

**INTERNATIONAL CIVIL AVIATION  
ORGANIZATION**

**Sixth Meeting of the APIRG Airspace and Aerodrome Operations  
Sub-Group  
(AAO/SG 6)**

**Agenda Item: Achievements in AAO/SG:**

**ACTIVITIES UNDERTAKEN BY SASO IN THE REGION**  
*(Presented by SASO)*

<b>SUMMARY</b>
<p>The SADC Aviation Safety Organisation (SASO), a Subsidiary Organisation within SADC exists to enhance civil aviation safety of member states.</p> <p>One of the main objectives of SASO is to assist SADC States to address the challenge of attracting and retaining critical inspector skills. It is envisaged that through collaboration and appropriate National Safety Inspector (NSI) secondment arrangements with SADC Members States, considerable leverage will be realized in addressing the inspector skills shortage.</p>
<p><b>REFERENCE:</b></p> <ul style="list-style-type: none"> <li>a) SASO Charter</li> <li>b) SASO Activity Report</li> </ul>
<p><b>Related ICAO Strategic Objective(s):</b></p> <ul style="list-style-type: none"> <li>➤ A- Safety    B- Capacity and Efficiency</li> </ul>

**1. Introduction**

1.1 This information paper provides information on the activities that have been undertaken by SASO in Building Capacity in the region and assisting Member States in meeting their safety oversight obligations and responsibilities under the Convention on International Civil Aviation signed in Chicago on 7 December 1944 and its safety-related Annexes and Documents.

1.2 The ANS and AGA domains have a very low effective implementation (EI) when compared to the other domains. There are only 3 out the 16 SADC Member States that have achieved an EI that is above 75% and under Aerodromes there are only two, as shown in the table below:

<b>STATE</b>	<b>ANS – EI %</b>	<b>AGA – EI %</b>
1. <b>Angola</b>	41	68
2. <b>Botswana</b>	82.41	46.23
3. <b>Comoros</b>	25.23	35.25
4. <b>Democratic Republic of Congo</b>	44.63	36.72

5. <b>Eswatini</b>	10.58	11.32
6. <b>Lesotho</b>	18.69	3.64
7. <b>Madagascar</b>	92.31	70.37
8. <b>Malawi</b>	44.66	13.39
9. <b>Mauritius</b>	49.53	94.17
10. <b>Mozambique</b>	65.42	32.71
11. <b>Namibia</b>	30.19	61.26
12. <b>Seychelles</b>	55.96	15.97
13. <b>South Africa</b>	92.56	87.69
14. <b>United Republic of Tanzania</b>	66.36	61.34
15. <b>Zambia</b>	48.08	48.60
16. <b>Zimbabwe</b>	55.96	57.69

1.3 In trying to improve the effective implementation, SASO has established a National Safety Inspectors (NSI) Programme. The objective of this programme is to build capacity, so that there are competent NSI within SASO that will be able to assist those Member States with a very low EI. A good case of the successfully Assistance Mission is of Botswana who moved from **59.26 %** to **82.41%** in ANS during the ICVM.

## 2. Discussion

2.1 Under the NSI programme, 40 inspectors from Angola, Botswana, Eswatini, Lesotho, Madagascar, Malawi, Namibia, South Africa, Tanzania, Zambia and Zimbabwe were trained in December 2021. Beginning 2022, these inspectors participated in assistance missions in Botswana, Eswatini, Lesotho, and Namibia. They also took part in Aviation Safety Group Meetings which drafted the generic regulations

2.2 Generic regulations from all 5 domains namely AGA, and ANS, were finalized. SASO held a successful a workshop to roll out these regulations in July 2023. The participation of States in the roll out was financed by SASO under the EASA Project. On the backdrop of the regulations' development meetings, each domain was tasked to review the safety oversight needs and challenges within the SADC region. The NSIs who were participating as experts in their areas, were seconded as members of the Aviation Safety Working Groups

2.3 One of the Challenges in the SADC region has been lack of sufficient number of adequately qualified, experienced and trained technical staff in many of the States

audited by ICAO. Even when there is commitment to comply with safety oversight requirements, the level of aviation activity within some of the States may not be sufficient to generate the funding required to sustain an effective safety oversight capability. In such cases, training of technical personnel is usually the first casualty. USOAP audits have shown that there is often an insufficient number of qualified personnel available for States to fulfil their safety oversight responsibilities. In addition, due to a lack of financial resources, training may not be adequate to ensure the currency and competency of technical personnel.

2.4 In pursuant to paragraph 2.3 above SASO through the EASA funding developed a Strategic Plan for 2023 to 2028 which includes that capacitation of NSI in the Domains of AGA and ANS. Some of the training plans plans are long term and will be fully realized in 2 or 3 years. SASO has so far conducted the following:

No.	Type of Course conducted	Date Conducted	Number of ANS / AGA NSIs Trained
1.	Training on the development of Regulations	9 <sup>th</sup> to 14 <sup>th</sup> May 2022	19
2.	Training Instructor Course 1	1 <sup>st</sup> to 30 <sup>th</sup> July 2022	6
3.	Training Instructor Course 2	22 <sup>nd</sup> to 26 <sup>th</sup> August 2022	6
4.	Resolution of safety Concerns	17 <sup>th</sup> to 21 <sup>st</sup> October 2022	8
5.	Training Developers Course	24 <sup>th</sup> April to 5 <sup>th</sup> May 2023	2 from AGA
6.	Aerodrome Certification Workshop	16 <sup>th</sup> to 20 <sup>th</sup> January 2023	4 from AGA
7.	Virtual Classroom Instruction	5 <sup>th</sup> July 2023	10
8.	ICAO USAOP CMA (CBT)	1 <sup>st</sup> August to 31 <sup>st</sup> October 2023	16

2.5 In collaboration with CASSOA and ICAO ESAF, SASO is planning to develop an AGA GSI course for Eastern and Southern Africa. Some of the trained NSIs will be involved in this project.

2.6 In January 2023, in collaboration with ICAO ESAF, SASO organised an AGA certification workshop which was hosted by the South African Civil Aviation Authority in Johannesburg, South Africa. The course was attended by 52 participants from Various Member States and they included both regulators and operators. Many positive comments were received from that training.

### 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Take note of the SASO information paper

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