



ESWATINI CIVIL AVIATION AUTHORITY

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ADVISORY CIRCULAR

ES/FSSD/ANS/AC/007

ESWATINI CIVIL AVIATION AUTHORITY

Date: August 2019

Change: This AC cancels CAA-AC-ANS007

ELIMINATION OF DEFICIENCIES IN THE PROVISION OF AIR NAVIGATION SERVICES**1.0 GENERAL**

Section 31 (3) of the Civil Aviation gives the powers to the Director General, Eswatini Civil Aviation Authority (ESWACAA) to make and amend general or special rules and procedures pursuant to and in accordance with the provision of the Act. Sections 34 (a) and (c) of the Civil Aviation Act further requires the Director General to provide for the publication of documents issued under the act in such form and manner as may be best adapted for public information and use, and technical guidance document.

Advisory Circulars are issued and published under the Authority of the Director General, pursuant to sections 34 (a) and (c) of the Civil Aviation Act, to provide guidance for compliance with Eswatini standards. They define an acceptable means, but not the only means, of accomplishing or showing compliance with Eswatini Standards.

2.0 PURPOSE

2.1 ICAO recommends a regional approach in the identification, assessing, tracking and reporting of deficiencies of air navigation systems within its operating regions.

2.2 In the AFI region, a common methodology for identification, assessing, tracking and reporting of deficiencies based on the provisions of the ICAO Council has been established and is administered by the AFI Planning and Implementation Regional Group (APIRG).

2.3 This Advisory Circular provides guidance on developing a process for reviewing and elimination of deficiencies identified within the framework of the APIRG.

2.4 Additional guidance for addressing deficiencies identified by inspectors during routine and ad hoc inspections and audits is also included in this circular.

2.5 It is the responsibility of the ANSP to develop and implement an action plan for eliminating identified deficiencies.

3.0 REFERENCES

3.1 ICAO Doc 9734

3.2 Civil Aviation (Air Navigation Services) Regulations, 2013

RECORD OF AMENDMENTS

All amendments to this AC shall contain the authorisation of ESWACAA

Version Number	Date of issue	Section/Page Comments	Entered By
A	006/2014	Formal issue	SS
B	20/08/2019	Re-issue	KD
C			
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4.0 GUIDANCE INFORMATION

4.1 Scope

4.1.1 This circular covers procedures for the review and elimination of deficiencies identified within the framework both APIRG and ANS (ATM, AIS/MAP, CNS, Flight Procedure design, MET and SAR)

4.2 Safety issues identified by the state

Safety issues identified by the state include, but are not limited to, the following:

- a) Non-compliances and other deficiencies identified by the authority
- b) Analyses of reported safety events
- c) Negative safety trends
- d) Results (including safety recommendations) of aircraft accident and incident investigations

4.3 Procedures for elimination of shortcomings and deficiencies

4.3.1 The ANSP shall develop corrective action plans to address all shortcomings and deficiencies identified within the framework of APIRG and ANS. The corrective actions shall be classified as short term or long term depending on the safety concern addressed and availability of resources.

4.3.2 Short-term corrective actions are intended to correct shortcomings and deficiencies of significant safety concern while planning for long-term action to prevent recurrence. Short-term corrective actions will be completed by the date and time specified by the Authority.

4.3.3 Long-term corrective action has two components. The first component will involve identifying the root cause of the problem and indicating the measures the ANSP will take to prevent recurrence. These measures may focus on a system change. The second component is a timetable for the implementation of the corrective action plan. Each corrective action plan will include milestones or progress review points leading up to the proposed completion date for each inspection/audit finding.

4.4 Submission and acceptance of corrective action plans

4.4.1 The ANSP is required to submit corrective action plans to the Authority for approval. Timelines for development and submission of the corrective action plans shall be specified by the Authority.

4.4.2 Where the corrective action plan is acceptable, the ANSP shall be so advised. It is important that the ANSP ensure the corrective action plan is submitted within the timeframe specified by the Authority.

4.5 Corrective action follow-up

4.5.1 Where the inspection/audit findings are of a minor nature and no threat to aviation safety exists an “administrative follow-up” may be acceptable. All other findings require “on-site follow-up” to ensure that non-conformances have been rectified and that corrective actions are effective.

4.5.2 Long-term corrective actions that have been accepted will be followed-up by the Authority until item is complete or finding closed. This follow-up will be done through routine surveillance activities.

Issued by

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