



Sudan's Experience on Resolving SSC in a Record Time and Lessons Learned

Mahmoud Salih

Permanent Representative of Sudan to ICAO

Introduction

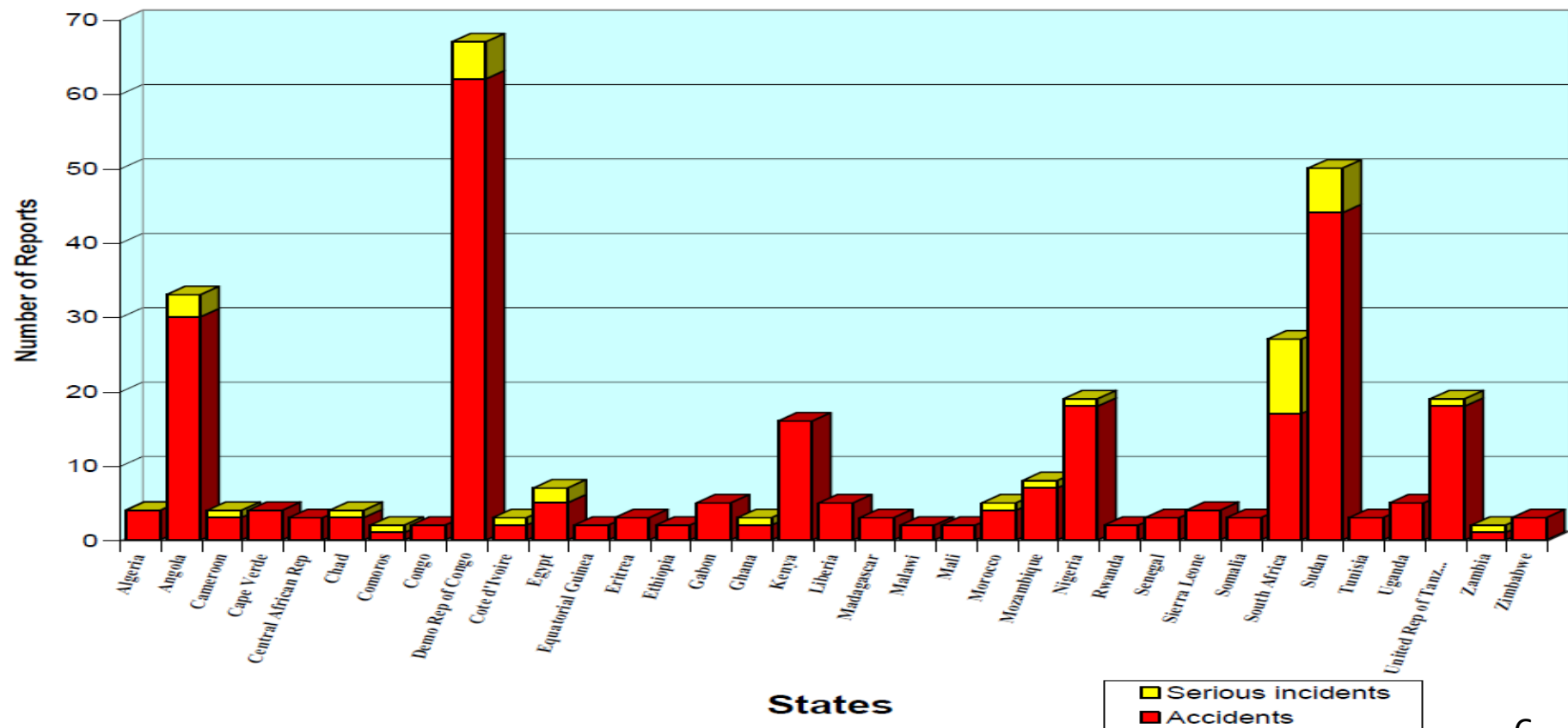
- The purpose of this presentation is to share Sudan's experience in resolving USOAP identified deficiencies and in particular the SSC identified by ICVM in 2011
- It is also to focus on lessons learned and the progress made to ensure sustainability and growth

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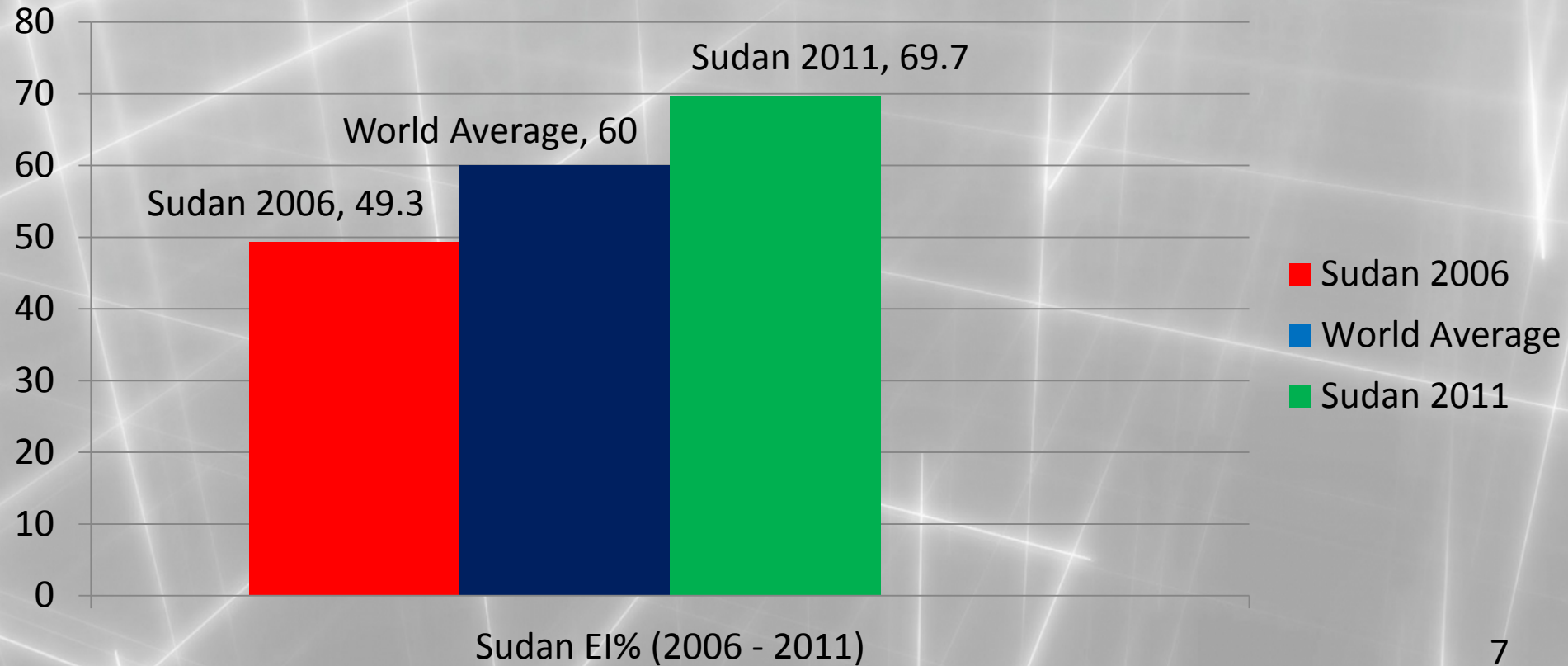
- Safety Performance before SSC
- How Sudan managed to resolve the SSC
- Safety Performance after SSC
- Planning for Sustainability
- Lessons Learned

Safety Performance before SSC

Total AFI Accident/Serious Incident reports in ADREP system 1 January 1998 to 30 June 2008



Sudan EI (2006 - 2011)



How Sudan managed to resolve the SSC

How Sudan managed to resolve the SSC

- Once identified by the ICVM team and notification issued by ICAO, resolving the SSC became a high-level priority and resolving action was taken immediately.
- SSC was recommended on the area of Air Operator Certification



How Sudan managed to resolve the SSC

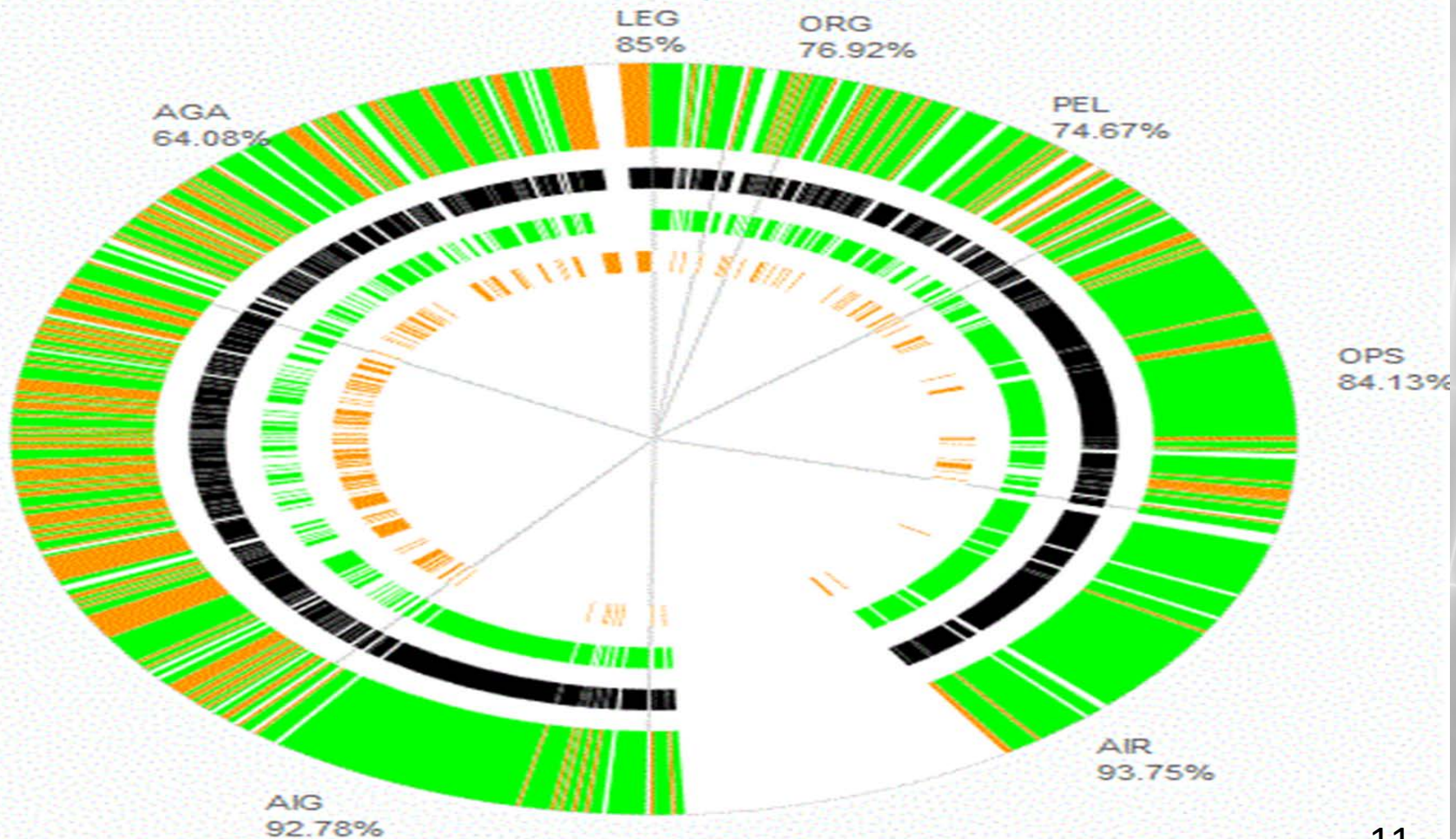
- The Government fully committed to resolve the SSC in the shortest possible time and the Competent Minister was fully engaged in ensuring that appropriate action was taken
- All required resources were placed at the disposal of the Civil Aviation Authority
- A safety oversight implementation team was established to guide the required action under the direct Supervision of the DG
- The safety department was reorganized through the establishment of the Safety and Standards Management Office (SSMO) with a triple high level management oversight
- Hiring of International Experts



How Sudan managed to resolve the SSC

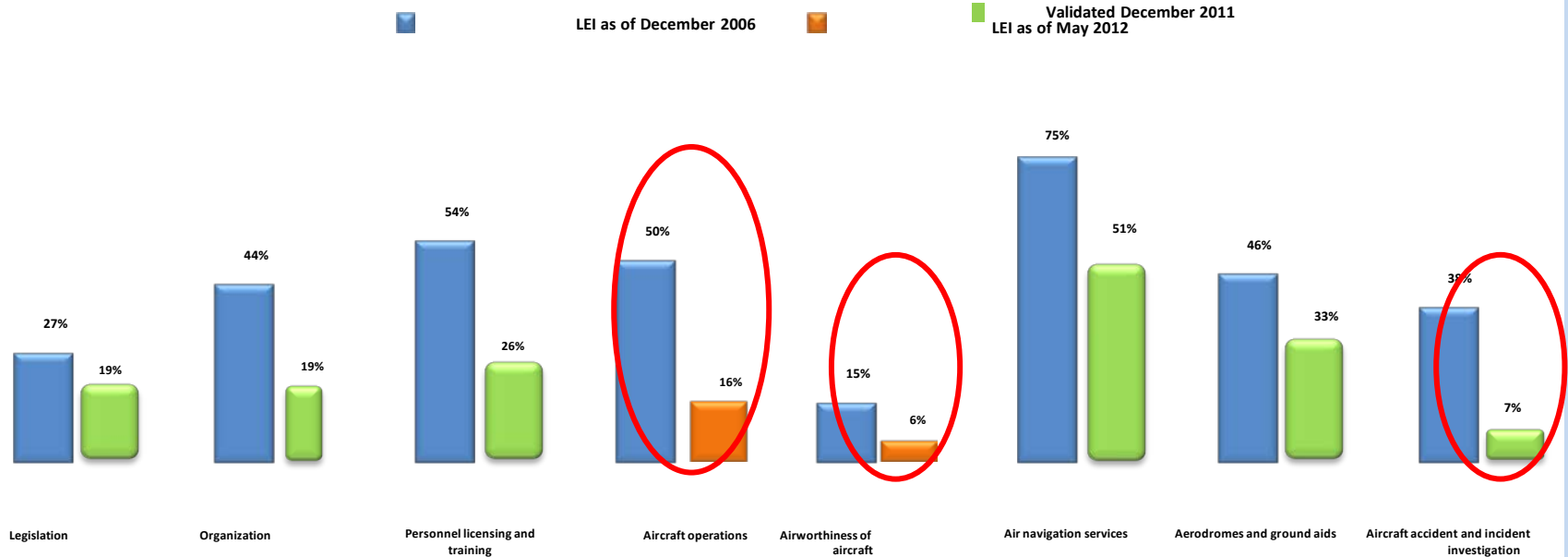
- SCAA High Level Safety Team
- ICAO Audit Team, ICVM May 2012 includes EASA Representative
- CAP
- Actions taken
- Recertification of Air Operators

Sudan DNA (73.17%)

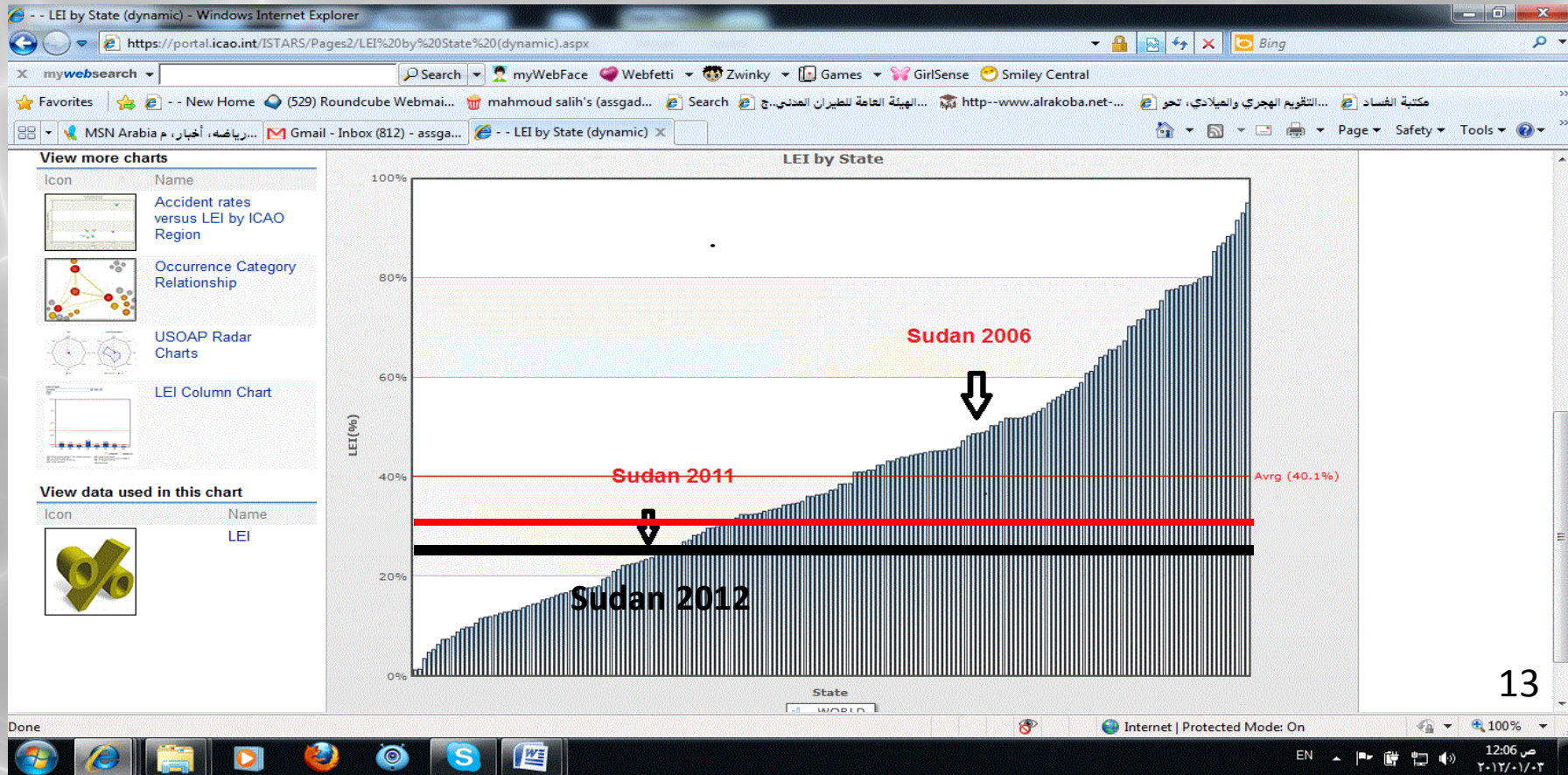


Safety oversight audit result 2006 to 2012

Figure 2. Lack of Effective Implementation by Safety Area



Sudan vs World



Current Situation

Overall EI
Sudan versus World



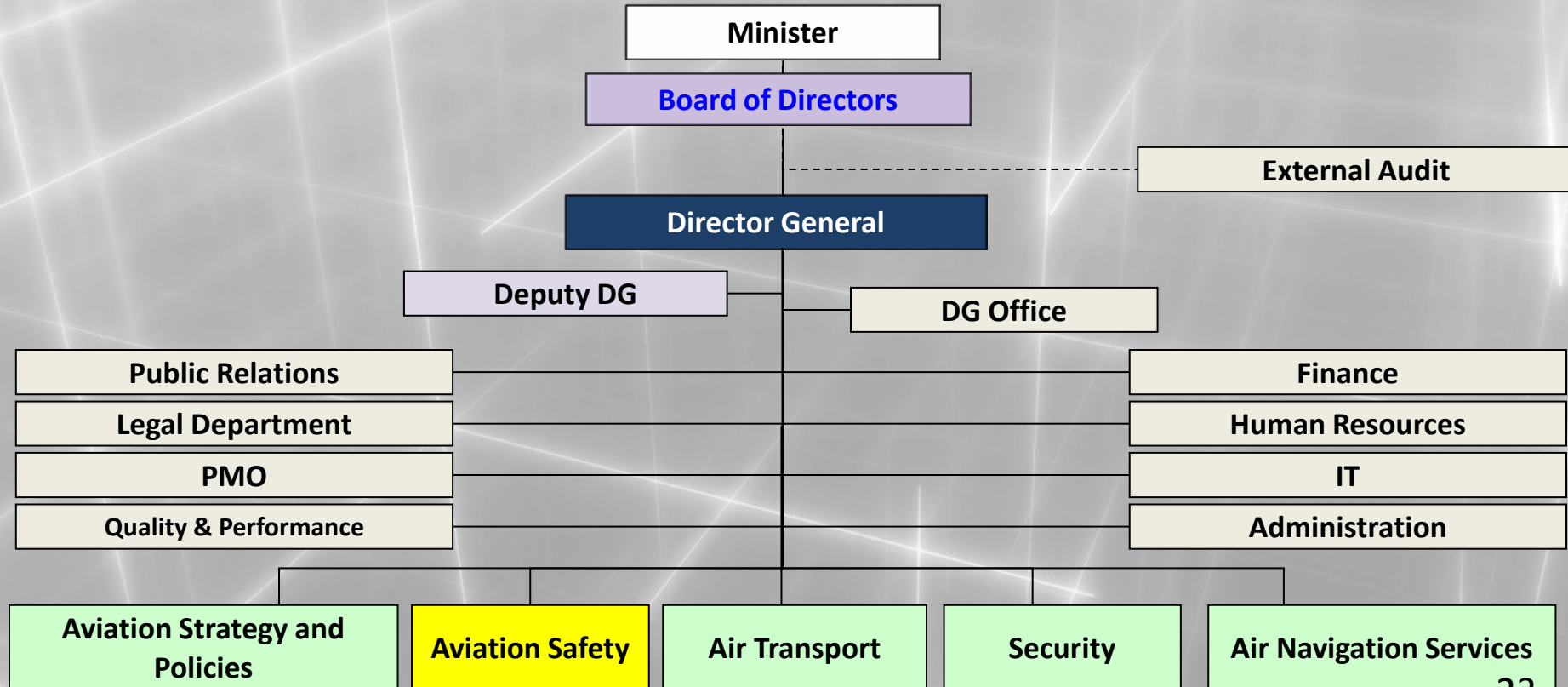
Planning for Sustainability



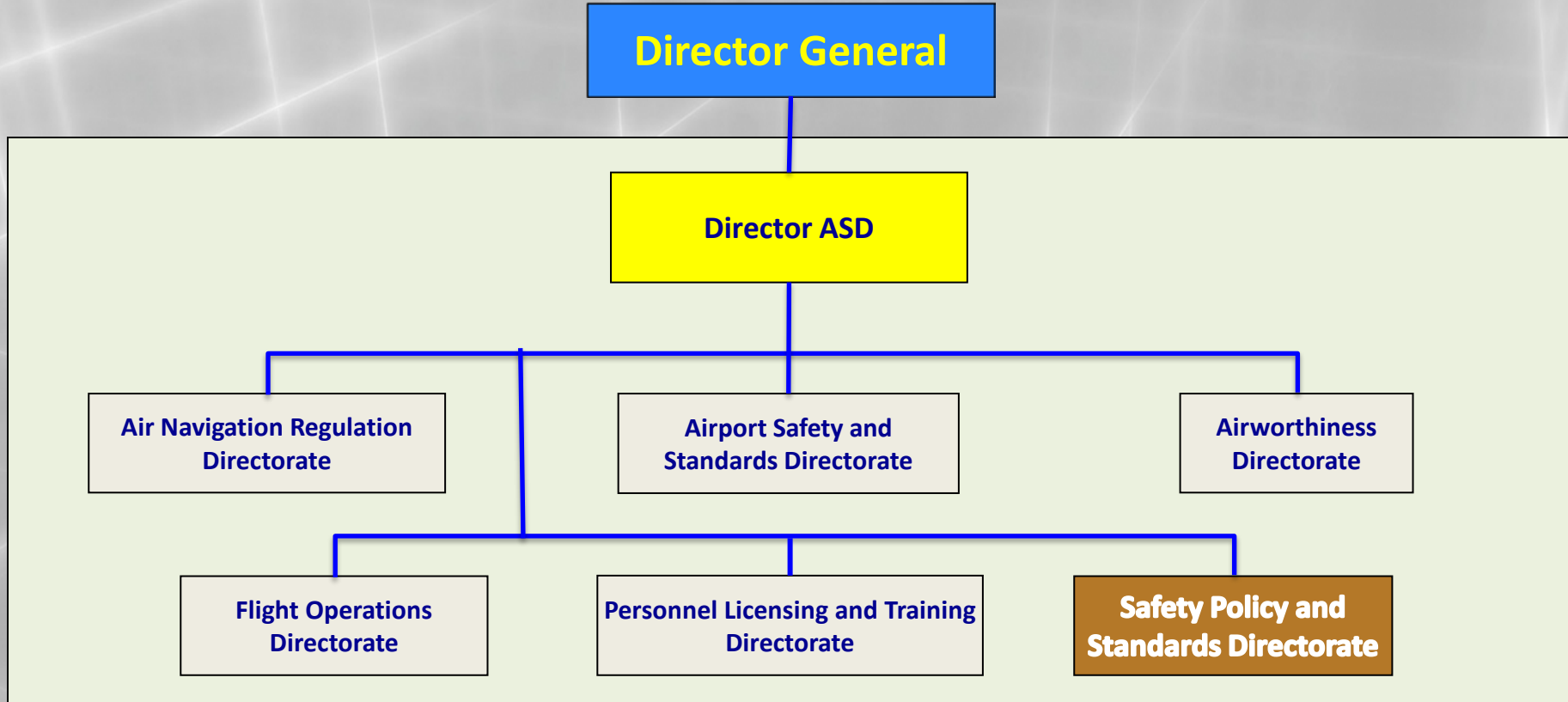
Planning for Sustainability

- The Aviation Safety Department (ASD)

The SCAA's Structure



ASD's Structure



Planning for Sustainability

- The Aviation Safety Department (ASD)
- The separation of regulatory functions from that of service provision (Competitive Authority)

Planning for Sustainability

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Planning for Sustainability

- The Aviation Safety Department (ASD)
- The separation of regulatory functions from that of service provision (Competitive Authority)
- The Challenge
- NSP

Planning for Sustainability

State Safety Programme (SSP) Implementation

Implementation of the State Safety Programme (SSP) is included in the priorities of the Global Aviation Safety Plan, in particular for States with an EI above 60%. ICAO tracks the implementation of SSPs via the SSP Gap Analysis tool on [iSTARS](#). States are invited to use this tool to perform their GAP analysis, define action plans and benchmark their progress.

ICAO measures SSP implementation in levels as follows:

- Level 0: States not having started a GAP analysis
- Level 1: States having started a GAP analysis
- Level 2: States having reviewed all the GAP analysis questions
- Level 3: States having defined an action plan for all non implemented questions
- Level 4: States having closed all actions and fully implemented their SSPs

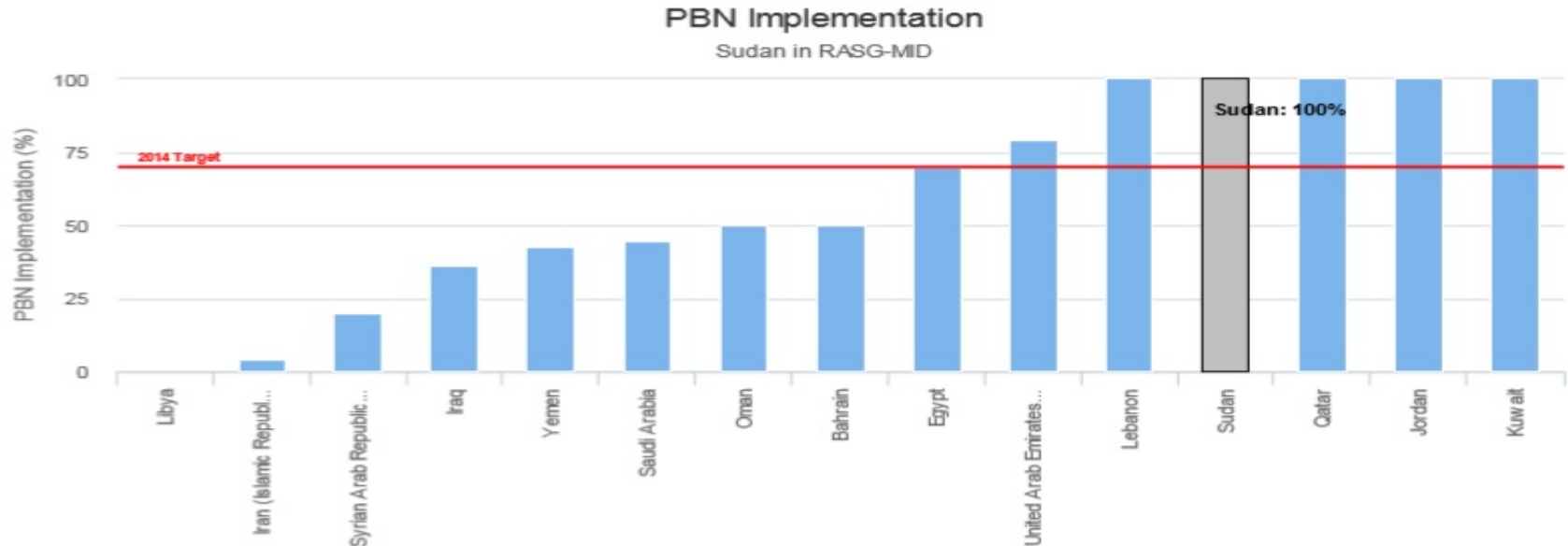


Sudan is at level 3.



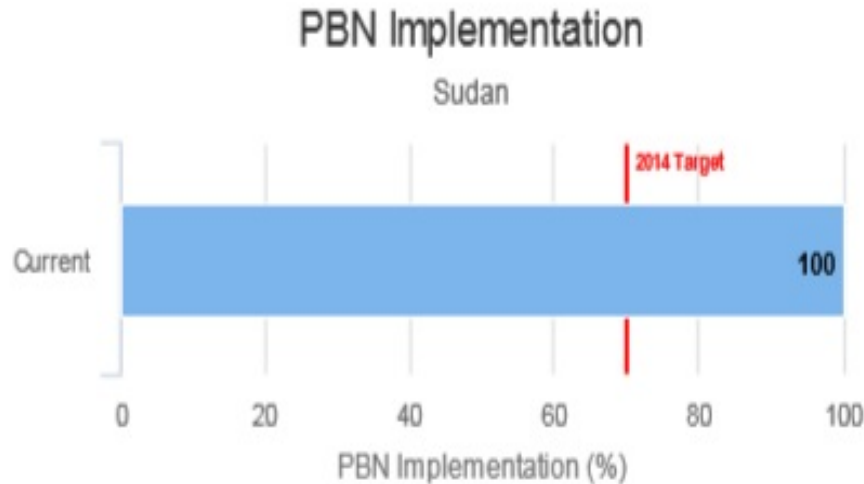
Planning for Sustainability

PBN Implementation



The implementation of Performance-based Navigation (PBN) is presently the global aviation community's highest air navigation priority. The PBN concept offers significant benefits including improved safety through more straight-in instrument approaches with vertical guidance, increased airspace capacity, increased airport accessibility, more efficient operations, reduced infrastructure costs and reduced environmental impact.

Planning for Sustainability



Sudan's international airports have 4 instrument runways which have 4 PBN approaches. This establishes the PBN implementation at 100% for Sudan.

In RASG-MID, 40% of States reached the 2014 target of 70% by implementing PBN approaches on more than 70% of their international instrument runways.

Lessons Learned



Lessons Learned

Commitment of the Political Leadership

Realistic approach and mobilization of resources

Rational planning

Learning from global and regional expert experiences

Cooperation with States and International and Regional Organizations

Sustainability, sustainability, sustainability

Closing

Henry Gourджи, Deputy Director Monitoring and Oversight
Branch Air Navigation Bureau

“I know there is still much more work to be done, but Sudan is certainly heading in the right direction. Africa needs success stories, so I'm glad that Sudan made good progress very quickly, it demonstrates that this is possible with the right determination and proper assistance by competent experts”

Closing

Raymond Benjamin, Secretary General of ICAO in a letter to DG – SCAA after the SSC Resolution

“ I would like to take this opportunity to express ICAO’s sincere appreciation to Sudan’s strong commitment and effective action undertaken to address its aviation safety oversight system deficiencies. By attaining a higher level of effective implementation of ICAO safety-related Standards and Recommended Practices as well as associated procedures, Sudan greatly contributes to the enhancement of aviation safety.

Thank you for your Attention



