



INTERNATIONAL CIVIL AVIATION ORGANIZATION

First Meeting of the Africa - Indian Ocean Aviation System Planning and Implementation Group (AASPG/1)

Libreville, Gabon, 3 - 7 November 2025

Agenda Item 4 - Implementation of safety and air navigation goals, targets and indicators, including priorities set in the Regional Aviation Safety and Air Navigation Plans

4.6 Air Navigation Deficiencies & Significant Safety Concerns (SSCs)

(Presented by the Secretariat)

SUMMARY	
<p>This working paper reports on the progress made in the management of the Air Navigation deficiencies and provides an update on the status of Significant Safety Concerns (SSCs) in the AFI region.</p> <p>Action by the Meeting is provided in paragraph 3</p>	
REFERENCE(S)	<ul style="list-style-type: none"> ▪ Universal Safety Oversight Audit Programme Continuous Monitoring Manual ▪ AASPG Procedural Handbook ▪ AFI RASP ▪ AFI Air Navigation Plan ▪ APIRG/27 & RASG-AFI/10 Report
<i>Strategic Objectives</i>	<i>A – Safety, B – Air Navigation Capacity and Efficiency and D – Economic Development of Air Transport</i>

1. INTRODUCTION

- 1.1. In accordance with the definition approved by the ICAO Council, a “*deficiency is a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation.*”
- 1.2. On 30 November 2001, the ICAO Council approved a uniform method of identification, assessment, and reporting of air navigation deficiencies. Contracting States are therefore requested to report deficiencies and associated corrective actions to the relevant bodies of the Planning and Implementation Regional Groups (PIRGs).
- 1.3. APIRG/23 endorsed the revised minimum reporting areas to serve as reference to report on air navigation deficiencies while APIRG/25 endorsed the AFI Air Navigation Deficiencies Database (AANDD) online platform for States and Organizations to identify and notify deficiencies.

- 1.4. A Significant safety concern (SSC) *occurs when the 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 by the Standards set forth in the Annexes to the Convention are not met, resulting in an immediate safety risk to international civil aviation.*
- 1.5. A SSC may be identified during ICAO USOAP CMA on-site activity or at any stage of the continuous monitoring process based on evidence and information collected from the State or other sources.

2. DISCUSSION

Air Navigation deficiencies

- 2.1. APIRG/27 meeting noted a persistent slow pace of identification and management of air navigation deficiencies. It welcomed experiences shared by Cameroon and Nigeria on their national mechanism for the management of deficiencies and the planning and implementation of activities.
- 2.2. The Regional Offices have intensified outreach efforts to encourage States and Organizations to report deficiencies. A virtual workshop on the management of air navigation deficiencies and the monitoring of ASBU implementation was held from 15 to 18 September 2025, with one hundred fifty-two (152) participants from States and Organizations.
- 2.3. To date, forty-seven (47) notifications of potential deficiencies were made on the AANDD platform by the following States and Organizations: Benin, Cameroon, Mauritania, Mauritius, Seychelles and ARMA. The meeting may congratulate these States and Organization for their contribution and support to the process of identification and reporting of potential deficiencies.
- 2.4. In line with the provisions of the AASPG Procedural Handbook, the Regional Offices Review Committee has analyzed the notifications and confirmed the relevance of some few cases. The table below provides a summary of the analysis done by the Review Committee. The Regional Offices are coordinating with the concerned States for the resolution of the cases confirmed as preliminary deficiencies. The meeting may note that 2 notified cases were resolved before the Committee's review and congratulate the concerned States as well.

Technical Area	# Notifications	# Not relevant	# Pending further information	# Confirmed as preliminary deficiencies
AIM	4	2	0	2
AOP	23	21	1	1
ATM	8	5	1	2
CNS	4	2	2	0
MET	3	1	0	2
SAR	5	0	4	1
TOTAL	47	31	8	8

- 2.5. Compared with the five (5) cases reported in 2024 across four (4) States, the number of notifications in 2025 has significantly improved. The meeting may wish to acknowledge this progress and encourage continued identification, reporting and resolution of deficiencies once confirmed by the Regional Offices.

- 2.6. To expedite resolution, States are encouraged to establish and operationalize national committees, as called for by the APIRG/27 Conclusion 27/17, with the support of Regional Offices.
- 2.7. Considering that airspace users are direct beneficiaries of air navigation services and facilities and often have real-time operational insights, the meeting may wish to encourage the conduct of specific awareness activities targeted to the Users Organizations to enhance their participation in deficiency management.

Significant Safety Concerns (SSCs)

- 2.8. The four-step mechanism for managing an SSC includes:
 - identification of the preliminary SSC;
 - confirmation or dismissal of the SSC by the SSC Validation Committee within 15 days of identification;
 - determination of whether actions taken by the State resolve the SSC; and
 - ongoing assessment of any unresolved SSCs.
- 2.9. An SSC is considered resolved only when the evidence provided by the State demonstrates that the corrective actions taken are acceptable and sufficient to address the safety concern.
- 2.10. The USOAP interactive viewer of Safety Audit Results (<https://www.icao.int/usoap/safety-audit-results-usoap-interactive-viewer>) provides public access to the Effective Implementation (EI) score of States including information on the existence of any SSCs. As of October 2025, three AFI States have SSCs related to air navigation services (ANS):
 - Democratic Republic of Congo(since 2022);
 - Liberia (since 2022); and
 - Zimbabwe (since 2023).
- 2.11. The concerned SSCs are related to the lack of documented flight validations to ensure obstacles clearance of the published instrument flight procedures, and to the lack of documented flight inspections of navigational aids. In response, ICAO Regional Offices and Regional Organizations have undertaken several initiatives, including:
 - the support in developing the corrective action plans;
 - the conduct of a workshop on preventing and resolving air navigation services related to SSCs; and
 - the conduct of high-level dialogue missions to mobilize political support.
- 2.12. Despite sustained technical assistance and advocacy efforts, the three States continue to face structural and operational challenges that hinder timely resolution of the identified SSCs mainly including:
 - *Institutional capacity gaps:* Several CAAs lack sufficient qualified inspectors and specialists in procedure design, validation, and oversight of ANSP activities insufficient
 - *Financial constraints:* Limited national budgets and high costs associated with flight inspection and validation services impede implementation of corrective actions.
 - *Operational limitations:* Some ANSPs lack access to certified flight inspection aircraft or established contractual arrangements to conduct regular inspections; and
 - *Governance:* In some cases, corrective action plans are delayed by inadequate coordination between stakeholders or insufficient political prioritization of safety oversight functions

- 2.13. States with SSCs are urged to implement effective corrective actions and mitigation measures and submit evidence to ICAO for review and decision.
- 2.14. In view of the above challenges, the meeting may further encourage collaboration among States and Regional Safety Oversight Organizations (RSSOs) for shared oversight of Instrument flight procedures design and validation activities. Moreover, CANSO Africa may also consider establishing a regional mechanism to facilitate the access to flight inspections of navigational aids and flight validations of IFP equipment to ANSPs facing such challenges.

3. ACTION BY THE MEETING

- 3.1. The meeting is invited to:
 - a) Note the information contained in this paper;
 - b) Acknowledge the progress made in the management of air navigation deficiencies and in supporting States with SSCs;
 - c) Recognize the challenges faced by affected States; and
 - d) Provide further guidance on actions and initiatives to strengthen the resolution of air navigation deficiencies and SSCs.