



ASSEMBLY — 41ST SESSION

EXECUTIVE COMMITTEE

Agenda Item 15: Audit Programmes – Continuous Monitoring Approach

**STATUS OF PROGRESS TO ADDRESS DEFICIENCIES IDENTIFIED BY ICAO
DURING ITS SAFETY OVERSIGHT ACTIVITIES**

(Presented by Seychelles)

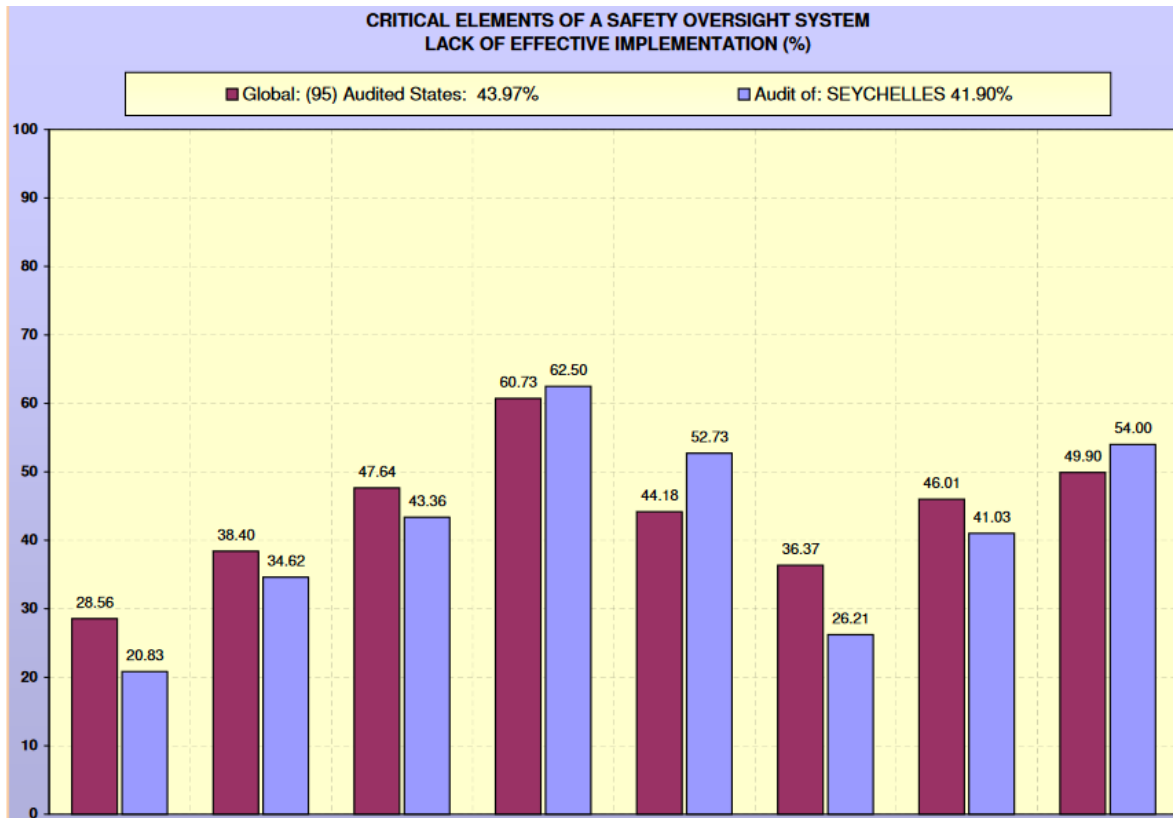
EXECUTIVE SUMMARY

This paper provides information on actions taken by Seychelles to address deficiencies outlined by ICAO during its Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) activities conducted in 2014, 2018 and 2019. It aims to highlight the renewed commitment of the Seychelles Government to improve its safety oversight effective implementation (EI) scores since 2021 in order to attain the Abuja Safety Target level by 2023 and the world average by 2024.

<i>Strategic Objectives:</i>	This working paper relates to the Strategic Objectives of Safety, of Economic Development of Air Transport, and of Environmental Protection
<i>Financial implications:</i>	Provisions made in the 2022/2023 Civil Aviation Authority (CAA) annual budget
<i>References:</i>	Doc 9735 – <i>Universal Safety Oversight Audit Programme Continuous Monitoring Manual</i> Doc 9734 <i>Safety Oversight Manual</i> Doc 9859 – <i>Safety Management Manual</i>

1. INTRODUCTION

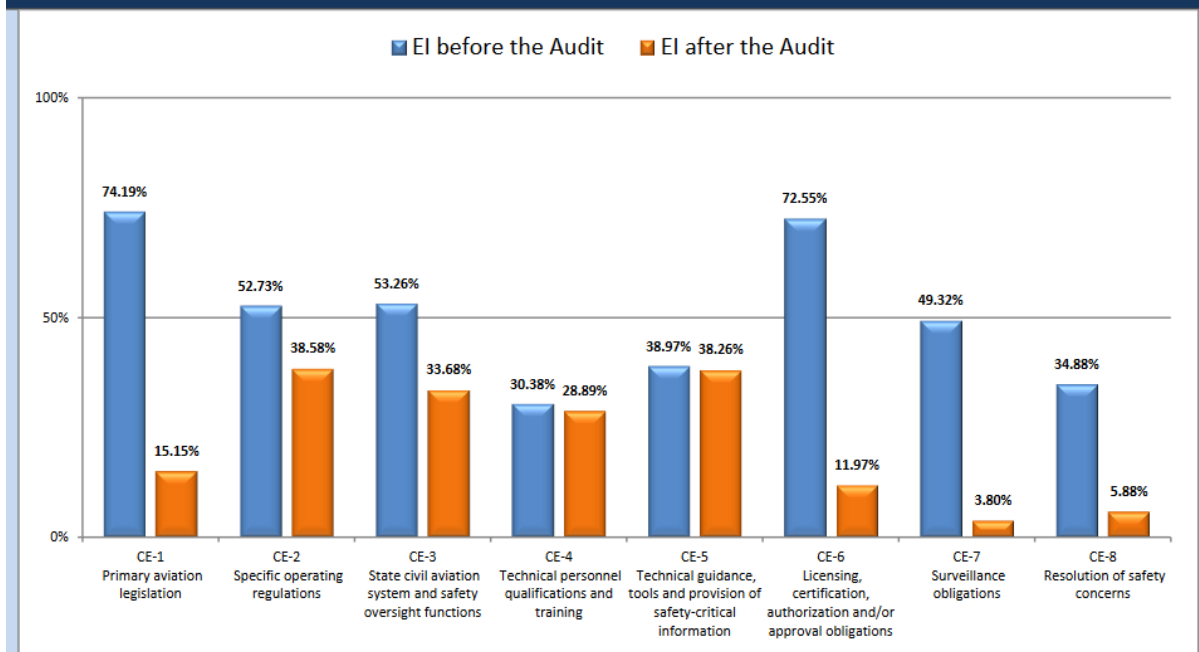
1.1 Seychelles has received four Universal Safety Oversight Audit Programme (USOAP) activities since the introduction of the ICAO USOAP, with the first audit being conducted in August 2007. At the end of this first audit, the lack of effective implementation (LEI) for the eight critical elements (CEs) of the State's safety oversight system stood at 41.90%. The result of the audit is represented in the chart below.



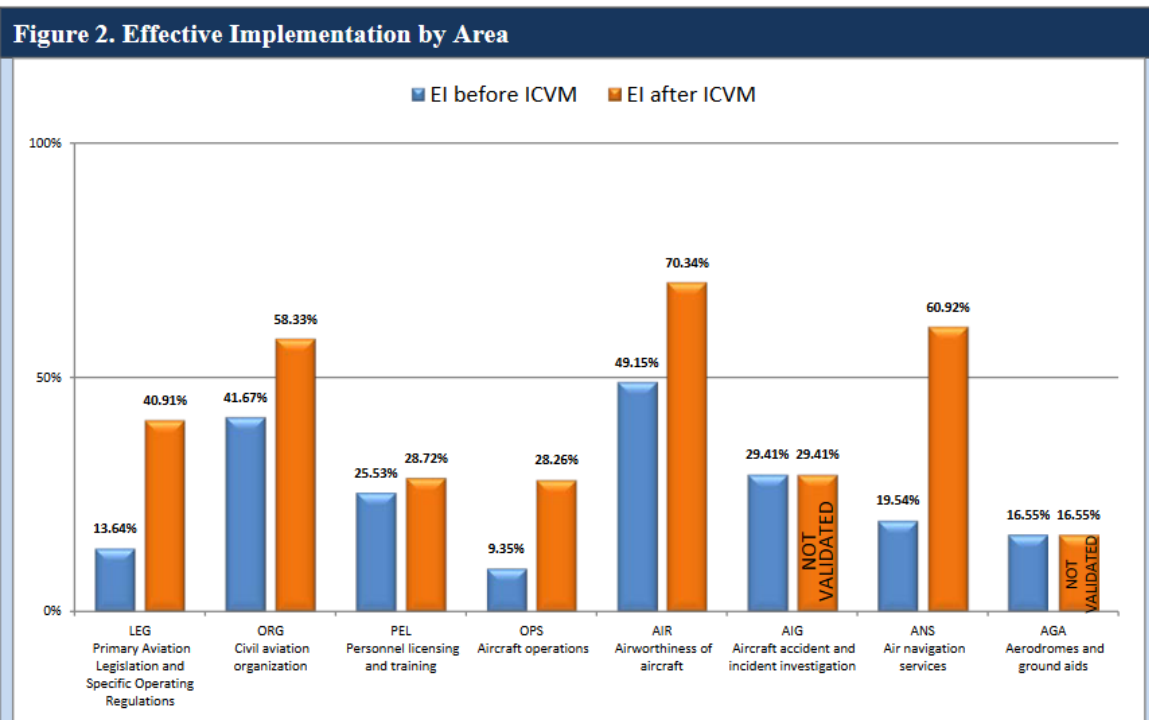
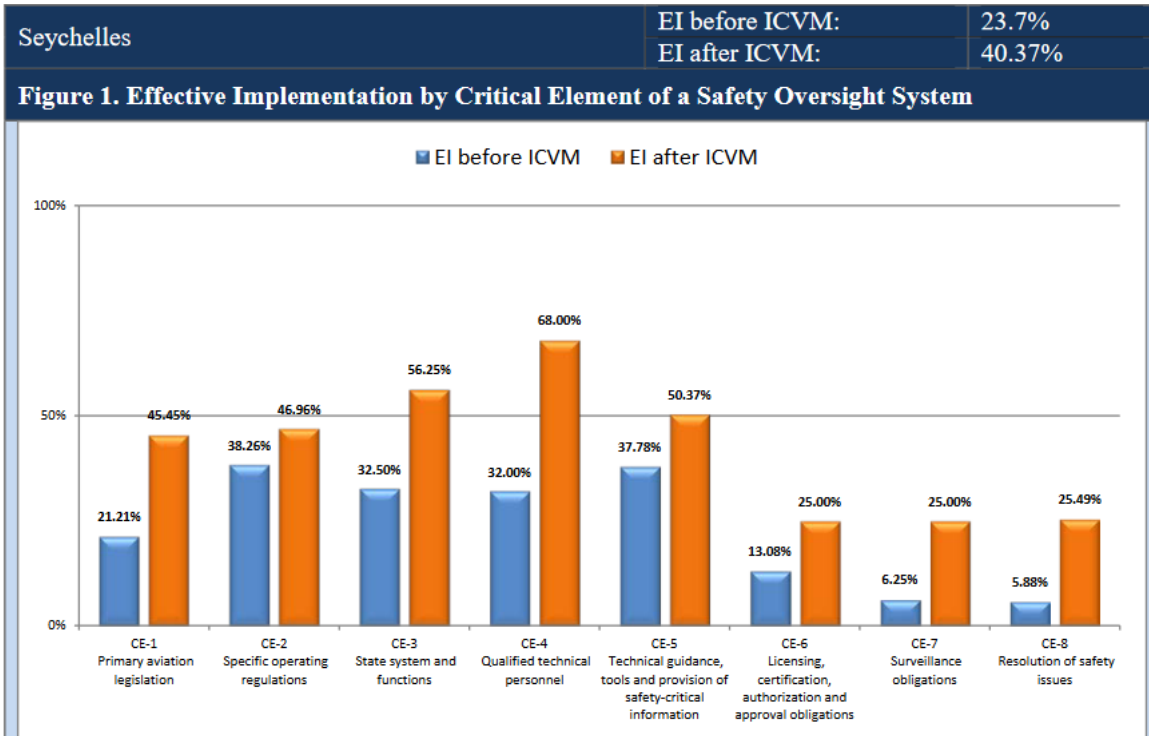
1.2 A follow-up audit conducted in August 2014 to assess the effective implementation of the critical elements of a safety oversight system resulted in Seychelles obtaining an average EI score of 23.66%, a significant reduction from the 2014 safety oversight activity. The result of the 2014 audit is represented in the chart below.

Seychelles	EI before Audit:	52.86%
	EI after Audit:	23.66%

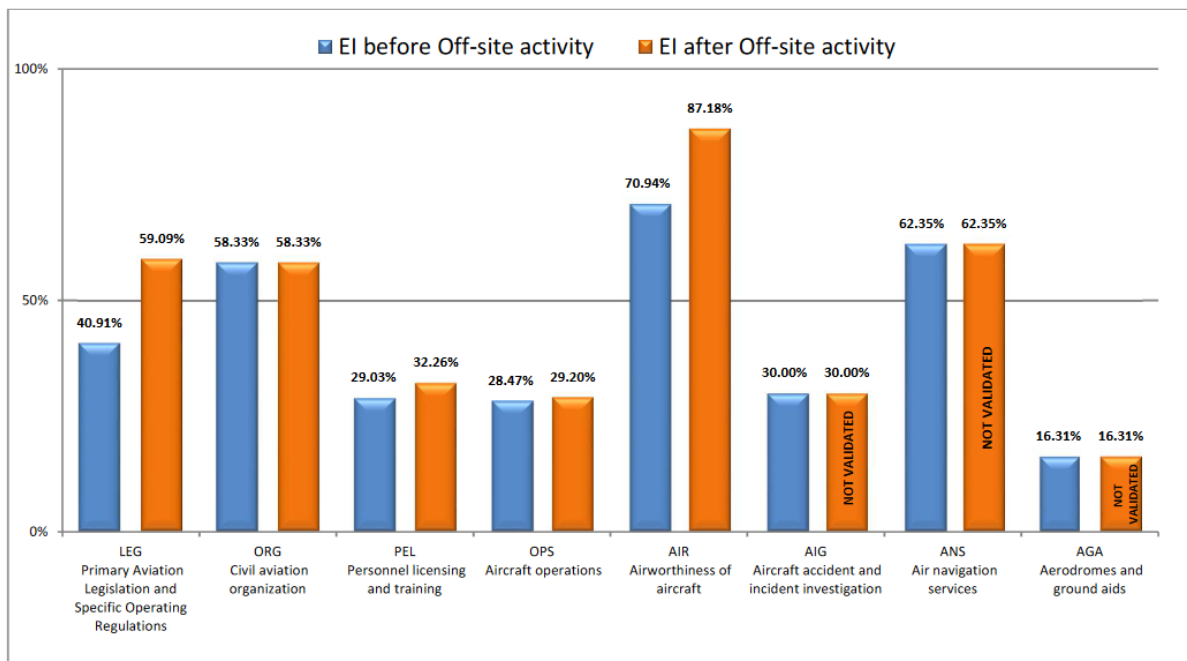
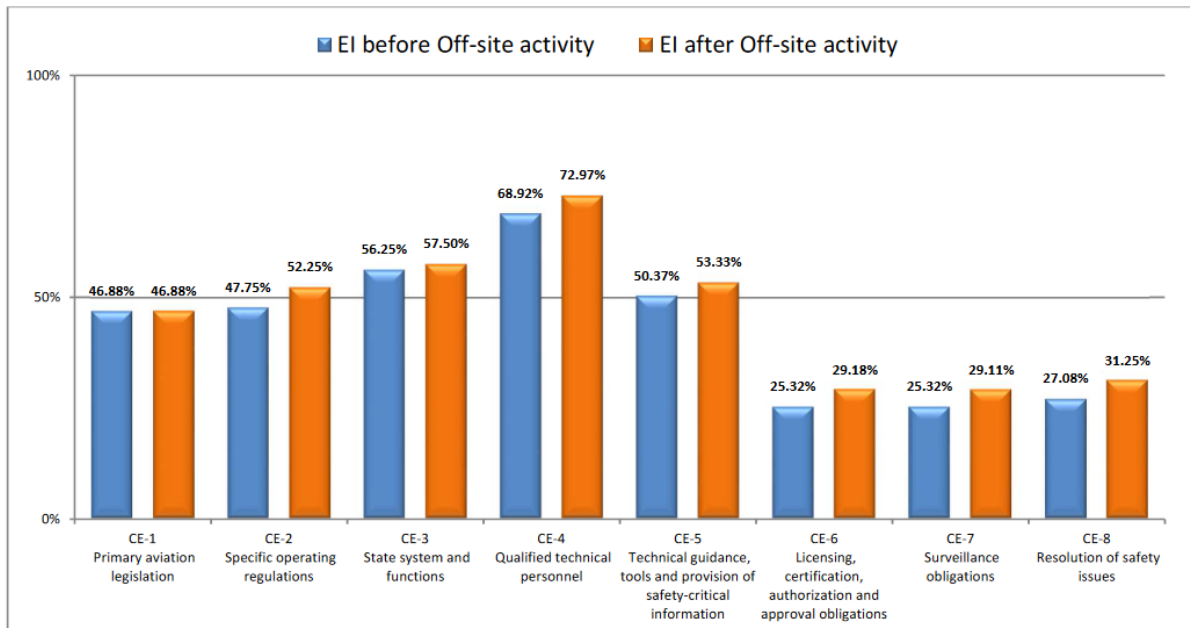
Figure 1. Effective Implementation by Critical Element of a Safety Oversight System



1.3 An ICAO Coordinated Validation Mission (ICVM) conducted in April and May 2018 resulted in Seychelles obtaining an overall EI of 40.37%. The EI score was later adjusted to 40.91% following the review of additional evidence presented. It must be noted that the areas of aircraft accident and incident investigation (AIG) and of aerodromes and ground aids (AGA) were not validated. The result of the 2018 ICVM is represented in the charts below.



1.4 The fourth activity, a USOAP CMA integrated validation activity conducted in November 2019, resulted in an improvement in the overall EI score, from 40.91% to 44.32%, as depicted in the charts below. In this last activity AIG, air navigation services (ANS) and AGA were not validated.



1.5 Challenges faced as a result of the COVID-19 pandemic

1.5.1 Seychelles, like many other countries worldwide, has experienced significant operational challenges brought about by the COVID-19 pandemic since March 2020. Significant reduction in revenue, closure of national borders and severe travel restrictions have prevented the Seychelles Civil Aviation Authority (SCAA) from implementing external technical assistance formalized through Memorandum of Understandings (MOUs) with partner States in the areas of aircraft operations (OPS), AGA, personnel licensing and training (PEL) and AIG. With the gradual opening of such restrictions since last year, Seychelles has been doing the necessary to re-activate the MOUs based on their relevance and making the necessary arrangements to acquire the additional technical support in order to complement current capacity within the SCAA, aimed at addressing the implementation aspects of its safety oversight system to the maximum, with the objective of improving the State's overall EI.

1.5.2 Consultations have been ongoing with partner States, including ICAO Technical Cooperation Bureau (TCB), to provide technical assistance to Seychelles during the period 2022-2024 in areas with the lowest EI scores. The State continues with its programme to build capacity locally.

2. MEASURES TAKEN

2.1 Seychelles has identified four areas requiring external technical assistance in order to enable the State to improve the implementation effectiveness of its safety oversight system. A roadmap has been developed aimed at addressing identified deficiencies in all eight areas identified under the USOAP as shown below. The plan is to have a gradual improvement in the EI score for each audited area based on initial self-assessment and follow-up ICAO activities during 2022-2024.

Primary aviation legislation and civil aviation regulations (LEG)

2.1.1 Consultations are ongoing with the Ministry of Transport to finalize a draft bill, which will incorporate missing elements of the Articles of the Convention on International Civil Aviation (the Convention) including provisions for amendment of Standards and Recommended Practices (SARPs) into the New Civil Aviation Act, as recommended by ICAO in its 2014, 2018 and 2019 activity reports. Furthermore, new and updated operating regulations transposing the SARPs from the 19 Annexes to the Convention are being reviewed at ministry level. The date of promulgation of the majority of outstanding legislation issues is end of December 2022, with the remaining reviews being addressed in 2023.

- Current EI score in LEG: 59.09%
- Targeted EI score by end 2022: 80%
- Targeted EI score by end 2023: 95%

Civil aviation organization (ORG)

2.1.2 Recruitment of key technical personnel in safety oversight is ongoing and is being trained in accordance with the approved training organizations. Seychelles Civil Aviation Authority (SCAA) is in negotiation with partner States and TCB, seeking technical assistance in the four areas mentioned, whilst recruitment of local staff is ongoing, noting that it takes between 2 to 3 years to complete the inspector qualification programme. Furthermore, SCAA is undergoing a transition phase whereby the regulator will be physical separated from the service provider. The target date for the completion of this process is Q4 of 2022. The organization will be split into two entities, the *Seychelles Civil Aviation Authority (SCAA)*

with purely regulatory functions and the *Seychelles Airports Authority (SAA)* with airport, air navigation services and commercial responsibilities.

- Current EI score in ORG: 60%
- Targeted EI score by end 2022: 70%
- Targeted EI score by end 2023: 80%

Personnel licensing and training (PEL)

2.1.3 The functions of the PEL office against safety oversight obligations of the State is being re-organized. This is one area where external assistance is being sought to review and guide the effective implementation of this restructuring.

- Current EI score in PEL: 31.33%
- Targeted EI score by end of 2022: 35%
- Targeted EI score by end 2023: 65%

Aircraft operations (OPS)

2.1.4 The recruitment of two pilots-in-command (PICs) has been completed and both are undergoing initial training in accordance with the flight operations inspectors training programme. In addition, there is ongoing consultation with partner States and TCB to make available suitably qualified and experienced flight operations inspectors to support Seychelles implement its surveillance programme for flight operations and flight crew licensing during the 2022-2024 triennium.

- Current EI score in OPS: 29.31%
- Targeted EI score by end 2022: 40%
- Targeted EI score by end 2023: 70%

Airworthiness of aircraft (AIR)

2.1.5 This is one area with the highest score. There are ongoing efforts by SCAA to fully address the remaining few deficiencies identified in the area of airworthiness.

- Current EI score in AIR: 86.73%
- Targeted EI score by end of 2022: 96%
- Targeted EI score by end 2023: 100%

Aircraft accident and incident investigation (AIG)

2.1.6 Efforts to have a well-established AIG entity was accelerated during 2020/2021 with emphasis on identifying suitably qualified and experienced aircraft accident investigators to set up the office within the Ministry of Transport, including its oversight requirements. Numerous attempts to seek assistance from States with excellent EI in AIG did not materialize, primarily due to the COVID-19 restrictions. SCAA is now fully engaged with TCB for technical experts to be made available with the objective of assisting the State with setting up of an effective AIG office. It is anticipated that a MOU will be signed between the two parties during Q4 of 2022, once the terms and conditions, to include scope and remuneration, have been agreed.

- Current EI score in AIG: 25.32%
- Targeted EI score by end 2022: 30%
- Targeted EI score by end 2023: 60%

Air navigation services (ANS)

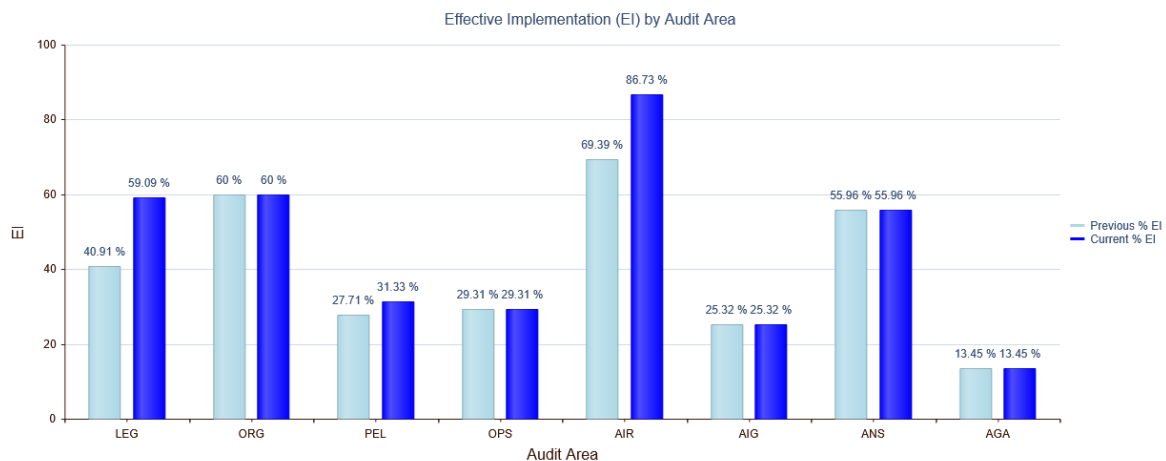
2.1.7 This is one area where significant progress has been made. Prior to the migration of the 2020 PQS, the EI score for ANS stood at 62.35%. A significant amount of resources is being directed to assist this inspectorate improve the implementation aspect of the ANS safety oversight. Qualified and experienced ANS inspectors are in post and covering all seven fields.

- Current EI score in ANS: 55.96%
- Targeted EI score by end 2022: 84%
- Targeted EI score by end 2023: 90%

Aerodromes and ground aids (AGA)

2.1.8 This is one area with the lowest EI score, resulting from high staff turnover and numerous challenges with the establishment of the AGA safety oversight system. Lack of resources at operator level also contributed to such an outcome. MOUs were developed with three neighbouring States to assist Seychelles with the certification of its international airport during 2020/2021 but could not be effectively implemented due to the COVID-19 pandemic. The planned certification of the international airport is being addressed at different levels, such as the re-activation of the MOUs with the three States, having an operational assistance (OPAS) expert from TCB on-site full time during 2022-2024, including having other partner States support Seychelles with AGA experts as part of regional cooperation.

- Current EI score in AGA: 13.45%
- Targeted EI score by end 2022: 20%
- Targeted EI score by end 2023: 65%



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3. **DISCUSSION**

3.1 Based on the above targets, by the end of 2022, the projected overall EI score for Seychelles is expected to be above 55%.

3.2 By the end of 2023, the projected overall EI score is expected to be above the Abuja Safety Targets and the world average.

4. **CONCLUSION**

4.1 The Assembly is invited to note the challenges faced by Seychelles during 2020/2021 COVID-19 pandemic, and renewed efforts and national commitment to implement a recovery plan, aimed at improving the State's safety oversight system and level of compliance in all areas.

— END —