



International Civil Aviation Organization
**Second Meeting of the Regional Aviation Safety Group –
Asia and Pacific Regions (RASG-APAC/2)**
(New Delhi, India, 08 – 09 October 2012)

Agenda Item 3: Member State / Industry Presentations

CHALLENGES OF SSP IMPLEMENTATION

(Presented by Nepal)

SUMMARY

This paper provides a brief overview the challenges ahead for the SSP implementation in the States. ALoS is the prime objective of the SSP. A clear guidance is required on the issues raised in this paper relating to the establishment of ALoS

Strategic Objectives: Safety: Enhance global civil aviation safety.

1. INTRODUCTION

1.1 State Safety Programme (SSP) describes the arrangements of the management of aviation safety in a State. It is a package of state civil aviation system that includes policy, legal framework, organization and mechanism available in a state for the establishment and maintenance of acceptable level of safety.

1.2 International Standards and Recommended Practices (SARPs) contained in the ICAO Annex 1 – Personnel Licensing, Annex 6 — Operation of Aircraft, Annex 8 — Airworthiness of Aircraft, Annex 11 — Air Traffic Services, Annex 13 — Aircraft Accident and Incident Investigation and Annex 14 — Aerodromes require ICAO Contracting States to establish a State Safety Programme (SSP) in order to achieve an Acceptable Level of Safety (ALoS) .

1.3 Chapter 6 of Safety Management Manual (Doc 9859) defines ALoS as the minimum degree of safety that must be assured by a system in actual practice. It further states that unless the notion of ALoS is understood and properly developed and implemented, it will be difficult to progress to a performance-based regulatory environment, and to monitor the actual performance of an SSP.

1.4 For the implementation of the requirements of Safety Management System, the Civil Aviation Authority of Nepal (CAAN) has promulgated this State Safety Programme, Nepal (SSP Nepal), 2011 under the power conferred by Rule 81 of Civil Aviation Rules, 2052 (1995).

1.5 In the implementation phase of the SSP, despite of some country specific challenges, Nepal observed that there are also certain generic issues applicable uniformly among the Contracting States.

2. CHALLENGES AHEAD FOR THE IMPLEMENTATION OF SSP

2.2 Philosophically, Safety Management is considered as a panacea for the maintenance of required level of safety in civil aviation. But, in practice, it is a very complex and complicated system to be implemented in real field scenario.

2.3 Nepal has developed a 3 year plan for the phased-wise implementation of SSP in the country. At present, Nepal is in the implementation stage of Phase 1 and Phase 2. Phase 3 will be developed after the evaluation of the progress made on Phase 1 and Phase 2.

2.4 The effective implementation of SSP depends upon the SMS status of service providers. Lack of resources in the part of service provider in developing countries like Nepal is found to be as the major hurdle for the effective implementation of safety management.

2.4 The availability of safety data and its exchange are the key elements for the effective implementation of SSP. Under mandatory reporting system, State can obtain only a few data from operators and service providers.

2.5 SSP is the initial implementation stage in most of the countries. There are some significant issues that need to be addressed as there is the lack information and guidance in Safety Management Manual (Doc 9859) in this regard. These issues are generic one and are applicable uniformly to all States.

2.6 The purpose of SSP, as mentioned in Doc 9859, is to achieve ALoS. However, establishment of ALoS is a very difficult task in actual operational environment. Nepal considers following issues relating to ALoS are, as stated in 2.4 are generic one, therefore need to be addressed for the effective implementation of SSP:

2.7 Establishment of ALoS in the context of varying size, operational nature and operational complexity of service providers is a real challenge.

2.8 While determining the ALoS State will have to assign a specific number of accidents as a safety target based on the past data. In this context, how the authority will convince the travelling public about the acceptance of the accident as a target in the future?

3. ACTION BY THE MEETING

3.2 The meeting is invited to:

- a) Note the issues relating to the establishment of ALoS as stated in 2.6 of this Discussion Paper;
- b) Recommend ICAO to provide a clear guidance regarding the effective implementation of SSP in practical environment.