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INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

7 - 11 November 2022

Agenda item 5: 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 safety obligations under the Chicago Convention and proposes possible solutions
Action by the Meeting is provided for in Paragraph 3 of this paper

Strategic Objectives	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 55.72%, which is below the world average of **67.50**%.

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 and critical elements with the lowest level of effective implementation (EIs).

2.   DISCUSSION

Challenges identified amongst RASG members

2.1 With regards to the USOAP-CMA, the lowest performing audit areas in RASG-AFI have the following effective implementation (EI): AIG 41%; AGA 46%; ANS 52% and OPS 56%.

2.2 Challenges in the AIG, are related to implementation of an independent Accident Investigation Authorities with proper established legislation and procedures for conducting accident and incident investigations. For ANS and AGA, the lack of qualified personnel in different subdomains as well as services providers' difficulties to comply with SARPs are part of the challenges. While AIG, ANS and AGA are yet to mature, OPS remains a challenge for most States as some of them are starting certification processes of new air operators, without proper qualified personnel and established regulations, procedures, guidance

2.3 **In terms of** critical elements, the lowest EIs are the CE-8 32%; CE-7 43%; CE-4 53% and CE-6 54%.

2.4 The low level of CE-4 reflects insufficiencies in the recruitment and retention of qualified personnel as well as deficiencies in the implementation of training systems to ensure personnel are continuously trained to conduct effectively assigned safety oversight tasks.

2.5 As far as CE-6 is concerned, issues related to certification processes, specific approvals, issuance of licenses and associated recordkeeping of all evidences are recurrent. In some cases, activities are not properly documented or completed, and thorough evaluation of applicants' documents is not conducted. Furthermore, identified non-compliances are not all systematically resolved before the issuance of the corresponding certificate, and 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.

2.6 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.

2.7 With regard to the State Safety Programmes (SSP), 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 reported a full implementation of the SSP.

2.8 Most States lack effective safety reporting system and consequently lack of sufficient data to enable the identification of 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

2.9 The effective establishment of CE-4, appears to be a critical enabler for the implementation of safety oversight activities, therefore it is essential for States to establish minimum qualification and experience requirements for recruitment of qualified technical personnel and prioritize the establishment and implementation of training programs/plans, including on-Job-Training (OJT), immersion learning, specialized, recurrent training and associated recordkeeping system. In addition, short/medium terms technical assistance projects having a result of issuing licenses, certificates and approvals should also cater for building inspectors competencies and enhance future safety oversight implementation activities.

2.10 For CE-6, a documented process with thorough evaluation of applicants' documents should be conducted. All identified non-compliances should be resolved or mitigated 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, the RASC/8 meeting held from 29 to 30 August 2022, WP/06, Proposed strategy to address RVSM-related challenges (operation and aircraft approval) in the AFI Region -

2.11 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. Furthermore, **it is essential for States to establish** proper categorization of non-compliances, and establish a tracking system to follow-up on corrective actions and ensure timely resolution. Moreover, appropriate levels of penalties, empowerment of the inspectors and effective enforcement processes and procedures are also necessary.

2.12 To progress in the SSP implementation, RASG-AFI States should commit, allocate more resources, involve all aviation authorities and stakeholders and clearly establish responsibilities and accountabilities for the implementation and maintenance. In addition, emphasis should be given to safety management training, including SSP/SMS instructors training and the establishment of effective safety data collecting and processing systems, starting with the establishment of accident and incidents reporting systems, essential for safety data analysis process.

2.13   Furthermore, States should actively engage in collaboration activities to exchange safety information, lessons learned and support implementation of Safety oversight systems and Safety management system in the region.

3.   ACTION BY THE MEETING:

3.1   The meeting is invited to:

   a) take note of the information presented in this working paper;
   b) Urge States to commit and dedicate resources to establish effective safety oversight and management systems to meet their obligations under the Chicago Convention
   c) Encourage States to release inspectors and SME experts to assist other States during certification and approval process and provide OJT opportunities
   d) encourage States, AFCAC, RSOOs, RAIOs, industry partners and donors to cooperate and provide more resources, training, guidance, and technical assistance to States