



ICAO

## INTERNATIONAL CIVIL AVIATION ORGANIZATION

## Eighth Meeting of the Africa-Indian Ocean Regional Aviation Safety Group (RASG-AFI/8)

7 - 11 November 2022

**Title: Common implementation challenges identified amongst RASG members and possible solutions**

*(Presented by the Secretariat)*

SUMMARY	
This working paper presents an overview of challenges encountered by RASG-AFI member States in fulfilling their obligations as per the Chicago Convention and in accomplishing their role as per the GASP including their safety oversight obligations and proposals for possible solutions	
Action by the Meeting is provided for in Paragraph 3 of this paper	
<i>Strategic Objectives</i>	This paper relates to Safety, and Capacity and Efficiency Strategic Objectives

## 1. INTRODUCTION

- 1.1 Despite substantial overall improvement along the years of their safety oversight systems, RASG-AFI States are still facing challenges to reach set global goals and targets. The current average USOAP score for States in RASG-AFI is 56.95%, which is below the world average of 69.32%.
- 1.2 This paper is based on USOAP CMA activities results and corresponding data is derived mainly from the Online Framework and iStars, as aggregated for RASG-AFI. The discussion will mainly focus on the 4 audit areas with the lowest EIs. This is a fair representation of deficiencies, hence common challenges that RASG-AFI States are facing.

## 2. DISCUSSION

### *Challenges identified amongst RASG members*

- 2.1 The lowest performing audit areas in RASG-AFI have the following effective implementation (EI): AIG 42.32%; AGA 48.01%; ANS 55.79% and OPS 57.51%. While AIG, ANS and AGA are yet to mature, OPS remains a challenge for most States as some of them are starting a certification process for newly established air operators, despite the lack of an effective safety oversight system.

- 2.2 For the critical elements, the lowest EIs correspond to CE-8 31.5%; CE-7 41.33%; CE-4 54.23% and CE-6 54.4%. The lack of training and exposure as well as the low level of staffing hinder the effectiveness of tasks that are assigned to inspectors.
- 2.3 As far as CE-6 is concerned, issues in the issuance of licenses, ATOs and AMOs approvals, AOCs, specific approvals, aerodrome certificates need to be addressed. In some cases, a documented process with thorough evaluation of applicants' documents is not conducted. Furthermore, identified non-compliances are not all systematically resolved before the issuance of the corresponding certificate. Some exemptions are issued without the proper assessment on the safety risks incurred. As far as specific approvals are concerned, RVSM approval remains a particular concern.
- 2.4 For CE-7, most States are deploying available resources to fulfill licensing and certification obligations as a priority and depriving surveillance activities and considering it as secondary.
- 2.5 As for State Safety Programmes, the level of implementation is still low. RASG-AFI States have an Overall SSP Foundation rating of 67.13%. Eleven States have not yet started a Gap analysis while only one State has fully implemented its SSP implementation.
- 2.6 Most States lack of data to enable them to determine operational safety risks. They do not effectively address emerging issues induced by technology or that relate to new concepts of operation.

### ***Possible solutions to address identified challenges***

2.8 As critical elements CE-4, CE-6, CE-7 and CE-8 are linked, a comprehensive strategy to address them should be envisaged. In this regard, training appears to be a critical enabler for implementation activities. A particular emphasis should be put on OJT, immersion learning, specialized and recurrent training. A proper level of staffing and retention of qualified personnel are necessary to ensure a viable safety oversight system. Short/medium terms technical assistance projects having a result of issuing licenses, certificates and approvals should also cater for building capacity for inspectors to enable them to carry on subsequent safety oversight tasks in the long term.

2.9 For CE-6, a documented process with thorough evaluation of applicants' documents should be conducted. All identified non-compliances should be systematically resolved before the issuance of the corresponding certificate. A risk assessment should be conducted prior to the issuance of any exemption. As far as RVSM is concerned, RASC/8 meeting held from 29 to 30 August 2022 has proposed a strategy to address the corresponding challenges.

2.10 For CE-7 and CE-8, it is worth noting that a risk-based surveillance programme can facilitate surveillance activities by assisting in optimizing resources and targeting greater areas of need. This also enables the validation of any enforcement action undertaken as per CE-8. Most efforts must be put on the proper categorization of non-compliances, the establishment and implementation of a tracking system to follow-up on corrective actions and their timely resolution. Appropriate levels of penalties, empowerment of the inspectors and effective enforcement processes and procedures are also necessary.

2.11 In order to improve the SSP implementation, RASG-AFI States should allocate more resources and enhance collaboration with key aviation stakeholders in that area. Furthermore, emphasis should be put on training, in particular for instructors.

**3. ACTION BY THE MEETING:**

3.1 The meeting is invited to:

- a) take note of the information presented in this working paper;
- b) encourage AFI Plan, RECs, Donors to seek/provide more funding for assistance projects aimed at addressing the identified deficiencies;
- c) encourage Donor States and Industry partners to cooperate and provide more training, guidance, and technical assistance; and
- d) urge States, organizations, and stakeholders to dedicate more resources and to implement all necessary actions.