

# SUDAN NATIONAL SAFETY PROGRAM EXPERIANCE

ICAO & COSCAP  
SMS WORKHOP  
(KUWAIT 25-27 MAY 2015)



## **Presentatin Out Lines:**

- HISTORICAL BACKGROUND.
- SUDAN NSP ESTABLISHMENT.
- SUDAN NSP FRAMEWORK.
- SUCAR PART 19.
- THE CURRENT STATUS.
- CONCLUSION.



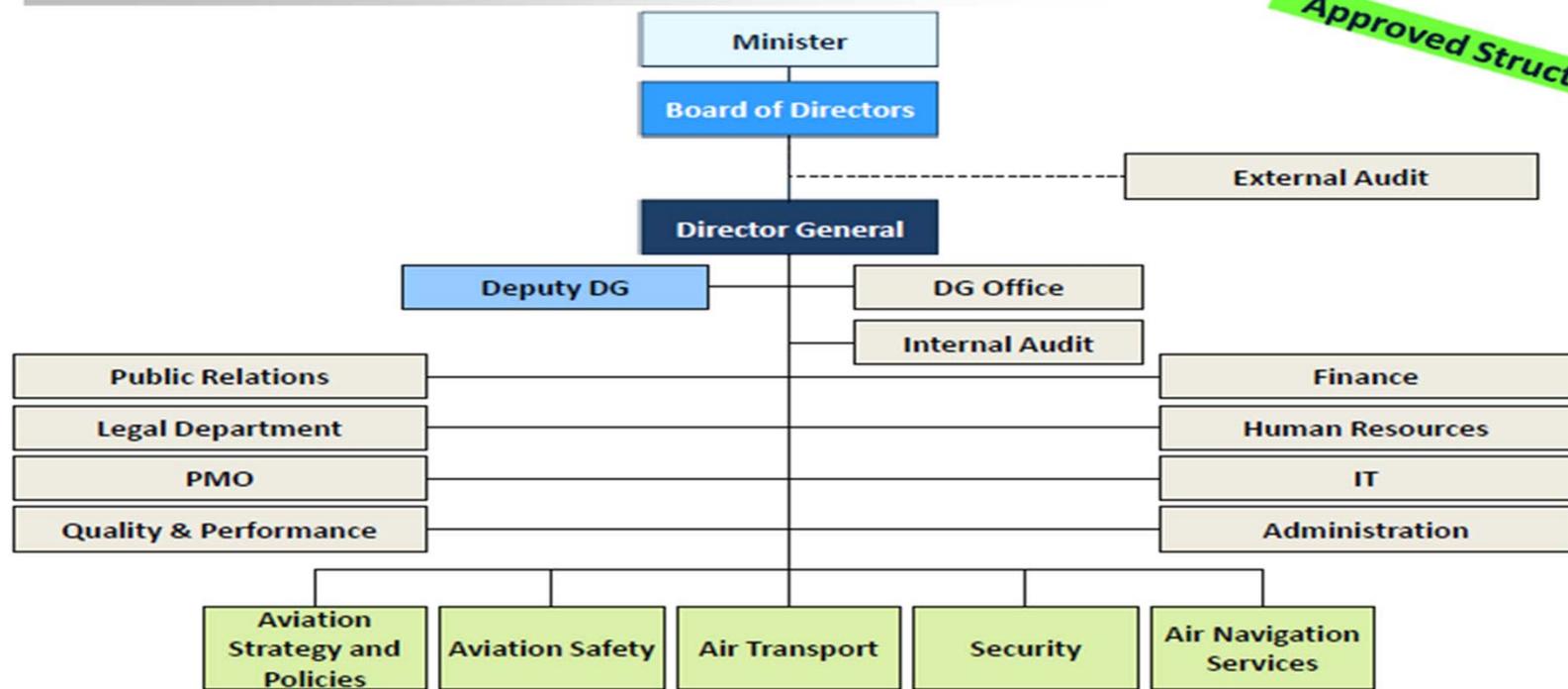
# HISTORICLL BACKGROUND



# HISTORICAL BACKGROUND:

- SCAA WAS AN ORGANIZATION INCLUDES THE TWO BODIES, THE REGULATORY BODY AND THE OPERATIONAL BODY.
- IN 2012, SUDAN RESTRUCTURED THE SCAA AND SEPARATED THE BODIES:-  
SUDAN CIVIL AVIATION AUTHORITY / SUDAN AIRPORTS HOLDING COMPANY

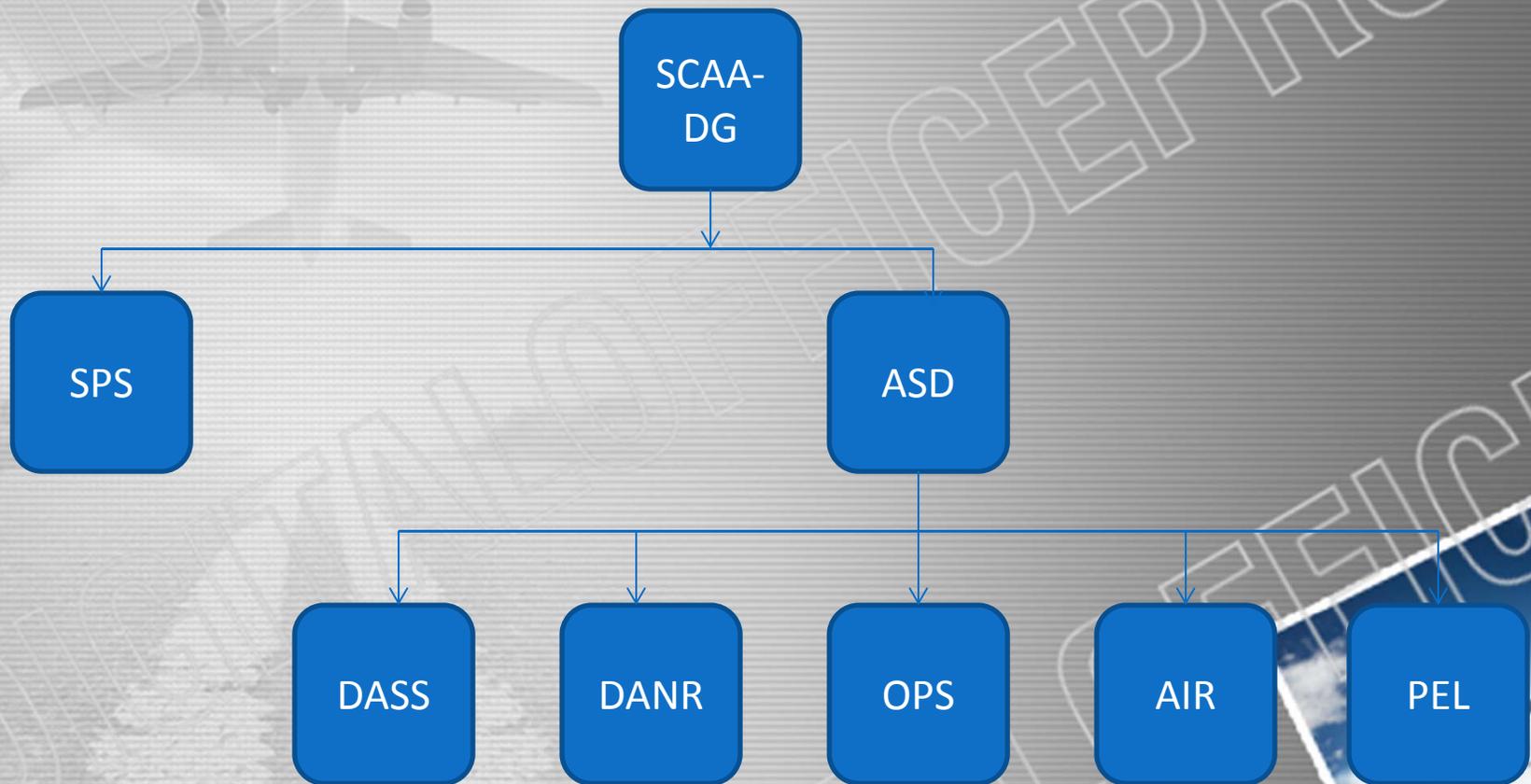
## SCAA Approved Level -1 Structure



Approved Structure

# SCAA ORGNIZATIOANL STRUCTURE

- SCAA ORGNIZATION STRUCURE HAVE AN AVIATION SAFETY DEPARTMENTS WICH CONSIST OF 5 SAFETY DIRECTORATES:



# SCAA ORGNIZATIOANL STRUCTURE

- SCAA HAS ESTABLISHED A SPECIFIC DIRECTORATE REPORTED DIRECTLY TO THE DG, NAMED SPS (SAFETY POLICIES AND STANDARDS, RESPONSIBLE OF ESTABLISHMENT AND IMPLEMENTATION OF SSP AND SMS.
- SPS DIRECTORATE MAIN TASKS IS:-
  - SAFETY MANAGEMNT REGULATIONS IN SUDAN INCLUDE ANNEX19 REGULATIONS (SUCAR Part 19).
  - SUDAN NATIONAL SAFETY PROGRM ESTABLISHING AND IMPLEMENTATION (SNSP).
  - COORDINATION WITH ASD DIRECTORATES TO ENSURE COMPLIANCE WITH SAFETY STANDARDS.
  - PERFORM REGULAR AUDITS ON THE IMPLEMENTATION OF SAFETY STANDARDS.



# **SCAA ORGNIZATIOANL STRUCTURE**

- ACCORDING TO SNSPFRAMEWORK , SPS DIRECTORATE IS DEVIDED INTO THREE SECTIONS:
  - SAFETY POLICIES AND OBJECTIVES SECTION.
  - SAFETY RISK MANAGEMENT SECTION.
  - SAFETY ASSURANCE SECTION.
- THE 4<sup>TH</sup> ELEMNT OF SSP FRAMEWORK ( SAFETY PROMOTION AND COMMUNICATION IS SHARED BETWEEN THE THREE SECTIONS.



**SUDAN**  
**NSP**  
**ESTABLISHMENT**



# SUDAN NSP ESTABLISHMENT

- SUDAN NATIONAL SAFETY PROGRAMME HAS FOUND A HIGH CONSIDERATION FROM THE STATE, AND LAUNCHED IN AUGUST 2014, BY THE MINISTER OF DEFENCE.
- SNSP IMPLEMENTATION PLAN WAS PREPARED BY THE DG SAFETY ADVISOR ON JUNE 2014.
- THE PLAN DURATION IS 18 WITH TWO PHASES:-
  - 9 MONTHS FOR ESTABLISHMENT PHASE STARTED FROM JULY 2014.
  - 9 MONTHS FOR IMPLEMENTATION PHASE STARTED FROM APRIL 2015.



# SUDAN NSP ESTABLISHMENT

- THREE IMPLEMENTATION TEAMS ESTABLISHED BY DECREE FROM SCAA DG, WITH A **SAFETY REVIEW BOARD** FROM SENIOR STAFF.
- THE TEAM MEMEBERS WERE CAREFULLY SELECTED FROM SPS, ASD DIRECTORATES AND THE INDUSTRY, SPS HEAD SECTIONS WERE THE RAPPORTEURS.
- A DETAILED IMPLEMENTATION PLAN DEVELOPED BY THE TEAMS.

Sudan  
CIVIL AVIATION AUTHORITY  
D. G. OFFICE

اسم الله الرحمن الرحيم  
سلطنة السودان  
سلطة الطيران المدني  
مكتب المدير العام

المررة : سطر م ع/ع م 14/ع  
التاريخ : 1 مارس 2015

**قرار رقم ( 14 ) لسنة 2015م بتكوين فرق عمل برنامج السلامة الوطني NSP**

عملاً بالسلطات المخولة لي بموجب المادة 12 (و) (2) من قانون تنظيم الطيران المدني لسنة 2010م أصدر القرار الآتي لعمه :-  
**أولاً: أسم القرار ويبدء العمل به:-**  
يسمى هذا القرار قرار رقم ( 14 ) لسنة 2015م بتكوين فرق عمل برنامج السلامة الوطني NSP ويعمل به من تاريخ التوقيع عليه.

**ثانياً: تشكيل اللجان والفرق :**

تكوين لجان وفرق عمل برنامج السلامة الوطني والواجبات والمسؤوليات :-

تكون لجنة عليا للمراجعة والتقييم لم ثلاثة فرق لتطوير برنامج السلامة الوطني من موكفي سلطة الطيران المدني و أعضاء من شركات صناعة الطيران المدني ، لتضطلع بمسؤولية تطوير مختلف عناصر (مكونات) برنامج السلامة الوطني تحت قيادة مدير إدارة سياسات ومقاييس السلامة.

تكون اللجنة العليا والفرق على النحو التالي:

- اللجنة العليا للمراجعة والتقييم على النحو التالي :-
  - 1- السيدة / نعيمة علي عمر رئيساً
  - 2- السيدة/ فاطمة محمد عبد الطيف عضواً
  - 3- السيد/ حسين نائل احمد عضواً ومقرراً
  - 4- السيد/ امين ادم حامد عضواً
  - 5- السيد/ عبدالمنعم الشويخ احمد عضواً
  - 6- السيد/ يحي حسن الهدي عضواً
  - 7- السيد/ عبدالرحمن بخيت عضواً
  - 8- السيد/ كامل محمود البكري عضواً
  - 9- السيد/ كامل احمد محمد عضواً
- الفريق الأول : فريق سياسات وأهداف السلامة في السودان
  - 1- السيد/ حسن وقيع الله صالح رئيساً
  - 2- السيد/ بهاء الدين عبدالرحيم عضواً ومقرراً
  - 3- السيد/ قنصي بلال بلال عبدالله عضواً
  - 4- السيد/ ايهاب محمد محبوب عضواً
  - 5- السيدة/ خالدة محمد الحسن الجزل عضواً
  - 6- السيد/ آدم موسى محمد عضواً
  - 7- السيدة/ خديجة محمد علي عضواً
  - 8- السيد/ محمد السبائي السيد مكي عضواً

Tel : +249 183 772 366 Fax : +249 183 779 715 E-mail : info@caa.gov.sd www.caa-sudan.net

# SSP WORKSHOP FOR NSP TEAMS AT SUDAFAST

- THE TEAM PARTICIPATE IN AN SSP/SMS WORKSHOP IN SUDAN AVIATION ACADEMY AT START OF ESTABLISHMENT OF NSP.



# SUDAN NATIONAL SAFETY PROGRAMME



THE REPUBLIC OF SUDAN



## SUDAN NATIONAL AVIATION SAFETY PROGRAMME (NSP)

First Edition  
March 2015

# **SUDAN NSP FRAMEWORK**

- 1. AVIATION SAFETY POLICIES AND OBJECTIVES.**
- 2. AVIATION SAFETY RISK MANAGEMENT.**
- 3. AVIAITON SAFETY ASSURANCE & SUPERVISION.**
- 4. HUMAN CAPABILITIES DEVELOPEMENT FOR AVIAITON SAFETY.**



# SUDAN NSP FRAMEWORK

## 1. NATIONAL AVIATION SAFETY POLICIES AND OBJECTIVES:

### 1.1 National aviation safety legislation

- SUDAN Civil Aviation Act.
- SUDAN Civil Aviation Regulations (SuCARS).
- Quasi-regulatory documents such as Operational Policies, Orders, Directives, Sudan Civil Aviation Safety Publications (SCAP's), Advisory Circulars (ACs).
- Procedures, Guidance Material and Handbooks specifically developed to enable SCAA technical staff members and relevant industry players to implement the requirements contained in the SUCARs.



# SUDAN NSP FRAMEWORK

## 1. NATIONAL AVIATION SAFETY POLICIES AND OBJECTIVES:

### 1.2 Safety responsibilities and accountabilities:

- Responsibilities and accountabilities of the Director General of Civil Aviation are clearly defined and documented in Chapter 1 of the Sudan Civil Aviation Act .
- Those responsibilities and accountabilities include the directives to plan, organize, develop, maintain, control and continuously improve the NSP in a manner that meets Sudan's safety objectives.
- All officers and staff of the Sudan Civil Aviation Authority bear accountabilities commensurate with the level of their duties and responsibilities in the implementation and management of the NSP.



# **SUDAN NSP FRAMEWORK**

## **1. NATIONAL AVIATION SAFETY POLICIES AND OBJECTIVES:**

### **1.3 Accident and incident investigation Policy**

➤ SP DOC 002 – Accident Investigation Policy Manual

### **1.4 Regulatory Enforcement policy.**

» NSP Doc 003 – Regulatory Enforcement Policy Manual



# **SUDAN NSP FRAMEWORK**

## **2. NATIONAL AVIATION SAFETY RISK MANAGEMENT.**

### **2.1. Safety requirements for the service provider's SMS**

- guidance and procedures for the implementation of acceptable level of safety (ALoS).
- Sudan Safety Management Manual (SSMM) providing guidance to service providers that are required to establish a safety management system.
- The SSMM would contain specific instructions and guidance for a specific area of activity requiring a SMS

### **2.2. Agreement on the service provider's safety performance**



# **SUDAN NSP FRAMEWORK**

## 3. NATIONAL AVIATION SAFETY ASSURANCE AND SUPERVISION:-

### 3.1. Safety Oversight System.

- Sudan has adopted the eight critical elements of a safety oversight system defined by ICAO and has established a system to ensure their effective monitoring.
- Sudan has developed and established a system for an internal review of its regulatory and administrative processes and activities with regard to its overall safety oversight obligations.



# SUDAN NSP FRAMEWORK

## 3. NATIONAL AVIATION SAFETY ASSURANCE AND SUPERVISION:-

### 3.2. Safety data collection, analysis and exchange:

- Sudan has established a safety data collection and processing system (SDCPS) to ensure the capture, storage and aggregation of data on accidents, incidents, and hazards obtained through the mandatory and voluntary reports.
- The SDCPS shall be supported by the requirement for service providers to report accidents, serious incidents and any other incidents deemed reportable under SUCAR 19 – Aviation Safety Management requirements.

### 3.3. Safety-data-driven targeting of oversight of areas of greater concern or need.



# **SUDAN NSP FRAMEWORK**

## **3. NATIONAL AVIATION SAFETY ASSURANCE AND SUPERVISION:-**

**3.3. Safety-data-driven targeting of oversight of areas of greater concern or need.**

➤ The SCAA shall establish procedures to develop and process information from the aggregate stored data and to actively share safety information with service providers and/or other States as appropriate.



# **SUDAN NSP FRAMEWORK**

- **Human Capabilities Development for Aviation Safety (safety promotion):**

4.1 Internal training, communication and dissemination of safety information

4.2 External training, communication and dissemination of safety information

- Sudan shall provide training and foster awareness and two-way communication of safety relevant information to support the development of an organizational culture that promotes the establishment and management of effective and efficient NSP and service providers' safety management systems>
- The SCAA shall establish a system to communicate and disseminate safety relevant information both internally and externally using various methods as applicable.
- Those would include: circulars, letters, e-mail messages, the SCAA website (internal and public), notice boards, safety alerts, Periodicals and public communication systems as may be applicable.



**SUCAR PART**  
**19- AVIATION**  
**SAFETY**  
**MANAGEMENTS**



THE REPUBLIC OF SUDAN  
SUDAN CIVIL AVIATION AUTHORITY



SUDAN CIVIL AVIATION REGULATIONS  
**SUCAR PART 19**  
AVIATION SAFETY MANAGEMENT

First Edition  
March 2014

# **SUCAR PART 19- AVIATION SAFETY MANAGEMNT**

- **REQUIREMENT FOR SAFETY MANAGEMENT SYSTEMS (SMS);\_**
  - ***Specific Requirements for the Framework of Service Provider's SMS:-***
    - Safety policy and objectives
    - Safety accountabilities
    - Appointment of key personnel
    - Coordination of emergency response planning
    - SMS documentation
  - ***Safety Risk Management***
    - Hazard identification
    - Safety risk assessment and mitigation
  - ***Safety Assurance:***
    - Safety performance monitoring and measurement
    - Management of change
    - Continuous improvement of the SMS
    - Safety promotion



# SUCAR PART 19- AVIATION SAFETY MANAGEMNTS

- REQUIREMENT FOR SAFETY MANAGEMENT SYSTEMS (SMS);\_
  - SAFETY DATA COLLECTION AND ANALYSIS:
    - *Safety Data Collection*
    - *Safety Occurrence Reporting*
      - Mandatory reporting
      - Accident/Incident classification
      - Follow-up/Investigations
      - Voluntary reporting
  - SAFETY DATA PROTECTION
  - SAFETY PERFORMANCE INDICATORS



# THE CURRENT STATUS



# THE CURRENT STATUS

- **NSP GAP ANALYSIS CONDUCTED.**
- **NSP DOCUMENTATION SYSTEM:**
  - **NSP DOC 001** : SUDAN NATIONAL SAFETY PROGRAM:  
contains the principles and requirements of the NSP
  - **NSP DOC 002**: ACCIDENT INVESTIGATION POLICY MANUAL.
  - **NSP DOC 003**: REGULATORY ENFORCEMENT POLICY MANUAL.
  - **NSP DOC 004**: SUDAN SAFETY MANAGEMENT MANUAL: .  
(contains specific policies and implementation processes contributing to the efficiency and effectiveness of the NSP implementation and maintenance )



# **THE CURRENT STATUS**

- **SUCAR PART 19: AVIATION SAFETY MANAGEMENT.**
  - contains regulatory requirements that fully comply with the SARPs contained in Annex 19 – Safety Management to the Convention on International Civil Aviation
- **SUDAN Safety Policies:-**
  - Aviation Management Policy
  - Staff Recruitment Policy
  - Staff Assessment and Evaluation Policy
  - Standards development and Promulgation Policy
  - Safety Management Policy
  - Safety Assurance Policy
  - Safety Training Policy



# THE CURRENT STATUS

- Coordination (between Organizations with responsibility for an aviation activity) Policy
  - Safety Standards and Procedures Development Policy
  - Certification Policy
  - Surveillance Policy
  - Accident and Incident Investigation Policy
  - Regulatory Enforcement Policy; and
  - Other relevant policies that may be proposed by the NSP Teams.
- Other guidance materials:-
    - Rule Making Manual
    - Reporting system manual



# THE CURRENT STATUS

- ICAO State Safety Briefing – (SSP) Implementation.
- Sudan is at Level 3 of SSP levels.

## 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 60%. 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.

# THE CURRENT STATUS

- SCAA is conducting awareness seminars, workshops and training courses introducing and explaining the NSP and the requirements contained in SUCAR 19 to all concerned personnel from the SCAA and the Industry.
- These training courses are designed not only to enhance knowledge and understanding of the NSP and SMS requirements but also to assist in the effective implementation of the NSP as well as the SMS requirements by the relevant service providers.
- They are provided to all personnel that require having a certain level of understanding of the NSP and the SMS commensurate with their level of involvement in the implementation of the NSP and the SMS.



# CONCLUSION

- Although the Sudan NSP is still under establishment and implementation has only started recently, we are convinced that we are on the right path and that we will be able to achieve full implementation within 2016.
- **Although actual implementation is in the initial stage, we are confident that by the end of this year our SNSP and SMS requirements would be mature enough to ensure an effective and total implementation during the first six months of 2016**
- 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.
- SCAA, in addition to providing seminars, workshops and trainings will also be involved in providing direct assistance to service providers that require and request for assistance in developing and establishing their SMS.





# Thank You !

