

**Aviation Safety Symposium  
Dakar, Senegal**

**Presentation on the Experience of Sudan**

(VIPs to be addressed will be included later)

- 1 First and foremost, I would like to thank the International Civil Aviation Organization and specifically the Air Navigation Bureau of ICAO for inviting Sudan to share its experience with respect to its safety oversight related activities and specifically our experience with regard to the Significant Safety Concern identified during the ICVM of 2011 and we were able to overcome in a relatively short period.
- 2 I am sure you would agree with me that 10 minutes would not be adequate to present what we have experienced; however, with the objective of telling our story in as much detail as possible, we have prepared a bulletin both in the English and French languages for distribution to the audience and to those who would like to get the whole information.
- 3 Sudan's experience with the SSC started the day the ICAO audit team presented its report on its findings relating to the ICVM conducted in Sudan in December 2011. This ICVM was the first we went through after the comprehensive systems approach audit conducted five years earlier in November 2006.
- 4 Although the ICAO team identified and appreciated the progress made in resolving identified deficiencies from the 2006 audit, it also identified a significant safety concern (SSC) in the area of air operator certification.
- 5 It was not good news but was accepted with grace and high level management was committed and determined to resolve it as soon as possible starting that same day. By the time the preliminary report was received, the SCAA had already reorganized its aviation safety system by establishing the Standards and Safety Management Office within the Office of the Director General to be responsible for all safety related activities, work to resolve the SSC as a priority and also ensure continuity and sustainability in safety oversight.
- 6 While the process of reorganization and regrouping was going on, a detailed corrective action plan specifically addressing the SSC was developed and submitted to ICAO five days ahead of the deadline determined by ICAO. ICAO immediately provided its feedback and implementation started on 15 January 2012.
- 7 Teams of experts from the technical departments of the SCAA and highly experienced and qualified individuals from the Industry were selected provided with training on certification process. At the same time, four international experts recruited through TCB joined the SCAA and provided valuable support and guidance to the teams selected and trained to conduct recertification of air operators in line with ICAO recommended practices.
- 8 Five AOC holders, with the capacity for international operation were identified and informed that they would have to be recertified to maintain their right to provide air services. Thus they were requested to submit required documentation by the end of January 2012 for review and acceptance/approval as the case may be.
- 9 All the required manuals were received as requested and the teams under the guidance of the international experts started the process of recertification. It was a work that required dedication and sacrifice in order to accomplish it in the shortest possible time.

- 10 Progress made by each team was closely followed by the high-level safety committee that met at least twice a week. The Director General and the Minister responsible for civil aviation were kept informed on progress made or any problem encountered. As the Deputy Director General was tasked to oversee the whole process and also to make immediate decisions and take required action including resource disbursement, solving any problem that may have transpired was implemented effectively and on timely basis.
- 11 ICAO was also kept informed of progress made and often consulted for advice where required and to ensure effective and sustainable results. The plan was to complete the certification of the five air operators by 30 April or revoke their permit for international operation if not successful.
- 12 However, at the end of the process, only four of the five air operators were recertified and the AOC of the fifth air operator was suspended. The certification process revealed that the air operator did not have adequate resources to maintain effective flight operations and maintenance control.
- 13 Although completed in a very short time, the process was not designed to be a quick fix. It was designed to be the basis for a sustainable and effective air operator certification process that has been exercised and is continuously implemented on all new applicants as well as for the recertification of domestic and cargo operators.
- 14 Today, two years down the line, some of the operators certified at the time are no more operating as they could not survive the stringent process of surveillance and the resources required to maintain an acceptable level of operations and maintenance control. Although we have received several applications, none of the new applicants have been certified yet as they did not satisfy the requirements or are still in the process of doing so.
- 15 We believe that the efforts made by the SCAA are bearing fruit as, unlike the previous years when there were three to four accidents or serious incidents a year Sudan has experienced no accident or serious incident over the last two years.
- 16 Currently, the SCAA is focusing its full attention on the sustainability of the system as a whole and over the last two years, it has recruited several highly experienced flight operations inspectors, aircraft airworthiness experts and personnel licensing officers while at the same time addressing findings associated with air navigation services and aerodrome ground aids.
- 17 As we meet here, Sudan in coordination with ICAO, is hosting the first seminar on the new ICAO Airworthiness Manual, Doc 9760 for the ESAF and MID Regions.
- 18 Sudan, through its civil aviation authority is committed to maintain a high level of safety oversight system in Sudan as well as support the development of acceptable safety oversight systems in the region. To this end, it has committed to ICAO and the two Regional Offices of MID and ESAF that it would cooperate in hosting seminars, workshops and training courses that are directed at enhancing aviation safety in the Middle East and Africa.
- 19 In closing, I would like to renew, my Government's and the civil aviation's pledge that Sudan would do its utmost not only to maintain a high-level of safety oversight system in Sudan but also cooperate with all international and regional organizations as well as ICAO contracting States in the Middle East and Africa to promote the safety, security and efficiency of air navigation in the region and in the world.

Thank you