

SOUTH AFRICAN



CIVIL AVIATION
AUTHORITY

AFI AVIATION SYMPOSIUM MEETING

Sustainability of a State Safety Oversight System

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Sustainable State Safety oversight system contemporary definition

What is sustainability of a state safety oversight system?

This refers to the state safety oversight system's ability to function effectively and continuously over the long term. A sustainable system ensures that safety oversight activities are carried out consistently, resources are allocated appropriately, and regulatory requirements are met to maintain and improve safety performance.

Key factors that contribute to the State Safety oversight system

Political will:

- Political will to support the Civil aviation safety oversight system is crucial in enabling the CAA the platform to participate.

Leadership:

- The importance of sound leadership that is underpinned by the safety culture at the CAA level cannot be undermined.

Key factors that contribute to the State Safety oversight system

Legislative and Regulatory Framework (CE-1 and 2):

- States need to develop a robust legal and regulatory framework as their foundation for safety oversight. It should include clear laws and regulations that establish the authority, responsibilities, and requirements for the oversight system. In addition, procedures and processes in relation to rule making should take into consideration applicability dates of SARPS to avoid a gap at any given time. States must also continue to manage their differences on the OLF.

Organisational Capacity (CE-3):

- Adequate organisational capacity is essential for sustaining safety oversight. This includes having dedicated, competent and qualified personnel, well-defined roles and responsibilities, and appropriate organizational structures within the safety oversight organisation.

Key factors that contribute to the State Safety oversight system cont.

- To complement the appropriate organisational structure, states should have adequate resources that will enable it to sustaining a safety oversight system, these resources are; sufficient financial capacity, human, and technical resources. Governments need to allocate adequate funding to support oversight activities, training programs, infrastructure, and the procurement of necessary equipment and technology.

Competency and training (CE-4):

- Ongoing training and competency development programs are vital for the sustainability of a safety oversight system. Regular training helps ensure that oversight personnel stay updated with the latest safety standards, regulations, and best practices.

Key factors that contribute to the State Safety oversight system cont.

Stakeholder Engagement:

- Effective stakeholder engagement is essential to sustain a safety oversight system. Collaboration, corporation and communication with aviation industry stakeholders, such as airlines, airports, and maintenance organizations, foster a shared commitment to safety and enable the system to address emerging issues proactively.

Continuous Improvement:

- This is crucial for the long-term sustainability of a safety oversight system. Regular reviews, audits, and evaluations help identify areas for improvement and ensure that the oversight system adapts to evolving safety risks and challenges.

Critical ICAO requirement to consider

ICAO Doc 10004; GASP provide guidance for member states to develop the NASP in alignment with the RASP and GASP goals and targets. It is essential to understand that sustainability of an effective state safety oversight system start with achieving amongst others, GASP goal number 2 together with the associated target 2.1:

<i>ICAO ASPIRATIONAL SAFETY GOAL "ZERO FATALITIES BY 2030 AND BEYOND"</i>			
<i>Goal</i>	<i>Target</i>		<i>Examples of Indicators</i>
Goal 2: Strengthen States' safety oversight capabilities	2.1	All States to improve their score for the effective implementation (EI) of the critical elements (CEs) of the State's safety oversight system (with focus on priority PQs) as follows: a) by 2024 – 75 per cent EI score b) by 2026 – 85 per cent EI score c) by 2030 – 95 per cent EI score	<ul style="list-style-type: none"> • Number of States that met the EI score as per the timelines • Number of States that have fully implemented the priority PQs • Percentage of required corrective action plans (CAPs) submitted by States (using OLF) • Percentage of completed CAPs per State (using OLF)

Continuous improvement – RSA Context

To embrace State safety oversight system sustainability, South Africa took the following approach:

- 2013 – establishment of the ICAO Compliance department (NCCMC team)
- 2014 – capacitate the department with six staff members (NCCMC, four specialists, and administrator).
- 2015 onwards - five of the six staff members complete ICAO USOAP CMA CBT in the following audit areas; NCCMC – AIR, LEG and ORG, specialist 1 – OPS, Specialist 2 – AIR, specialist 3 - AGA, and specialist 4 – ANS.

Continuous improvement – RSA context cont.

Responsibilities:

- NCMC – appointed by the Director of Civil Aviation, and designated by the National Department of Transport, is responsible for the management of state USOAP CMA obligations, by developing and ensuring the implementation of the state USOAP CMA annual work program.
- In coordination and collaboration with audit areas, including entities that are outside the Civil Aviation Authority, specialists ensure on a continuous basis compliance with USOAP CMA MOU, provide guidance and ensure alignment with ICAO prescripts, before updating the OLF, subject to quality control by the NCMC.

Continuous improvement – RSA context cont.

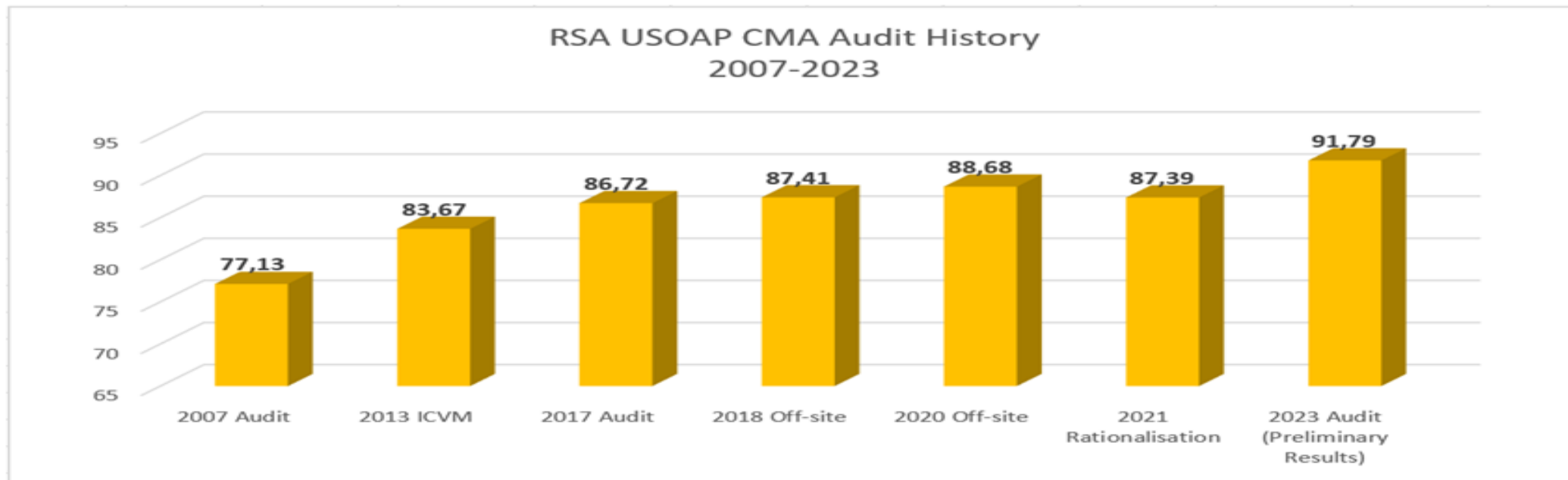
Responsibility allocation:

- Specialist 1 - CBT in OPS, he is responsible for PEL and OPS.
- Specialist 2 - CBT in AIR, he is responsible for AIR and AIID.
- Specialist 3 - CBT in ANS, she is responsible for ANS and ORG.
- Specialist 4- CBT in AGA, he is responsible for AGA and LEG.

Continuous improvement – RSA context cont.

This approach has produced gradually improving results as follows:

SUMMARY OF STATE USOAP CMA EFFECTIVE IMPLEMENTATION PERFORMANCE (2013 TO 2023 - 10 years):



Conclusion

- Without suitability qualified and competent inspectorate workforce, and financial commitment, member states will not have the capacity to ensure a sustainable safety oversight system.

Thank you all