting is provided for in Paragraph 3 of this paper</u>	
<i>Strategic Objectives</i>	This paper relates to Safety, and Capacity and Efficiency Strategic Objectives

**1. INTRODUCTION**

- 1.1 Despite challenges faced by RASG-AFI States to reach global goals and targets, it is worthwhile noting that they have improved their Effective Implementation (EI) of the critical elements of a State safety oversight system from 55.72% last year to 57.79% in 2023, while the world average has risen from 67.50% to 68.9%.
- 1.2 This paper is based on USOAP CMA activities results and corresponding data is derived mainly from the Online Framework and iStars, as aggregated for RASG-AFI. The discussion will mainly focus on the 5 audit areas and critical elements where States are encountering some challenges.
- 1.3 Some other challenges as stemming from RASG-AFI are also highlighted.

**2. DISCUSSION**

***Challenges identified amongst RASG-AFI member States***

- 2.1 Although the level of implementation in LEG and CE-2 is good in the RASG-AFI region, it should be highlighted that the processes for the amendment of specific operating regulations, and the identification and notification of differences to ICAO are not fully implemented. Most of the time, comprehensive regulations on AIG are not promulgated.
- 2.2 The lowest performing audit areas in RASG-AFI have undergone some improvement in terms of effective implementation (EI) and indicated in iStars: AIG from 41% last year to 44.03% in 2023; AGA from 46% to 47.6%; ANS from 52% to 53.54% and OPS 56% to 58.2%.
- 2.2 Challenges in AIG are related to the implementation of an independent Accident Investigation Authority with properly established legislation and procedures for conducting accident and incident investigations. For ANS and AGA, the lack of qualified personnel in different subdomains both at the levels of the authority and the service providers is part of the challenges. While AIG, ANS and AGA are yet to mature, OPS remains a challenge for most States as some are starting certification processes of new air operators, without properly qualified personnel and established regulations, procedures and guidance.

- 2.3 In terms of the lowest EIs for critical elements, CE-4 has risen from 53% to 56% and CE-6 from 54% to 56.15% while lesser improvement have been noted for CE-8 from 32% to 32.86% and CE-7 from 43% to 43.07%.
- 2.4 The low level of CE-4 reflects insufficiencies in the recruitment and retention of qualified personnel as well as lack of the implementation of training programmes and associated plans.
- 2.5 For CE-6, issues related to documented certification processes, specific approvals, issuance of licenses, medical assessment, approval of training organizations are still salient. Aerodrome certification remains a challenge for most States. Furthermore, identified non-compliances are not all systematically resolved before the issuance of the corresponding certificates, and exemptions are issued without the proper assessment of the safety risks incurred. As far as specific approvals are concerned, RVSM approval and associated coordination with stakeholders remain a particular concern. In the area of ANS, contingency plans are not systematically established and implemented; and 5 Significant Safety Concerns in the region have stemmed from the lack of calibration of navigation aids and non-validation of flight procedures.
- 2.6 For CE-7, most States are deploying available resources to fulfill licensing and certification obligations as a priority and depriving surveillance activities and considering it as secondary. Some States didn't carry out a proper certification while trying to overcome the certification gaps through surveillance.
- 2.7 The Overall SSP Foundation rating has increased in 2023. Nine States have not yet started a Gap analysis while only one State reported a full implementation of the SSP.
- 2.8 Most States lack an effective safety reporting system and consequently lack sufficient data to enable the identification of operational safety risks. It is worth noting that there is a limited engagement of stakeholders and lack of communication among them.
- 2.9 It should also be considered that emerging safety issues related to RPAS operations and urban mobility have put additional workload on the civil aviation administrations.
- 2.10 Most States are not updating on a regular basis the modules of the USOAP CMA Online Framework. This has a negative impact of the preparedness of States to undergo a USOAP CMA activity.

***Possible solutions to address identified challenges.***

- 2.11 States should establish and implement a clear rulemaking process to amend in a timely manner their specific regulations and identify and notify any differences to ICAO. States should promulgate Regulations on AIG. At the regional level, RSOOs should assist States and ensure harmonization of States regulatory frameworks.
- 2.12 States should ensure the effective financial autonomy of civil aviation administrations and accident investigation authorities to enable them to implement training programmes including OJT. All the stakeholders should assist States on specialized training and immersion learning for better exposure. In addition, short/medium terms technical assistance projects by CDI, RSOOs and other stakeholders having a result of issuing licenses, certificates and approvals should also cater for building inspectors' competencies and enhance future safety oversight implementation activities.
- 2.13 For CE-6, States should implement a documented process with thorough evaluation of applicants' documents. A particular focus should be put on the processes for granting specific approvals, especially RVSM and the necessary coordination with relevant stakeholders. States and RSOOs should also enhance their cooperation in terms of pooling and sharing of resources as well as harmonizing their regulatory frameworks to address common certifications, licensing and approvals obligations, and to ensure calibration of navigation aids and validation of flight procedures.
- 2.14 For CE-7 and CE-8, States should put focus on audit areas OPS, ANS and AGA for surveillance and all other audit areas except LEG and ORG as far as resolution of safety issues is concerned. States should consider implementing a risk-based surveillance

programme as a means of optimizing resources and targeting greater areas of need. States, RSOOs and stakeholders should promote exchange of safety data and information and foster delegation of surveillance functions through an appropriate framework ensuring that corresponding safety oversight responsibilities are maintained.

- 2.15 To progress in the SSP implementation, RASG-AFI States should allocate more resources, involve all aviation authorities and stakeholders and clearly establish responsibilities and accountabilities for the implementation and maintenance. In addition, emphasis should be given to safety management training, including SSP/SMS instructors training and the establishment of effective safety data collecting and processing systems, starting with accident and incidents reporting systems. In so doing, States should make the most out of the SSP related generic documents and tools developed by the SSP Project Team and knowledge derived from the two workshops recently held, respectively on Safety Information Monitoring System and Safety Performance Indicators, and on Safety Intelligence and Safety Performance Management.
- 2.16 Furthermore, States should actively engage in collaboration activities to exchange safety information, lessons learned and support implementation of Safety oversight systems and Safety management systems in the region.
- 2.17 As far as RPAS and urban mobility are concerned the industry and relevant stakeholders should provide more training to enable inspectors and operators to gain more knowledge and skills in this area.

### **3. ACTION BY THE MEETING:**

- 3.1 The meeting is invited to:
  - a) take note of the information presented in this working paper and progress made since the last meeting;
  - b) encourage States, RSOOs, AFCAC and stakeholders to address challenges in a more collaborative manner through the allocation and pooling of resources and by sharing data and safety critical information; and
  - c) Call ICAO and all the stakeholders to provide more trainings in the most critical areas naming OPS, AIG, ANS and AGA.