



International Civil Aviation Organization

MIDANPIRG/20 and RASG-MID/10 Meetings

(Muscat, Oman, 14-17 May 2023)

Agenda Item 5.2: Outcome of SEIG

DEVELOPMENT OF KINGDOM OF SAUDI ARABIA STATE SAFETY PROGRAM

(Presented by Saudi Arabia)

SUMMARY

This information Paper presents how the Kingdom of Saudi Arabia has developed the State Safety Program in response to the requirements of the GASP and its objectives, and as a key enabler to the growing aviation industry due to the Kingdom's Vision 2030. This Paper also presents and discusses the State Safety Program's and the National Aviation Safety Committee's governance model and how the regulator, the industry, the civil aviation stakeholders, and the military forces stakeholders interact.

REFERENCES

- ICAO Annex 19.
- ICAO 9859 Doc.

1. INTRODUCTION

1.1 The Kingdom of Saudi Arabia's (KSA) State Safety Program (SSP) is an integrated set of regulations and activities aimed at improving safety. It is a management system used for regulating, oversight and managing KSA aviation safety commensurate with the size and complexity of the Saudi aviation industry.

1.2 KSA SSP is implemented in accordance with ICAO Annex 19 in which an integrated set of regulations and activities are aimed to support the continued evolution of safety initiatives and managing KSA's aviation safety at all levels. KSA SSP is consistent with the Saudi National Aviation Safety Plan (NASP), Middle East Regional Aviation Safety Plan (MID-RASP) and the Global Aviation Safety Plan (GASP).

1.3 KSA SSP describes the philosophy and governance by which KSA manages and oversees aviation safety. It also delineates KSA SSP stakeholders' roles and responsibilities. It describes the KSA SSP mechanism to proactively act on emerging and future aviation safety hazards using risk-based surveillance and data-driven reports.

Within this Paper, KSA's SSP governance model is shared and discussed.

2. DISCUSSION

2.1 KSA State Safety Program Governance Structure

KSA SSP is designed to proactively deal with the Saudi aviation industry's safety hazards and challenges. It is aligned with ICAO, the Saudi Vision 2030 aviation objectives, and with the Saudi civil aviation strategy.

KSA SSP is implemented in a systemic manner. KSA SSP is managed and maintained by the high-level National Aviation Safety Committee (NASC), and is effectively implemented by the SSP Working Groups (SSP-WGs), including Aircraft Operations (OPS), Airworthiness of Aircraft (AIR), Air Navigation Services (ANS), and Aerodrome and Ground Aids (AGA). The General Authority of Civil Aviation (GACA) plays the leading role in these working groups, together with planning, organizing, and coordinating all KSA SSP activities. The abovementioned safety committee and working groups consist of members from various government agencies including the military, who play a vital role in the Saudi aviation system and are a key stakeholder.



2.2 National Aviation Safety Committee (NASC)

NASC acts as a forum for senior officials from the key aviation safety entities, including aviation military bodies to discuss, set, and approve KSA SSP aviation safety strategy, policy, and governance. NASC's main responsibilities include:

- ensuring effective implementation of KSA SSP through the National Aviation Safety Program (NASP),
- providing the necessary resources required to ensure safe and efficient implementation of KSA SSP,
- establishing KSA SSP safety policy and approving SSP safety promotion,
- continuous development, implementation, and review of the NASP,
- coordinating activities and responsibilities among NASC members,
- ensuring KSA aviation safety entities fulfil their respective SSP obligations,
- monitoring of overall KSA aviation safety performance, and
- monitoring and achievement of an acceptable level of safety performance (ALoSP) and KSA SSP objectives.

2.3 SSP Working Groups (SSP-WG)

SSP-WGs' main responsibilities include:

- effective implementation of KSA SSP,
- reviewing safety data, trends, and SSP implementation plans,
- reviewing other SSP and SSP-implementation related sources of information,

- providing NASC with high level recommendations and mitigation actions to alleviate the risks identified,
- providing interim (quarterly) and final (six-monthly) reports to NASC.

As aforementioned, GACA's responsibility lies in forming these SSP-WGs. The relevant GACA General Manager heads the related SSP-WG and ensures the SSP-WG subject matter experts from the industry, GACA representatives from all relevant departments, and stakeholder representatives as the working group requires, various government agencies and military forces.

KSA SSP-WGs utilize both qualitative and quantitative safety data (e.g., industry information, safety trends, accidents, and serious incidents), and known deficiencies in the KSA aviation safety oversight processes to draft the KSA SSP safety objectives. Regional safety objectives are derived from the global safety objectives identified in the GASP. This analytical process is carried out in collaboration with the multitude of aviation service providers within the KSA aviation system. KSA SSP safety objectives are brief, high-level statements of safety achievements or targets to be achieved. KSA SSP safety objectives guide the development of safety performance indicators (SPIs) and safety performance targets (SPTs).

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information in this paper.