

# CAA OVERSIGHT OF INSTRUMENT FLIGHT PROCEDURES FUNCTION

*By: David Ondieki*  
{AIS/PANS-OPS Inspector-KCAA}

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- Oversight function

# Introduction

- ❑ Articles 12 and 37 of the Chicago Convention require that: “...States must collaborate to the highest degree to achieve standardization and harmonization in regulations, rules, standards, procedures and practices..”
- ❑ Also follows that a Contracting State should establish and implement a system that enables it to:
  - satisfactorily discharge its international obligations and responsibilities to develop; and
  - conduct civil aviation in a safe and orderly manner

# Introduction

- ❑ Implementation of international Standards and Recommended Practices by an ICAO Contracting State must normally be effected under the **rule of law** promulgated in that State
- ❑ a first step towards discharging its obligations and responsibilities, a State will require an enactment of a legislative framework referred to as the primary aviation legislation

# Safety Oversight Definition

- ❑ Safety oversight is defined as a function by means of which States ensure effective implementation of:
  - the safety-related Standards and Recommended Practices (SARPs);
  - associated procedures contained in the Annexes to the Convention on International Civil Aviation and related ICAO documents.
- ❑ Safety oversight also ensures that the national aviation industry provides a safety level equal to, or better than, that defined by the SARPs;
- ❑ Individual State's responsibility for safety oversight is the foundation upon which safe global aircraft operations are built;
- ❑ Lack of appropriate safety oversight in one Contracting State therefore threatens the health of international civil aircraft operation.

# Safety Oversight Effectiveness

- ❑ In promotion of safe global aircraft operations we determine:
  - What is meant by effective safety oversight system; and
  - What are the essential elements for a State to establish and maintain to ensure an effective safety oversight system?
- ❑ ICAO has determined that an effective safety oversight system requires setting up of Eight Critical Elements
  - 5 CEs relate to the Establishment of a system
  - 3 CEs relate to Implementation of the system

# Eight Critical Elements



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# Critical Elements Of A Safety Oversight System

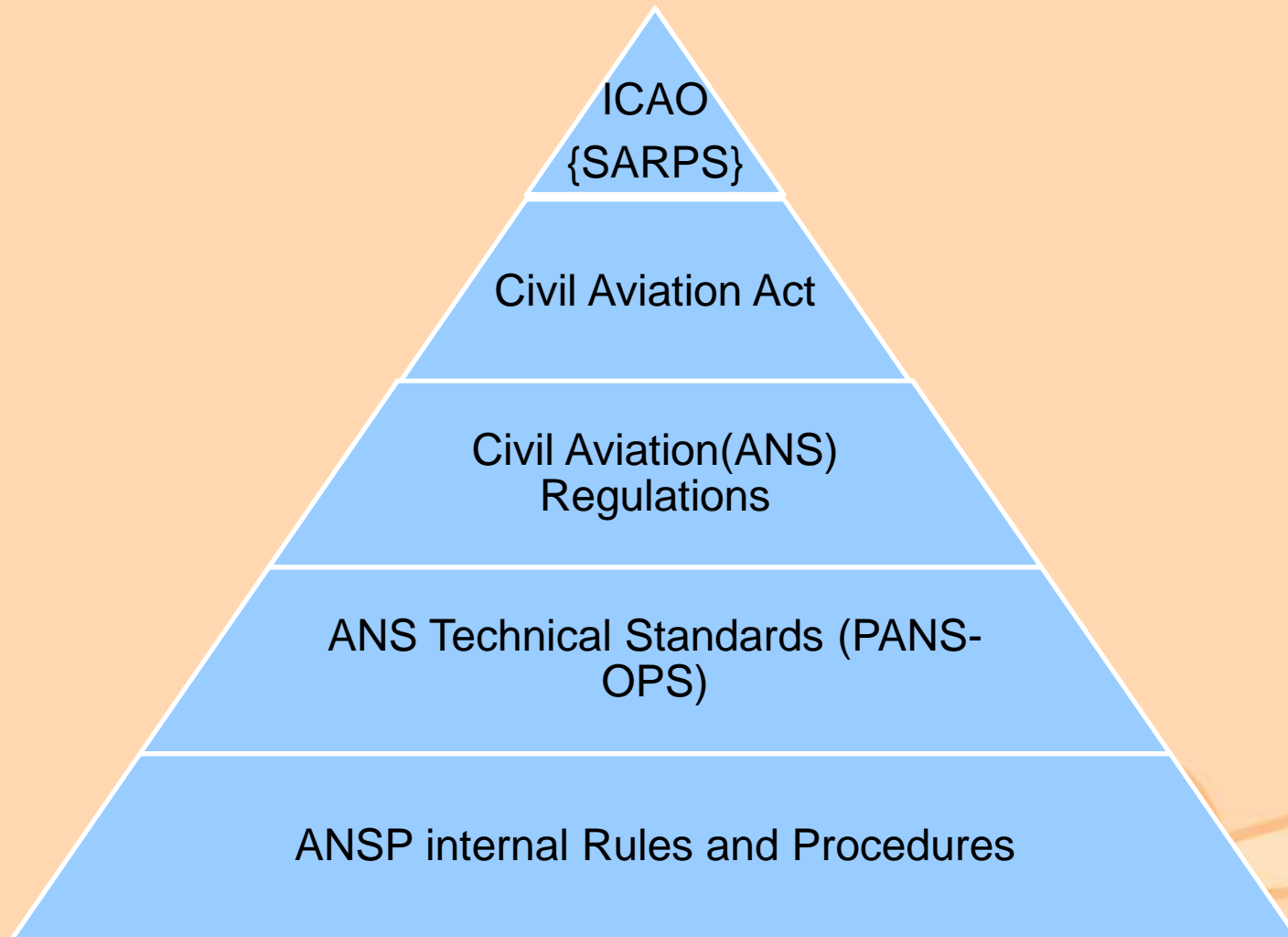
- ❑ The critical elements of a safety oversight system include:
  - CE 1 — [primary aviation legislation](#);
  - CE 2 — [specific operating regulations](#);
  - CE 3 — State civil aviation system and safety oversight functions;
  - CE 4 — technical personnel qualification and training;
  - CE 5 — technical guidance, tools and the provision of safety-critical information;
  - CE 6 — licensing, certification, authorization and approval obligations;
  - CE 7 — surveillance obligations; and
  - CE 8 — [the resolution of safety concerns](#).



# Role of CEs in Improving Safety Oversight

- ❑ Addressing the CEs enables the effective implementation of safety-related policies and associated procedures
- ❑ Application of CEs gives awareness that all areas of safety oversight are consistently addressed because they encompass and are relevant to the whole spectrum of civil aviation activities
- ❑ CEs serve essentially as safety defence tools of a State safety oversight system
- ❑ States benefit from implementing CEs taking into account the shared responsibility of the State and the aviation community for safety oversight

# Legislation



# Legislation

## *(f) Construction of visual and instrument flight procedures*

Construction of flight procedures.

94. A holder of a certificate issued under regulation 4 shall develop visual and instrument flight procedures to be used by aircraft operating in the designated airspace and aerodrome in accordance with requirements prescribed by the Authority.

Procedure designer qualification, training and approval.

96. (1) A person shall not design or publish visual and instrument flight procedures for use in the designated airspace and aerodromes unless he has completed approved training in the construction of visual and instrument flight procedures and has been approved by the Authority to do so.

# ANS Technical Standards Part IV

- *Organization*- maintain an appropriate instrument design office to enable the IFP designer to carry on design work in instrument flight procedures in accordance with the requirements set out by the Authority.
- IFP design organization shall develop and maintain operations manual
- ANSP shall establish and put into effect, a system for controlling documents and records relating to the instrument flight procedures on which the designer carries on design work, including the policies and procedures for making, amending, preserving and disposing of those documents and records.

# ANS Technical Standards Part IV

- Operational personnel requirements
- Minimum qualifications and experience of procedure designers
- Training
- Resource requirements
- Design process
- Approval
- Publication
- Maintenance
- Record management
- Automation
- Establishment of aerodrome operating minima

# CAA- Oversight function

- Checklists developed to address the [ICAO PQs](#)
- Visits(inspections/audits) made to the IFP design organization to verify compliance
- Non compliances documented as findings
- ANSP required to originate a CAP within 30 days
- Proof of implementation of the CAP once acceptable is required to be submitted to the CAA.
- Closure of findings

# CAA- Oversight function

- Resolution of safety concerns -provides for implementation of processes and procedures to resolve identified deficiencies impacting on aviation safety which may be residing in the system and has been detected by the regulatory authority.
  
- Advisory Circulars
  - ✓ Data Quality requirements
  - ✓ Construction of visual and IFPs
  - ✓ Training
  
- Orders
  - ✓ Oversight of instrument flight procedures and approval

# CAA- Oversight function

## ***Criteria for the approval of IFP designers:***

Procedure Designers seeking approval to design IFPs for use in the Kenyan airspace shall provide evidence of the following:

- ✓ Specialist PANS-OPS/IFP design training;
- ✓ Practical Application of Theoretical Knowledge;
- ✓ Quality Management System (QMS).
- ✓ Adherence to the guidance provided in the training advisory circular



# CAA- Oversight function

## *IFP Submission and Approval*

### Extract from order

- ✓ Latest approval was granted for Eldoret International Airport

Designs approved so far:

- ✓ HKEL GNSS RWY 08/26
- ✓ HKEL STARS
- ✓ others

# CAA- Oversight function

## *IFP Oversight Challenges*

- Training for currency
- Development of adequate TGM
- Inadequate supportive documentation
- Non timely closure of findings

**THE END**

**QUESTIONS ?**