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

Strengthening Nigeria's State Safety Programme through the National Operational Safety Committee

(Presented by Nigeria)

SUMMARY

This paper presents the establishment and operational working structure of Nigeria's National Operational Safety Committee (NOSC) as an achievement of the State Safety Programme (SSP). It describes how the Committee serves as an interface between the Authority and operators/service providers to address operational safety concerns, and how its specialist working groups provide recommendations to inform National Executive Safety Committee (NESC) decisions on policies, resource deployment, and risk-based surveillance.

It also highlights the Committee's first engagement: a meeting with the Regional Safety Oversight Organization, BAGASOO, which made a presentation on Amendment 2 to Annex 19 and Nigeria's preparations for the ICAO Coordinated Validation Mission (ICVM).

Action required by the Meeting is presented in paragraph 3 of this paper.

Strategic Goals	*Every flight is safe and secure*

1 Introduction

1.1 Nigeria continues to strengthen its State Safety Programme (SSP) by creating practical arrangements through which the Civil Aviation Authority, operators, service providers and key stakeholders can identify safety concerns, agree on responses and monitor progress. An important achievement in this effort is the establishment of the National Operational Safety Committee (NOSC), which provides a regular interface between the State Safety Programme Implementation Team (SSPIT) and operators/service providers required to implement Safety Management Systems (SMS).

1.2 The NOSC gives practical effect to the stakeholder consultation described in Nigeria Civil Aviation Regulations (Nig.CARs), Part 20, and supports safety promotion through the exchange of safety information. It provides a forum where those responsible for oversight and those managing day-to-day operations can discuss safety deficiencies and emerging risks, drawing on their different responsibilities and experience.

1.3 This paper shares Nigeria's experience in establishing this arrangement, explains the significance of its specialist working groups and highlights the value of shared learning within the

Committee. The achievement is a structured mechanism for collaboration and informed safety decisions.

2. Discussion

2.1 Linking operational experience with strategic decisions

2.1.1 Nigeria's SSP governance arrangements connect the strategic role of the National Executive Safety Committee (NESC), chaired by the Director General of Civil Aviation (DGCA), with the operational advisory role of the NOSC. The NESC coordinates SSP implementation across relevant government agencies and stakeholders and oversees the development and periodic review of SSP policies. The NOSC supplies operational input to support those responsibilities.

2.1.2 The Committee brings together the Nigeria Civil Aviation Authority (NCAA), the Nigerian Safety Investigation Bureau (NSIB), the SSPIT and industry safety management representatives. The NOSC is chaired by the Director of Special Duties, NCAA, with the Director of Special Duties, NSIB, as alternate chair. The National Coordinator, SSP, heads the secretariat. This brings operational knowledge and oversight experience into the same discussion and gives stakeholders a common route for raising matters requiring State-level attention.

2.2 Mandate and working arrangements

2.2.1 The NOSC Terms of Reference cover the establishment and continuous review of the State operational safety risk profile; development of corrective action plans to mitigate identified risks; coordination of management of change to identify new hazards and emerging risks; assessment and monitoring of State safety performance; coordination of safety promotion; and contributions to revisions of the National SSP Document and National Aviation Safety Plan (NASP).

2.2.2 The documented arrangements provide for quarterly NOSC meetings, with hybrid participation to support engagement across the aviation community. The secretariat collates contributions and prepares reports for submission to the NESC. Arrangements also provide for monitoring the implementation of recommendations, so that concerns raised at meetings can be followed through to action.

2.3 Significance of the specialist working groups

2.3.1 The NOSC working structure provides for five specialist working groups: Flight Operations Safety; Aerodrome Safety; Air Navigation Safety; Airworthiness Safety; and Personnel Licensing (PEL) and Aeromedical. Each group is to have a chair, vice-chair and secretariat, coordinate its activities with the National Coordinator, SSP, and develop procedures suited to its work. Working group meetings are envisaged to be virtual, with reports submitted to the NOSC Chair through the National Coordinator, SSP. The working structure of the NOSC is presented in Appendix A.

2.3.2 The principal purpose of these groups is to examine the operational risks inherent in aviation activities within their respective areas of expertise. Their significance lies in bringing the people who understand those activities together to identify hazards, consider how existing controls are working and recommend practical measures. This focused examination also helps identify risks that cross organizational or technical boundaries and require a coordinated response. Provision is also made for coordination and interface among the expert working groups, enabling them to share relevant safety information, jointly examine risks that span their areas of expertise and align recommendations before submission to the NOSC.

2.3.3 The groups' recommendations provide input, through the NOSC, for NESC decisions on the development or revision of safety policies, the deployment of resources, risk-based surveillance priorities, targeted safety promotion and other measures to improve safety performance. For example,

concerns about runway incursions, controller–pilot communication or unstable approaches may require contributions from more than one group before a coordinated recommendation can be made. These subjects are identified in the NOSC concept document as possible areas for discussion.

2.3.4 This arrangement helps connect technical assessment with executive action. It enables the NESC to consider the operational evidence, the proposed response and the resources needed when setting priorities. It also supports a more coherent State risk picture by bringing together concerns that individual organizations might otherwise address separately.

2.4 Shared learning and regional support

2.4.1 Another achievement within the NOSC forum was the presentation by the regional safety oversight organization, BAGASOO, on Amendment 2 to ICAO Annex 19 and its implications for the State Safety Programme and service providers' SMS. The presentation gave State and industry representatives an opportunity to consider the changes together and discuss the challenges involved in implementation.

2.4.2 BAGASOO also delivered a presentation to the NOSC on Nigeria's preparations for an ICAO Coordinated Validation Mission (ICVM). This provided an opportunity for participants to discuss preparations and the contribution of their respective organizations, while placing oversight readiness within the wider context of sustained SSP implementation.

2.4.3 The presentations were positively received and created a constructive atmosphere in which participants could share common challenges and learn from one another. This experience illustrates the value of the NOSC as both an operational advisory forum and a platform for safety promotion, with regional expertise supporting a shared understanding between the State and service providers.

2.5 Contribution to SSP implementation

2.5.1 Taken together, the NOSC, its specialist working structure and the shared learning activities represent a meaningful achievement in Nigeria's SSP implementation. They provide an organized route from operational concerns to technical recommendations and strategic decisions. Continued follow-up on recommendations and monitoring of their effectiveness will be essential to translate this strengthened coordination into sustained improvements in safety performance.

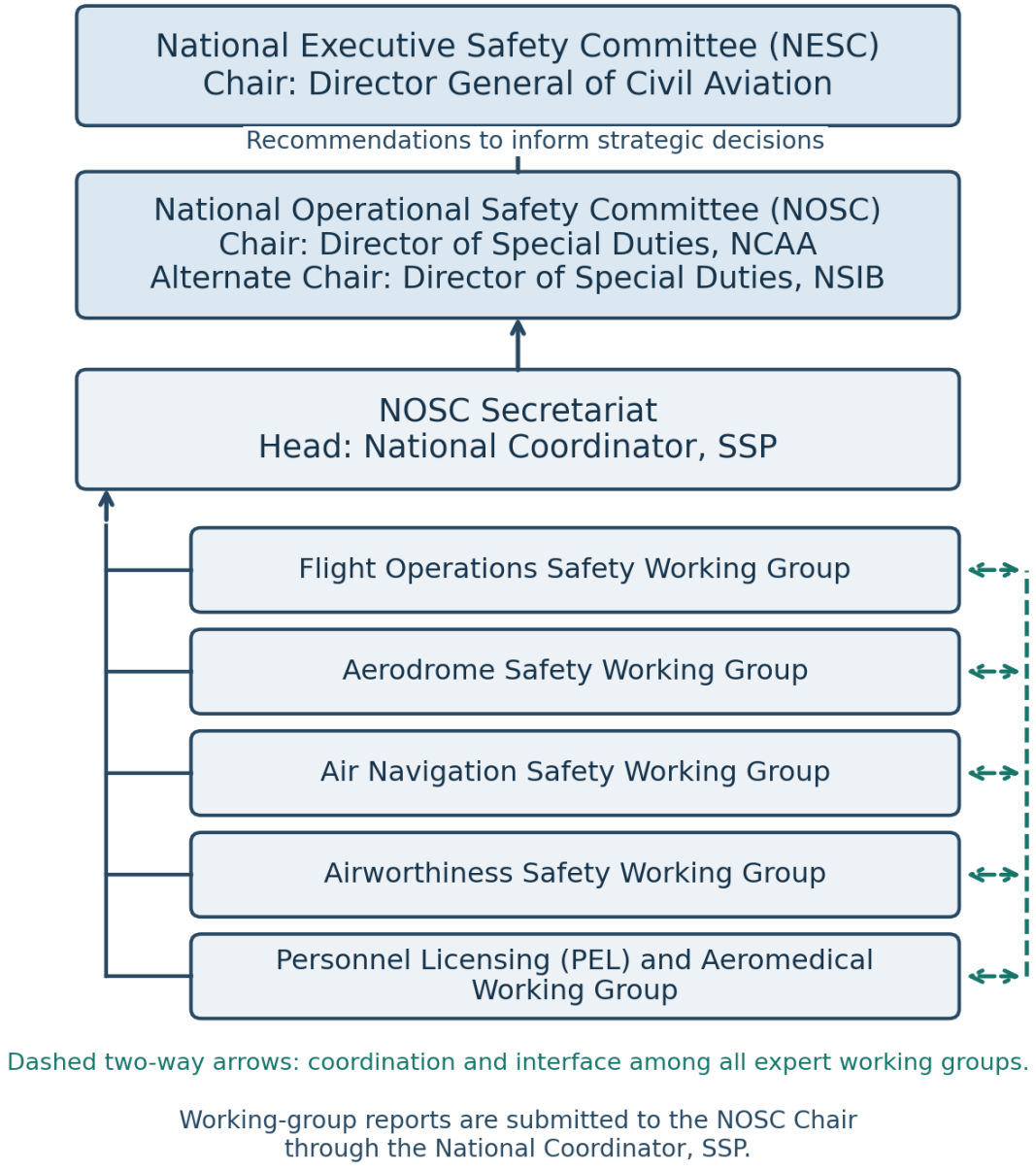
Action by the Meeting

3.1 The meeting is invited to:

a) note the information contained in this paper on Nigeria's achievement in strengthening SSP implementation through the NOSC, its specialist working groups and the associated safety promotion and shared learning activities.

APPENDIX A

WORKING STRUCTURE OF THE NATIONAL OPERATIONAL SAFETY COMMITTEE (NOSC)



The expert working groups coordinate and interface with one another to address shared operational risks and align recommendations. Reports are submitted to the NOSC Chair through the National Coordinator, SSP. NOSC recommendations inform NESC decisions on safety policies, resource deployment, risk-based surveillance and other safety improvement measures.

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