



# ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

*9 November 2023*

## **Agenda item 5: Items for coordination with APIRG**

### **Prevention of ANS related SSCs**

(Presented by the Secretariat)

#### **EXECUTIVE SUMMARY**

This working paper presents the current status of Significant Safety Concerns (SSCs) related to Air Navigation Services (ANS) and major challenges to solve them and improve overall aviation safety in the region.

**Action:** The action by the Meeting is in **paragraph 3**

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives - A (Safety), and B (Capacity and efficiency)
<i>References:</i>	GASP 2023-2025 RASP-AFI USOAP CMA reports ICAO Safety Report, 2022 Edition; iSTARS;

## **1. INTRODUCTION**

1.1 The meeting may recall that a significant safety concern occurs when a State allows the holder of an authorization or approval to exercise the privileges attached to it, although the minimum requirements established by the State and the Standards set forth in the Annexes to the Chicago Convention are not met, resulting in an immediate safety risk to international civil aviation.

1.2 The purpose of the State Safety Oversight Support Team (SST\_SSO) is to assist States improve their effective implementation (EI) of the critical elements of a State's safety oversight system, prevent SSCs and resolve existing ones within set deadline. In this respect, the team is to analyse data-driven safety risk areas to identify possible mitigation measures and recommend implementation actions.

## **2. DISCUSSION**

2.1. Although AFI States are achieving commendable improvement of EI score, many States continue to face challenges in the implementation of ICAO Standards and Recommended Practices (SARPs), including some new SSCs mostly related to ANS, hence hindering the effort made by African States to address in a timely manner all new occurrences. Currently three States have SSCs related to non-calibration of radio navigation aids (NAVAIDs) used by aircrafts, and compliance of approved flight procedures.

- 2.2. To this effect, the ESAF and WACAF Regional Offices are assisting concerned States in developing and implementing relevant corrective plans of action to address identified safety concerns. However, it is noted that air navigation providers and/or airports' operators lack sufficient commitment to effectively implement the corrective actions to resolve or mitigate the safety risks associated to the SSCs.
- 2.3. This situation calls for States to be more proactive in the discharge of their safety oversight functions particularly in specific areas with high-risk exposure. States should promulgate Civil Aviation Regulations as the basis for instrument flight procedures (IFP) design subject to periodic ground and flight tests in accordance with ICAO standards and guidance materials. In addition, ANSPs and aerodromes' operators shall comply with the established regulations.
- 2.4. Therefore, a proper coordination with APIRG and its contributory bodies may help in addressing the situation and improve the air navigation safety in the region.

**3. ACTION BY THE MEETING**

- 3.1. To avoid PANS-OPS and Nav aids calibration related SSCs, the meeting is hereby invited to:
  - a. note the information contained in this working paper;
  - b. request APIRG and its contributory bodies to organize workshops on ANS related SSCs prevention; and
  - c. APIRG to urge States to ensure ANSP and aerodromes' operators compliance with SARPs.

**- END -**