INTERNATIONAL CIVIL AVIATION ORGANIZATION

Second Meeting of the Africa - Indian Ocean Aviation System Planning and Implementation Group (AASPG/2)

Livingstone, Zambia, 2 - 6 November 2026

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

Transition to Safety Risk-Based Surveillance

(Presented by BAGASOO)

SUMMARY	
This information paper presents BAGASOO's perspective on the transition to safety risk-based surveillance (SRBS) in its Member States. It outlines a coordinated approach to risk profiling, safety data management, inspector competence and phased implementation. BAGASOO considers that regional cooperation can support consistent surveillance decisions while preserving each State's responsibilities and essential compliance oversight. Action by the Meeting is set out in paragraph 3.1.	
Strategic Objectives	Safety

1 INTRODUCTION

1.1 BAGASOO considers the transition to safety risk-based surveillance (SRBS) an important step towards more effective and sustainable safety oversight in its Member States. The purpose is to direct surveillance effort towards the service providers, activities and safety controls that require the greatest attention, taking account of operational exposure, organizational complexity and demonstrated safety performance.

1.2 A fixed surveillance cycle provides a baseline for oversight planning. However, it may not adequately reflect differences between service providers or changes occurring between inspections. BAGASOO therefore advocates an approach in which the organization's risk profile informs the frequency, scope and depth of surveillance activities, while compliance verification and the resolution of safety concerns remain essential.

1.3 From BAGASOO's perspective, transition should be progressive and coordinated. A common regional methodology can support consistent assessment and the effective use of technical expertise. Its application should reflect the readiness of each Member State, the quality of available information and the characteristics of its aviation activities.

2 DISCUSSION

2.1 A common approach for Member States. BAGASOO proposes that Member States work towards a harmonized SRBS framework covering organizational risk profiles, surveillance planning, decision approval and review. Common definitions and assessment criteria would facilitate cooperation and reduce inconsistent interpretation. Each civil aviation authority would retain responsibility for its surveillance programme, regulatory decisions and follow-up actions.

2.2 **Readiness for transition**. The starting point should be an assessment of existing surveillance arrangements, inspector training, safety information and corrective-action processes. BAGASOO considers that identified weaknesses should inform a State-specific implementation plan. Risk prioritization can begin with available evidence, but reductions in surveillance intensity should depend on adequate information and confidence in the provider's safety controls.

2.3 **Organizational risk profiles**. Each service provider should have a profile that brings together its operational scope, exposure, complexity, significant hazards, inspection history and safety management capability. The profile should also consider relevant organizational changes, including changes in management, staffing and activities. Information gaps and uncertainty should remain visible so that limited reporting is not interpreted as evidence of low risk.

2.4 **Safety data and information sharing**. BAGASOO proposes a common minimum set of safety information and consistent reporting definitions to support comparison and analysis. Member States should validate information from surveillance, occurrence reporting and safety management processes before using it for planning. Regional sharing should operate through agreed arrangements that protect sensitive information, define access and clarify the responsibilities of contributing authorities.

2.5 **Assessment of safety management effectiveness**. The presence of a safety management system should not, by itself, justify less intensive surveillance. Inspectors should examine whether hazards are identified, risks assessed, corrective actions implemented and controls shown to work in practice. BAGASOO's proposed approach would combine this evidence with compliance history and operational exposure when determining the level of oversight attention.

2.6 **Inspector competence and consistency**. A priority for regional support should be practical training in risk profiling, safety data interpretation, assessment of safety management effectiveness and documentation of decisions. BAGASOO proposes the use of common case exercises, peer review and technical exchanges to improve consistency. Inspectors should be able to explain how the evidence supports a rating and the resulting surveillance plan.

2.7 **Phased implementation**. BAGASOO advocates a sequence of readiness assessment, methodology development, pilot application, controlled implementation and periodic review. Initial pilots should involve a representative range of providers and operate alongside existing surveillance arrangements. Expansion should follow an evaluation of data quality, assessment consistency, practical workload, and the ability to identify areas requiring intervention. Progress should depend on readiness rather than a uniform timetable.

2.8 **Surveillance planning**. Risk profiles should inform the activities to be inspected, the required expertise, the depth of examination and the timing of follow-up. Applicable minimum coverage should be maintained. Significant occurrences, repeated findings, ineffective corrective actions or major operational changes should trigger reassessment. Any extension of an inspection interval should be justified, approved and subject to continuing monitoring.

2.9 **Regional support and State ownership**. BAGASOO supports Member States through common guidance, model procedures, training, technical assistance and coordinated review of implementation experience. National authorities designate responsible personnel to maintain profiles

and approve surveillance decisions. This division of responsibilities combines regional technical support with clear national accountability.

2.10 **Resource planning and sustainability**. SRBS should be introduced to improve the effectiveness of oversight. Data preparation, inspector training and validation require resources, and the transition may initially increase workload. BAGASOO considers that implementation plans should identify these needs, provide for unplanned surveillance activities and corrective-action verification, and align proposed activities with the technical capacity available.

2.11 **Monitoring results and continuous improvement**. Member States should review whether SRBS improves the identification of safety concerns, the timeliness of interventions and the effectiveness of corrective actions. Relevant measures include the currency of risk profiles, completion of high-priority surveillance activities and recurrence of significant findings. BAGASOO could facilitate periodic regional reviews to identify common challenges, refine the methodology and support improvements across Member States.

2.12 A sustainable transition requires reliable evidence, competent inspectors, transparent decisions and continuing cooperation between authorities and service providers. BAGASOO supports a coordinated approach that progressively strengthens these capabilities. The intended outcome is a surveillance programme that responds to changing risk and provides a clear basis for allocating oversight effort where it can contribute most to safety.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note BAGASOO’s perspective on the transition to safety risk-based surveillance;

b) note the proposed phased approach and the importance of State readiness, reliable safety information and inspector competence; and

c) support the opportunities for regional cooperation in harmonizing methods and supporting Member States in implementation.