



SUDAN CIVIL AVIATION AUTHORITY

NSP IMPLEMENTATION CHALLENGES & BENEFITS

3rd AFI SAFETY WEEK

27 JUNE TO 1 JULY 2016



Out Lines:

- State Safety Program Management
 - ESTABLISHMENT OF SAFETY POLICY AND STANDARDS DIRECTORATE .
 - SUDAN NSP DEVELOPEMENT.
- NSP DEVELOPEMENT CHALLENGES.
- NSP DEVELOPEMENT BENEFITS.
- THE WAY FOREWORD.
- LESSONS LEARNND
- CONCLUSION.

State Safety Program Management

- Establishment of the Safety Policy & Standards Directorate (SPS):
 - SPS Directorate established to:
 - Manage the development and implementation of SSP and SMS.
 - Coordinate with Aviation Safety Directorate (ASD) on processes and procedures to develop and implement requirements for SSP and SMS.
 - Coordinate with Teams established to be responsible for the development of SSP and SMS requirements

State Safety Program Management

NSP DEVELOPEMENT

- National Safety Programme developed and launched in August 2014, by the minister Responsible for Civil Aviation.
- Three NSP implementation Teams were initiated According to SSP Framework.
- NSP team members were carefully selected from the authority with significant participation from the Industry.
- NSP Teams started work immediately and over the following nine months the NSP document and the SMS requirements (Sudan Civil Aviation Regulations (SUCAR Part 19 :Safety Management)) were developed, reviewed and promulgated by the Board.
- The Minister gave his consent and they entered into force as of 1 June 2015.

NSP DEVELOPMENT CHALLENGES

1. **Creation of awareness and support industry-wide**
 - Awareness and acceptance by high-level management.
 - Getting the involvement of the Industry in the development process.
 - Development and conduct of seminars and workshops to all concerned personnel.
2. **Developing a skilled manpower to implement the NSP and SMS**
 - Development of NSP/SMS Specific Implementation courses (how to).
 - Identification of who is going to be trained and to what level
 - Provision of NSP/SMS Implementation training courses to the appropriate personnel (122 personnel trained from the SCAA and the Industry (share)).

NSP DEVELOPMENT CHALLENGES

3. Selection of implementation leaders

1. Safety Champions:

- a) Conduct gap analysis of the service providers SMS.
- b) Develop/review service providers SMS Manual.
- c) Provide or support the provision of applicable SMS training .
- d) review and acceptance of service providers Safety Management System by appropriate SCAA ASD directorate.
- e) Assist the effective implementation of the SMS.
- f) Submit monthly report of their activities and progress made in the process of SMS implementation
- g) follow –up on the implementation and maintenance of the SMS

NSP DEVELOPMENT CHALLENGES

3. Selection of implementation leaders

2. Specific leadership training:

- Safety Management Implementation Team (SMIT) structured from the safety Champions and SUDAN CAA Experts.
- SMIT members were further provided with additional training to enable them provide support to service providers and SCAA and lead the actual implementation of SMS in Sudan:
 - Strategies for the Implementation of SMS>
 - Leadership,
 - motivation and,
 - Organizational Culture

3. Cooperation of Industry Leaders.

- Agreement with Industry leaders signed to allow and promote champions to perform the implementation plan

NSP DEVELOPMENT CHALLENGES

4. System for the collection, analysis of data and exchange of information
 - Regulatory requirement:
 - Reporting System Policy and Manual
 - SPS as the central deposit for national data collection and analysis.
 - SPS as the lead Directorate to coordinate information exchange.
 - Industry's problems with the collection of data.

NSP DEVELOPMENT CHALLENGES

5. The Limited size of the Industry and limited resources.

- Size of operation : (SMIT work covers):-
 - (10) Air Operator. – (2) Certified Airports.
 - (4) Ground Handling Agents –(1) ANSP
 - (1) AMO – (1) ATO
 - (10) Aerial Work Organization.
- Developing appropriate expertise.
- Developing a system for the exchange of information.

NSP DEVELOPMENT BENEFITS

1. Enhanced knowledge and understanding of the concept
 - Opportunity to train a large number of personnel
 - High level awareness and interest among appropriate government officials and high-level management
 - Effective support to the safety system from high-level management

NSP DEVELOPMENT BENEFITS

2. Closer coordination and cooperation between the SCAA and the Industry
 - SCAA Inspectors, Implementation Team members working closely with Safety managers of Industry
 - Bi-monthly meetings with all safety managers and officers providing the opportunity for closer cooperation
 - The cooperation serving as a catalyst to coordinate and cooperate in other activities
 - Industry on the verge of developing SMS documentations in line with SUAR Part 19 requirements.

NSP DEVELOPMENT BENEFITS

3. Effective implementation of SMS

- All relevant industry participants eager to implement their SMS in the shortest possible time
- Safety Champions assisting in the review of SMS documentation received from the Industry
- The coordinated and cooperated exercise further enhancing the knowledge base of the aviation industry in general

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 80%. 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.



The data used to evaluate those levels is self-reported by the State and not validated by ICAO.

CONCLUSION

- Although the Sudan NSP has not yet been 100% implemented and is under implementation process, we are convinced that we are on the right path and that we will be able to achieve full implementation by June 2017 (data analysis system effectively implemented).
- SCAA is aware of the resources and time that is required to achieve effective implementation of a SMS by a service provider as this also Depends on the resources available and the preparedness of the specific service provider to implement SMS as required by SUCAR 19.

CONCLUSION

- SCAA, in addition to providing seminars, workshops and trainings will also be involved in providing direct assistance to service providers that require and(or) request for assistance in developing and establishing their SMS.

Lessons Learned

- Government Full support.
- High Level Management understanding.
- Accompany the industry since the beginning and active Engagement of Industry Leaders.
- Clear Plan with specific timeframe.
- Preparing program that serves all Industries rather than aviation industry only.
- Training, and
- Keep Momentum



Thank You !

