



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Tenth Meeting of the Regional Aviation Safety Group for the AFI Region (RASG-AFI/10)

7 November 2024

Agenda Item 4: Status of implementation of the GASP safety goals, targets and indicators including the priorities set for the RASG-AFI Region

4.3. Other Safety initiatives

Initiatives undertaken by SASO to enhance safety oversight in the SADC region

(Presented by SADC Aviation Safety Organisation (SASO))

SUMMARY	
This information paper presents highlights of the initiatives that were undertaken by SASO to improve aviation safety in the SADC region. In addition, it outlines programmes and activities that are being pursued.	
Action by the Meeting is in paragraph 3.	
<i>Strategic Objectives:</i>	Safety and Air Navigation Capacity and Efficiency

1 INTRODUCTION

1.1 The SADC Aviation Safety Organisation (SASO) became fully operational in mid-2021 with the recruitment of the Executive Director and regional staff. It had remained an interim organisation for several years while administrative formalities were being finalized.

SASO is a subsidiary organisation of the Southern African Development Community and is domiciled in the Kingdom of Eswatini. The SADC region is made up of 16 Member States. The mandate of the organisation is to promote the safe and efficient use and development of civil aviation within the SADC Region and to assist the Member States in meeting their safety oversight obligations and responsibilities under the Chicago Convention.

Since the full operationalisation of SASO, various activities have been conducted and these have resulted in a positive impact to the Member States. Some of the main activities are summarized in Section 2.

2. DISCUSSION

2.1. NSI Programme

The National Safety Inspector (NSI) programme is a cooperative inspectorate scheme for the SADC region. Eligible inspectors are nominated by Member States, are trained and qualified by SASO and then they are assigned to Member States on missions to assist with certifications, surveillance, OJT and so forth.

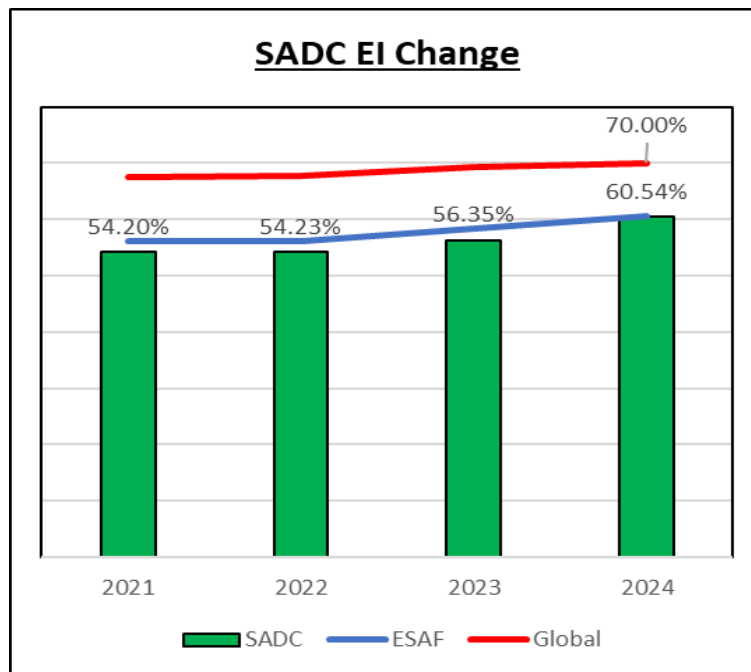
The NSI programme was instituted in the SADC region in 2021 with the nomination of inspectors by the Member States. Today, SASO has 35 NSIs in the 5 safety oversight domains of AIR, AGA, ANS, OPS & PEL.

Achievements of the NSI programme since inception:

- Number of missions conducted – 21
- Beneficiary States to date – 10
- Types of missions – audit preparations, certifications projects, surveillance, provision of OJT, SSP implementation, regulations and TGMs development etc.

2.2 EI performance

Through the NSI programme, there has been a steady increase in the SADC Effective Implementation as indicated in the image below.



Even though the SADC EI is still lower than that of the global and ESAF regions, there is a steady reduction of the difference.

2.3 Capacity building

When transitioning from being a COSCAP-SADC project to a full RSOO, one of the key strategies pursued by SASO was to capacitate inspectors through training. Since the beginning of 2022 until now, training has been provided to over 344 inspectors from the Member States. Just to highlight the scale of some of the training, 65 inspectors have been sponsored in the past year-to-date to undertake the ICAO USOAP-CMA Phases 1 & 2 courses.

Appreciation is extended to international partners such as EASA, ICAO, AFCAC, Airbus and FAA who have made these courses possible through collaborative arrangements.

2.4 Collaboration with other RSOOs and International Organisations

As one of the youngest RSOO in Africa, SASO has benefited from establishing relationships and collaborating with other RSOOs in the AFI region and beyond. Agreements have been signed with AFCAC, BAGAIA, BAGASOO, CASSOA and ICAO. Areas where these agreements have benefited SASO include manpower sharing, training and advisory services when implementing new processes.

SASO also appreciates the financial support provided by EASA through the EU-ASA project without which the bulk of the achievements thus far would not have been possible.

2.5 The future

2.5.1 SSP implementation

With the global aviation focus now shifting towards SSP implementation, SASO will focus on assisting the Member States to implement SSPs. Among others, States will be assisted to develop National Aviation Safety Plans as well as establishing and implementing data collection, analysis and reporting systems. Since automated systems are the bedrock of SSP implementation, SASO will promote the use of safety data management tools.

2.5.2 EI Improvement

The SADC region has some of the States that have the lowest EIs in the world. With the assistance from SASO, some of these States have undertaken various initiatives to improve their compliance levels. SASO will continue to work with ICAO to ensure that those initiatives are validated and are reflected on their EI score.

2.5.3 Resolution of SSCs

The SADC region has three (3) SSCs issued to two (2) States. Collaborated initiatives with ICAO and AFCAC have been ongoing to assist these States to clear their SSCs.

Discussions have been undertaken in the SADC region to consider having a cooperative NAVAIDS flight calibration scheme. The interval, versus the cost, between flight calibration of the NAVAIDS is uneconomical unless a State has many airports and/or flights. Costs could be reduced if the States worked together and coordinated that the flight calibrations be conducted at about the same time. SASO will establish a working group to objectively look into such a possibility for the SADC region.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

- a. Note the information contained in this paper;
- b. Recognize the vital role of RSOOs to improve the aviation safety and compliance levels; and
- c. Continue to support the work being done by RSOOs.