



INTERNATIONAL CIVIL AVIATION ORGANIZATION

Second Meeting of the Safety Management and Oversight Sub-Group (SMO/SG) of the AASPG

Dakar, Senegal, from 29 June to 3 July 2026

Agenda Item 4: Significant Safety Concerns (SSCs)

(Presented by the Secretariat)

SUMMARY	
This paper discusses the existing SSCs in the AFI region, progress made so far in resolving them; and strategies and recommendations to avert emergence of SSCs in the region. Action by the Meeting is at Paragraph 3.	
References:	• AASPG/1 Report • APIRG/27 and RASG-AFI/10 Report • AASPG Procedural Handbook;
Strategic Goals	A. Every flight is safe and secure

1 INTRODUCTION

- 1.1 During its first meeting, the AASPG recalled the process for managing SSCs from identification through resolution and noted on-going assistance by ICAO Regional Offices and regional organizations in addressing and resolving pending SSCs. Challenges faced by States, including institutional capacity gaps, financial constraints, operational limitations and governance issues were highlighted.
- 1.2 The meeting urged States with SSCs to implement effective corrective actions/mitigation measures and submit evidence to ICAO for consideration in a timely manner. The meeting also encouraged collaboration amongst States and Regional Safety Oversight Organizations (RSOOs) in resolving this regional challenge.
- 1.3 Currently three States of the AFI region have a total of five SSCs in the area of air navigation services (ANS), related to flight validation of instrument flight procedures (IFP) and calibration of navigational aids.

- 1.4 This paper discusses these SSCs, as well as progress made in resolving them and recommendations to effectively address these issues in the region.

2. DISCUSSION

- 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 of the critical elements of a State's safety oversight system 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 Despite these improvements, persistent challenges remain in safety oversight, particularly in the areas of accident investigation (AIG), aerodromes and ground aids (AGA), air navigation services (ANS), and aircraft operations (OPS). These challenges are largely driven by inadequate financial resources; ineffective certification, approval and authorization processes; outdated regulatory frameworks; and shortage of qualified personnel. There are also ongoing concerns about forged documents, cross-border aircraft transfers, the inadequate updating of data in the USOAP-CMA online framework (OLF) and recurring systemic findings in States with an Effective Implementation (EI) level below 45%.

- 2.3 The five (5) SSCs in air navigation services, related to calibration of navigation aids and flight validation of instrument flight procedures and oversight, are yet to be resolved. The ICAO Regional Offices continue providing support to facilitate their resolution as part of the regional priority actions.

- 2.3 Progress made by States in resolving SSCs and challenges encountered

2.3.1 Democratic Republic of Congo

- 2.3.1.1 The State is implementing CAPs to address the SSCs, including the proactive programme of modernization of navigation infrastructure (installation of DVOR/DME, maintenance of VOR/DME, and upgrading of ILS/DME systems). It was expected that the Flight inspections and calibration campaign be conducted in coordination with ATNS, alongside IFP validation, with additional calibration activities based on the initial corrective action plan submitted by the States. However, the State is yet to provide status report on the implementation of the CAP. The Regional office has engaged a second assistance activities in supporting the State in resolution of the SSC.

2.3.2 Liberia

- 2.3.2.1 The State has taken concrete steps to address the two SSCs under its Corrective Action Plans. A NAVAID replacement programme is underway, with flight calibration completed for the newly installed ILS, and arrangements for continuous calibration being finalized with a Flight Calibration Service Provider. The design and approval of instrument flight procedures (IFPs) have been completed with the support of AFPP, BAGASOO and technical experts, alongside the strengthening of guidance material and oversight processes.

2.3.2.2 Challenges remain, notably the shortage of qualified PANS-OPS inspectors and the sustainability of periodic NAVAID calibration. In response, targeted training, capacity building and OJT programme is being implemented, while mechanisms for sustainable calibration are being developed in partnership with service providers of the region.

2.3.3 **Zimbabwe**

2.3.3.1 The State developed Technical Guidance Material (TGM) for the review and approval of Instrument Flight Procedures (IFPs), along with regulatory checklists to ensure that the ANSP periodically validates IFPs at intervals not exceeding five years in accordance with the regulations. Additionally, with the assistance of technical experts, the State conducted an evaluation and approval process for an Instrument Flight Procedure Design Package from 1 to 19 December 2025.

2.3.3.2 The State, through the ANSP, published the AIP AIRAC Amendment on 24 December 2025, with an effective date of 19 February 2026, in accordance with the ICAO Aeronautical Information Regulation and Control (AIRAC) cycle, and all relevant evidence has been submitted to ICAO Headquarters, where it is currently awaiting feedback from the SSC Committee following its review, including a final assessment of the evidence and recommendations for the resolution of SSC/ANS-01/07-2023/ZWE.

2.3.3.3 The State is experiencing challenges due to a shortage of qualified Instrument Flight Procedure (IFP) design and inspection personnel, inadequate regulatory tools including ineffective oversight mechanisms and inspection checklists not fully aligned with regulatory requirements and delays in the approval and promulgation of national regulations transposing the provisions of ICAO Annexes 4 and 11.

2.4 The way forward:

2.4.1 Addressing ANS-related Significant Safety Concerns (SSCs), including their prevention, requires enhanced support to States in strengthening their safety oversight capabilities in the area of ANS. This should be pursued through a proactive, coordinated, and results-driven approach to improve oversight capacity and ensure the timely and sustainable resolution of SSCs.

3 **ACTION BY THE MEETING**

3.1 The meeting is invited to,

- a) Note the information provided in this paper, and
- b) Further explore practical solutions and mechanisms for prevention and resolution of SSCs.

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