

Building Air Traffic Safety Oversight Capabilities in Africa

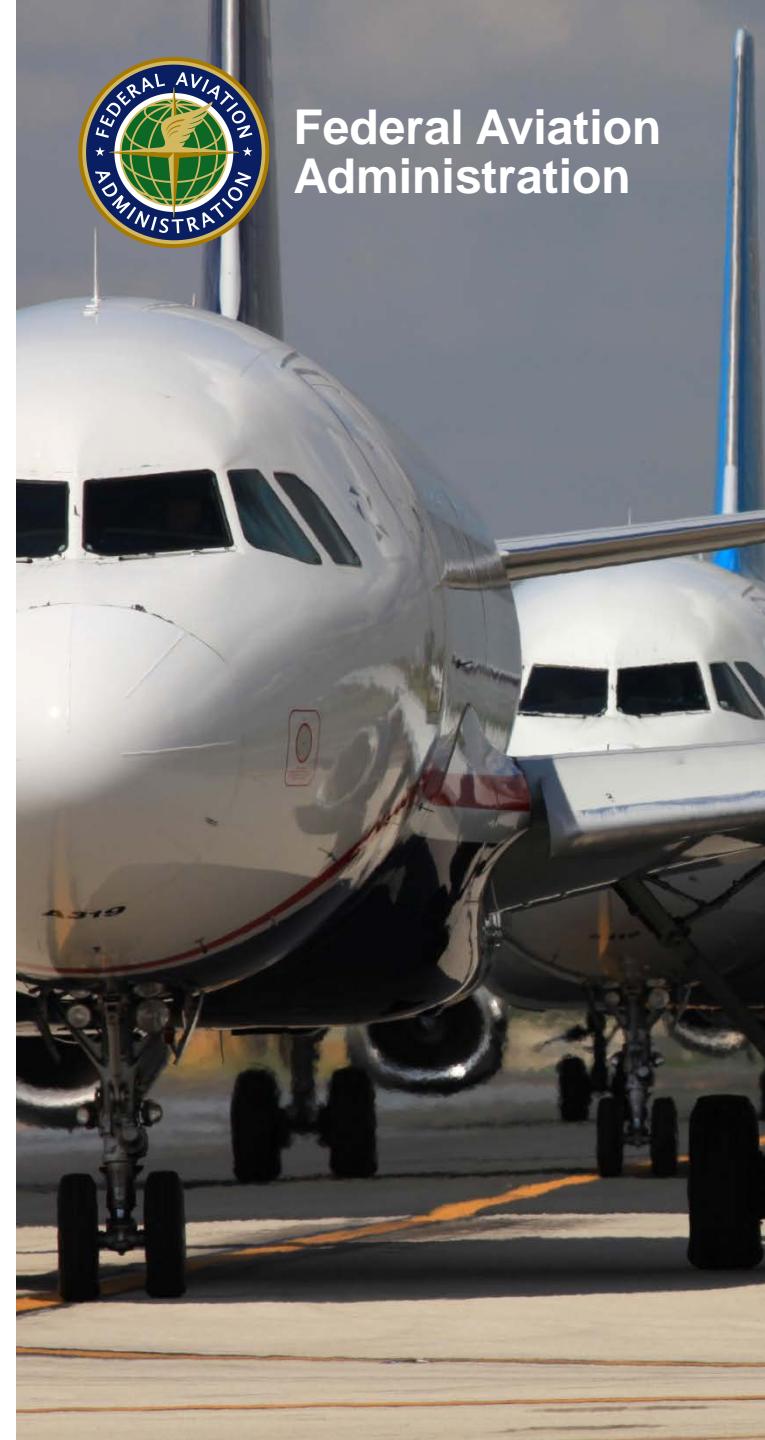
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To: ICAO-AFI Steering Committee

Date: October 24, 2014



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Purpose

- One of the objectives of the AFI Plan is to enable States to establish and maintain a sustainable safety oversight system.
- The FAA has developed a seminar and a workshop that would help States meet their goal.
- Because these efforts will require time, money and resources, these activities should be formally recognized and included in the AFI Plan.



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Proposal

- **Conduct a seminar for around 75-100 participants in East Africa focused on separating safety oversight responsibilities from service provision functions.**
- **Conduct a workshop in East Africa for up to 45 participants focused on ways to implement oversight processes and procedures.**



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Content: Broad Areas of Oversight required by ICAO

- Air traffic control services
- Safety personnel including ATCS (and Technicians)
- Flight procedures and flight inspection
- Communication, Navigation, and Surveillance services
- Aeronautical Telecommunication services
- Meteorological services
- Aeronautical Information Services and Aeronautical Information Management
- Cartographic services



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Content: ICAO 8 Critical Elements

- Critical Element 1- *Primary Legislation*
- Critical Element 2- *Specific Operating Regulations*
- Critical Element 3- *State civil aviation system and safety oversight functions*
- Critical Element 4- *Technical personnel qualification and training*
- Critical Element 5- *Technical guidance, tools and the provision of safety-critical information*
- Critical Element 6- *Licensing, certification, authorization and approval obligations*
- Critical Element 7- *Surveillance obligations*
- Critical Element 8- *Resolution of safety concerns*



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Content: Establishing a New Oversight Organization

- Establish legal authority (*Critical Elements 1 & 2*)
- Develop an organizational structure (*Critical Element 3*)
 - Secure a budget
- Attract and retain the right mixture of talent (*Critical Element 4*)
 - Train the inspector workforce
- Establish guidance and tools for inspectors (*Critical Element 5*)
- Establish a baseline to begin oversight (*Critical Element 5*)
 - Transfer responsibilities so there is no disruption to the national airspace
- License Air Traffic Controllers (*Critical Element 6*)
- Develop Surveillance Processes (*Critical Element 7*)
 - Employ strategies for overseeing a large workforce with few regulators
- Resolve safety concerns (*Critical Element 8*)



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Construct of the Presentations

- Name ICAO requirement by Critical Element
- Explain how the FAA has met the requirement
- Share lessons learned and best practices
- Strategize with African States on how they could meet the requirement
- Up to 30 hours of material
 - May require additional time if interpretation services are needed
- Provides supplemental materials for use as samples



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Who would benefit from the seminar?

- **Heads of CAAs**
- **Decision makers at ANSPs**
- **Heads of CAA safety office**
- **Heads of CAA air traffic safety oversight**
- **Air Traffic Safety Inspectors**

Who would benefit from the workshop?

- **Individuals responsible for the design, development, implementation or execution for oversight of an ANSP**



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Evidence of Effectiveness

- The ICAO ANS protocols are available for most African States and are a suitable measure of safety performance.
- The FAA plans to use this information to measure the effectiveness of the Seminar and Workshop.
- The effectiveness of the Seminar and Workshop will be judged by the progress select States have made toward the effective implementation of the ANS SARPS.



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Next Steps

- Agree with the proposal
- Appoint a focal point to work with the FAA on the deployment of the Seminar and Workshop and make arrangements
 - How do we get maximum participation?
 - Determine if we extend the invitation to others?
 - Regional ICAO representative?
 - IATA?
 - Regional CANSO representative?
 - AFCAC?
 - Economic communities?
 - Anyone else?
 - Determine location, venue, and dates



QUESTIONS?



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