



***Agenda 3.Planning and implementation issues related to
ATM/SAR***

(Presented by Salah Elsaddig)

SUMMARY

This working paper presents and provides update on Sudan ATM/SAR implementation

REFERENCES

- Sudan National Air Navigation plan
- Manual of Air Traffic Services

I.INTRODUCTION

I.1 Although the Government of the Republic of Sudan and the Civil Aviation authority are not sparing any effort to ensure the safety and reliability of air transport operations in Sudan, we also recognize that in the effort of enhancing aviation safety at the national, Regional and International level, our activities should be seamlessly integrated with that of the rest of the world and specifically with that being undertaken in the regions we belong to.

2. Sudan efforts to promote ANS:- As you are all aware, Sudan has been officially recognized by the 38th ICAO Assembly, as one of the two African States that have made considerable progress in its safety oversight capabilities significantly increasing the effective implementation of the safety oversight critical elements in its aviation sector. Sudan achieved this recognition by addressing all air transport safety-related activities in the State, and as part of the process has enhanced the air navigation infrastructure and services provided both at the service provision and regulatory and supervision level.

3. Sudan obligations

3.1 Sudan and although south part of it has been separated is still providing the air traffic services in its upper airspace This places certain obligations on my Government to meet the demands of air navigation services that are compatible to what is available and required by the region .This is a responsibility we very much take seriously and over the last few years we have been upgrading and enhancing the air navigation system over our vast country as well the communication system has been much improved and we are now using CPDLC integrated in our top sky system.

IN order

*To meet its obligations, Sudan has installed and maintains an integrated system of Radar Stations, including a large number of ADS-B Stations all integrated with the ATC system. As we complete all installations, integration of the systems as applicable and the provision of training, Sudan would be in a position to share the surveillance data extracted with all neighboring countries to ensure seamless air traffic flow in the region and thus enhance aviation safety. The SCAA has also established a mechanism for incident investigation that would enable it to identify potential sources of hazard and thus mitigate the risk before it results in a major incident or accident.

With respect to Search and rescue, qualified Search and Rescue (SAR) Teams have been established and deployed in all centers. SAR agreements were signed with all concerned parties within Sudan and proposals for Regional SAR agreement have been submitted to the neighboring States for consideration.



Obstructions and restirections

*Although the ANS authority exerted a great efforts to modernize and enhance the ATC system and as well ATC staff has been well trained to manage it but the procedures , regulations and other documentations are still not up to date

To this end, Sudan will spare no effort to align and harmonize its ANS-related plans and strategies with that of the Middle East Region as we would also work to harmonize and align the plans and strategies of neighboring regions to which we belong to by virtue of our unique position.



Discussion

4.1 The meeting may wish to encourage the attendees to comment on related issues that seems to serve the presented issues .

4.2 The meeting may suggest establishing mechanism by which MID region state members can exchange data, lesson learned and best practices making use of ICAO MID region experts and publications.