



नागर विमानन मंत्रालय
MINISTRY OF CIVIL AVIATION



ICAO APAC RADIO NAVIGATION SYMPOSIUM

GNSS RFI: Collectively Bridging Gaps and Shaping the Path Forward

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ICAO USOAP Requirements for Radio Navigation Flight Inspection

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What is the Universal Safety Oversight Audit Programme (USOAP)?

The Universal Safety Oversight Audit Programme (USOAP) is a programme through which ICAO monitors the fulfillment of the safety oversight obligations by its Member States.

ICAO carries out audits and other monitoring activities to determine the safety oversight capabilities of its Member States.

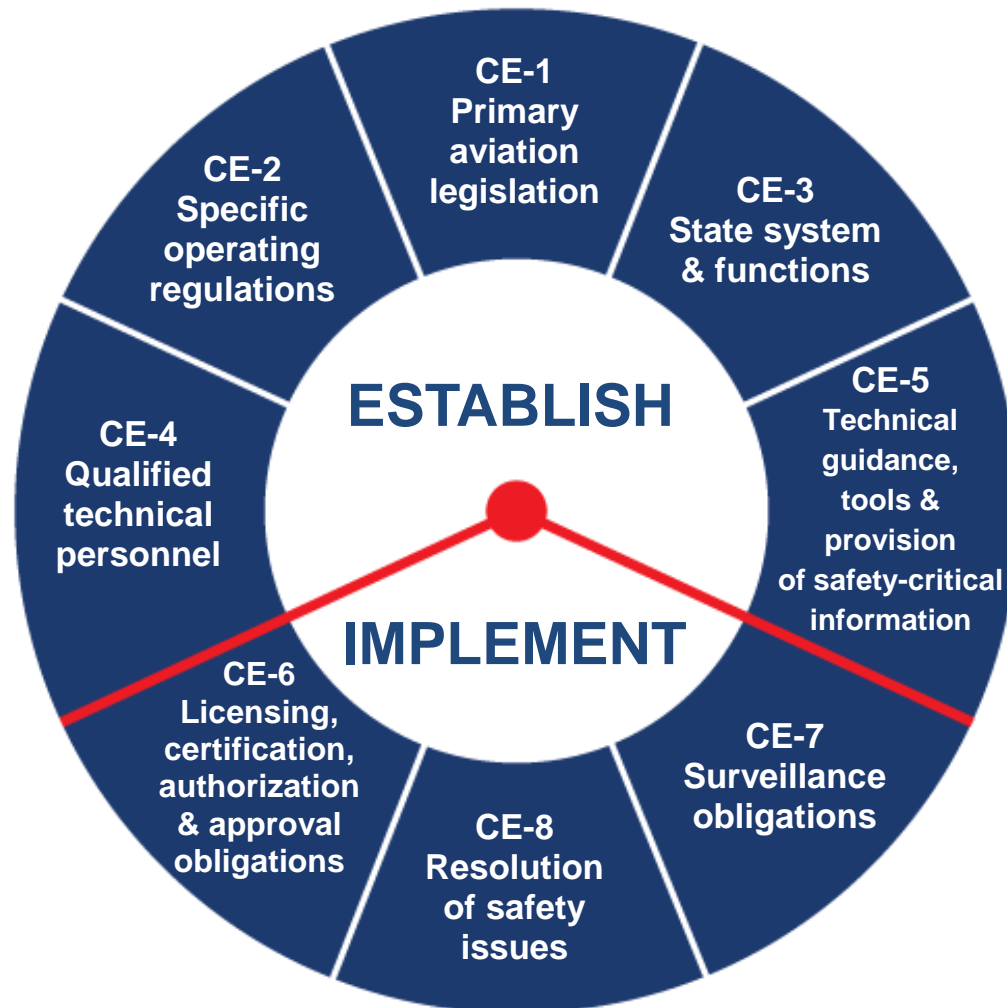


**Universal Safety Oversight Audit Programme
Continuous Monitoring Approach
(USOAP CMA)**

Audit Areas



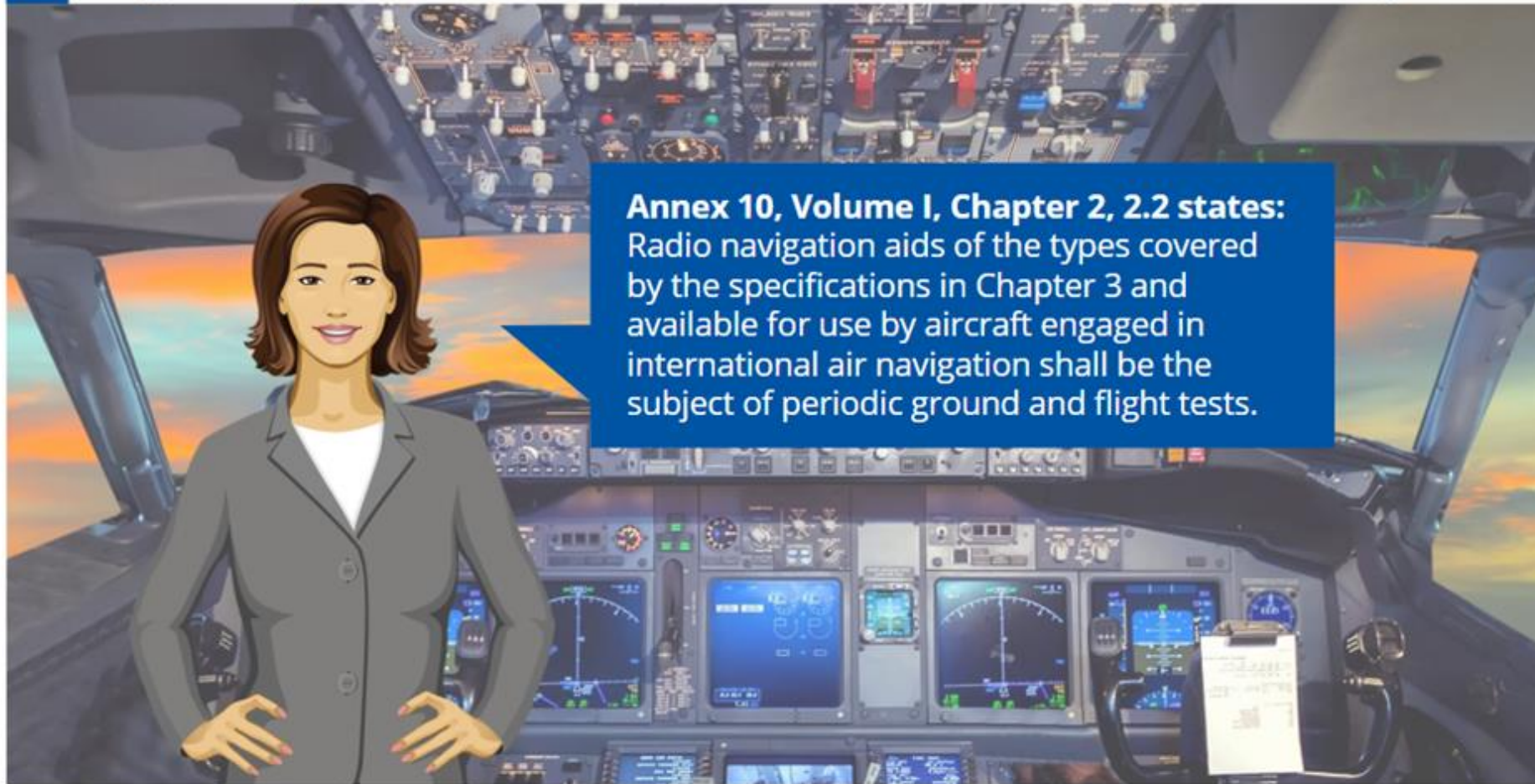
Critical Elements (CEs)



Protocol Questions (PQs)

- ✈ Primary tool used to assess States' safety oversight capabilities, for each CE.
- ✈ Enable standardization in the conduct of USOAP CMA activities.
- ✈ Percentage of "Satisfactory" PQs is reflected in the EI.
- ✈ Evidence-based approach:
 - Show me.
 - Lack of evidence or lack of sufficient evidence = PQ status becomes or remains N/S.
- ✈ N/S PQ generates a finding.

Flight Inspections



Annex 10, Volume I, Chapter 2, 2.2 states:
Radio navigation aids of the types covered
by the specifications in Chapter 3 and
available for use by aircraft engaged in
international air navigation shall be the
subject of periodic ground and flight tests.

PQ No.	Protocol Question	Guidance for Review of Evidence	ICAO References	PPQ	CE
7.393	Does the State ensure that requirements for flight inspection are established and periodical flight inspections are provided for radio navigation aids?	<ol style="list-style-type: none"> 1) Review the mechanism established to ensure effective implementation. 2) Review flight inspection regulations and procedures. 3) Verify flight inspection reports. 	STD A10 Vol. I, 2.2 & C3 GM Doc 8071 Vol. I, C1 to C7	Yes	CE-7

Priority Protocol Question (PPQ). A subset of Protocol Questions (PQ) that, if found not satisfactory, may indicate a lack of capability by a State to identify and/or resolve operational safety and fundamental accident investigation deficiencies effectively, and consequently, its inability to conduct safety oversight or a proper accident investigation. **Findings related to PPQs can potentially result in an elevated risk of Significant Safety Concerns.**

PQ 7.393

The State CAA should establish a mechanism to ensure effective implementation, supported by evidence of:

1. Defined requirements for flight inspection periodicity. “binding” regulation
2. Inspection and audit reports on the CNS provider:
establish and implement a regularly scheduled flight inspections to determine whether the NAVAID facility performance continues to meet standards and satisfy its operational requirements.
 1. Recent periodic inspection reports. Sample reports
 2. Assessment of the flight inspection reports and follow-up actions taken, if necessary (Publication of NOTAM, restrictions,...etc)



Theory into Practice: Frequent Shortcomings

The related PQs are “not satisfactory” if:

Even though surveillance activities carried out by a State to proactively verify that service providers meet the established requirements include the revision of documents submitted by the service providers.

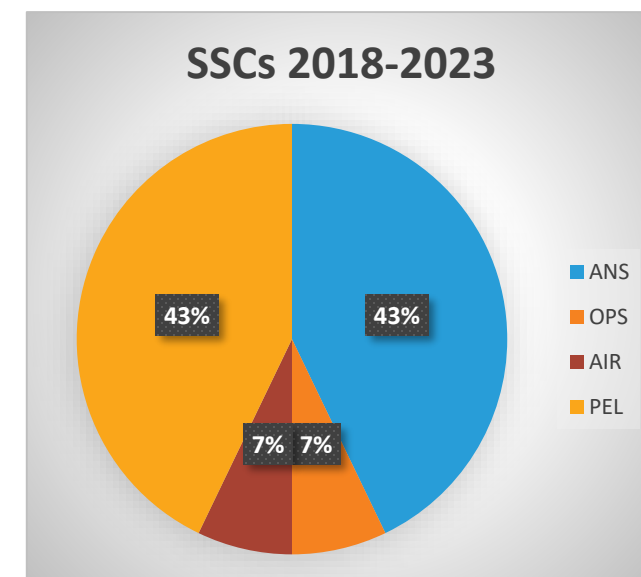
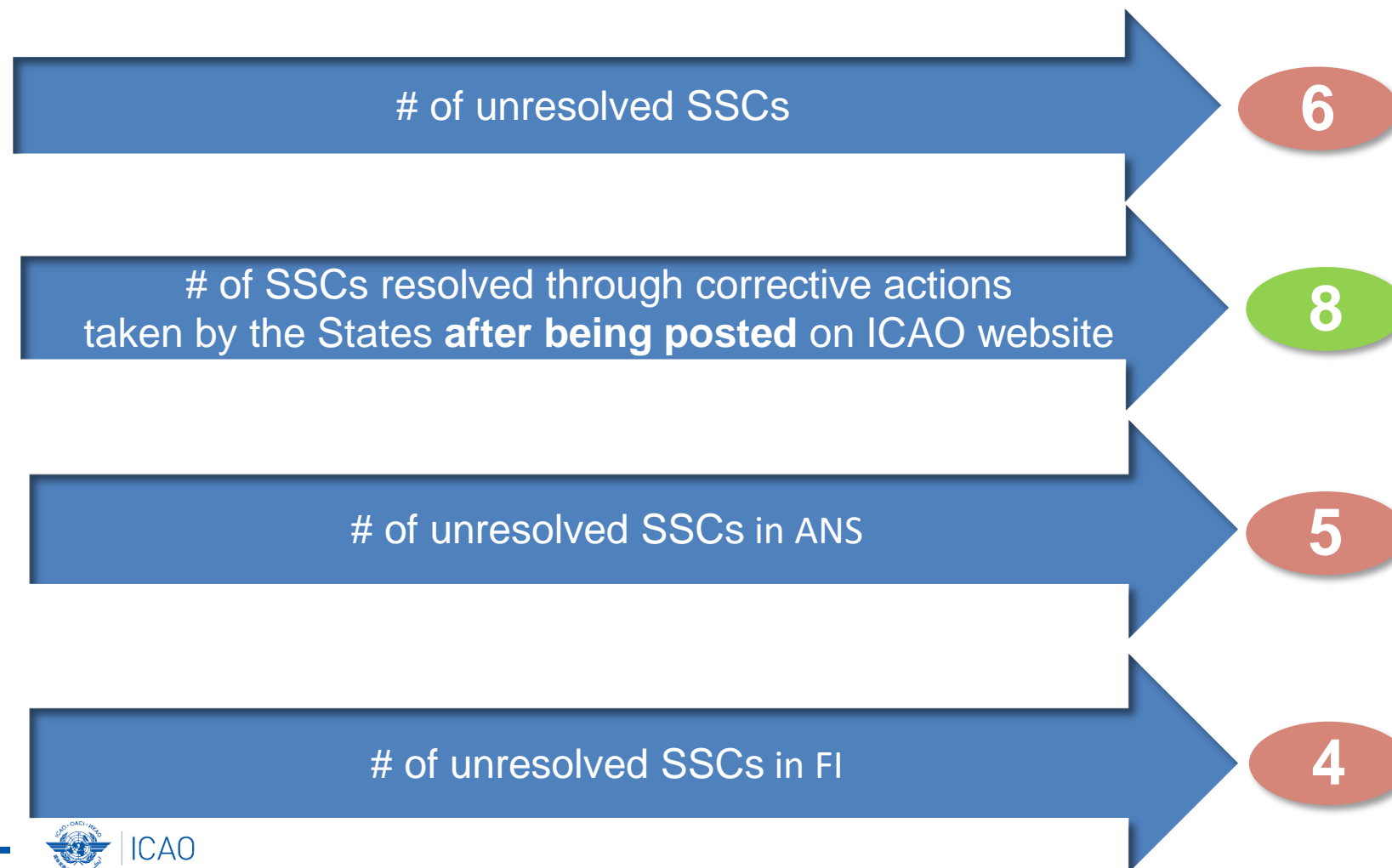
In many places the service providers share results of the flight inspections to the authorities, however, some States do not perform an assessment of the information shared.

Significant Safety Concerns (SSCs)

“An SSC occurs when the audited 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 Chicago Convention are not met, resulting in an immediate safety risk to international civil aviation.”

Reference: *EB 2010/7* dated 19 February 2010

Status of SSCs





Thank You!