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

4.6. Air Navigation Deficiencies and Significant Safety Concerns

(Presented by Secretariat)

SUMMARY	
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. Action by the Meeting in **paragraph 3**	
REFRENCE(S)	• Doc 9735 – Universal Safety Oversight Audit Programme Continuous Monitoring Manual • AASPG Procedural Handbook • AFI RASP • AFI Air Navigation Plan • AASPG/1 Report
Strategic Goals	• A - Every Flight is Safe and Secure • B - Aviation Delivers Seamless, Accessible, and Reliable Mobility for All

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 The AFI Air Navigation Deficiencies Database (AANDD) remains the primary mechanism for the identification, assessment, monitoring and resolution of air navigation deficiencies within the AFI region. The management of deficiencies supports the implementation of the AFI Air Navigation Plan and contributes to the continuous improvement of air navigation services.

1.3 In accordance with the approved methodology for air navigation deficiency management, notifications submitted through the AANDD are reviewed by the ICAO Regional Offices to determine their relevance, assess their operational impact and identify any required follow-up actions by the concerned States and Organizations.

1.4 A Significant Safety Concern (SSC) Occurs when a 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 are not met, resulting in an immediate safety risk to international civil aviation.

1.5 An SSC may be identified during the 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

2.1 Air Navigation deficiencies

2.1.1 The AASPG/1 meeting was informed of forty-seven (47) notifications of potential deficiencies made on the AANDD platform by the following States and Organizations: Benin, Cameroon, Mauritania, Mauritius, Seychelles and ARMA. The meeting commended these States and Organization for their contribution and support to the process of identification and reporting of potential deficiencies.

2.1.2 The Regional Offices Review Committee analyzed the notifications and confirmed the relevance of eight (8) cases and undertook coordination with the States concerned for the resolution of the cases confirmed as preliminary deficiencies. The resolution of this case is being monitored by the ICAO Regional Offices.

2.1.3 After coordination with the States concerned, out of the eight (8) notifications that required additional information, six (6) were confirmed as preliminary deficiencies, while one (1) was resolved and one (1) still requires more clarifications. The Regional Offices continue to coordinate with States and monitor the corrective action plans of confirmed cases.

2.1.4 As of October 2026, six (6) new notifications were received through AANDD. Their analysis by the Regional Offices is ongoing and the States concerned will be requested to provide corrective action plans as appropriate for resolving the eventual confirmed cases.

2.2 Significant Safety Concerns (SSCs)

2.2.1 During its first meeting, the AASPG noted the improvement in the AFI region's safety oversight capabilities, with the average Effective Implementation (EI) score increasing from 57.79% in 2023 to 61.54% as of September 2025. It was further noted that 25% of States of the AFI region have achieved the target of 75% EI as required by the GASP 2023-2025 and AFI-RASP 2023-2025 Editions.

2.2.2 Despite recent improvements, some safety oversight challenges persist, particularly in the areas of Accident Investigation (AIG), Aerodromes and Ground Aids (AGA), Air Navigation Services (ANS), and Aircraft Operations (OPS), including the resolution of outstanding Significant Safety Concerns (SSCs) in some States of the AFI region.

2.2.3 The SSC in Zimbabwe was successfully resolved as of 6 July 2026 through the successful implementation of the corrective action plan. Currently, four (4) Significant Safety Concerns (SSCs) related to flight validation of Instrument Flight Procedures (IFPs) and the flight inspection of navigational aids remain unresolved in the AFI region.

2.2.4 Liberia has made good progress in implementing the corrective action plan to address its two SSCs with the support of the Western and central African (WACAF) Office, the African Flight Procedure Programme (AFPP) and the Banjul Accord Group Aviation Safety & Oversight

Organization (BAGASOO). Evidence provided by the State on the implementation of its action plans is currently reviewed by ICAO.

2.2.5 The WACAF Regional Office continued to support the Democratic Republic of the Congo (DRC) in addressing its two ANS SSCs through close coordination with the Civil Aviation Authority and the Air Navigation Service Provider, including follow-up on the implementation of the corrective action plans (CAPs), review of supporting evidence, and identification of actions required for their resolution. Progress has been made, including the conduct of flight inspections of navigation aids at several aerodromes and the flight validation of a number of instrument flight procedures. Nevertheless, further efforts are required to ensure the sustainable implementation of the NAVAIDs flight inspection programme, strengthen instrument flight procedure design and oversight capabilities, and complete the remaining corrective actions necessary for the resolution of the SSC.

2.2.6 The persisting challenges underscore the need for sustained and tailored implementation support activities to strengthen States' safety oversight capabilities.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information provided in this paper; and
b) urge States to address identified deficiencies and SSCs in a timely manner.