



STATE SAFETY PROGRAM

Civil Aviation Authority IR of IRAN

SEIG/5-October 2023

Mahdi Adineh



An overview of the current implementation status of the SSP in IRAN

SMS requirements for aviation industry

SSP Gap Analysis

SSP Foundation Report

SSP Implementation Progress

Status of SSP implementation based on ICAO framework

SSP Implementation Plan Summary

Challenges of implementing SSP

Suggestion





An overview of the current implementation status of the SSP in Iran





The Islamic Republic of Iran, in line with the **complexity of aviation industry**, has initiated the implementation state safety program for years.

SSP document including the policies, processes and practices that are put in place by CAAIRI in line with ICAO SSP foundation and components.





Rev No.	Date	Inserted by	Remarks
01	February 2013	Accident and Incident Investigation	- Initial Release
02	January 2020	Safety & Quality Assurance Department	<ul style="list-style-type: none"> - Considering the SSP Gap Analysis Results - Take into account the 4th Edition of ICAO Doc 9859 - Considering the changes within CAA IRI's structure - Considering the GASP - Considering the RASP - Considering the MRUD's Transportation Safety program



Internal documents have been published in line with the implementation of SSP:

CAD 1019 (Safety Management System Guidance)

CAD1319 (Safety Management System assessment tool)

CAD1319 (Safety Management System assessment tool)

CAD 6219 (Voluntary Safety Report Procedure)

CAD 6319 (Mandatory Safety Report Procedure)

CAD 1119 (Safety Risk assessment)

CAD1819 (State Safety Program Assessment Tool)

CAAIRI Safety Reporting Regulation

<https://regulation.caa.gov.ir/en/category>



SMS requirements for aviation industry





Service Provider	SMS requirements found under	Status
ATO	CAOIRI Air Crew	Established and Implementing
Air Operator	CAOIRI Air Operations	Established and Implementing
AMO	CAOIRI Part-145	Currently drafting a document
DOA/POA holders	CAOIRI Part-21	Currently drafting a document
ATM/ANS provider	CAOIRI ATM/ANS	Established and Implementing
Aerodrome Operator	CAOIRI ADR	Established and Implementing
<u>RPAS</u>	Not Started	



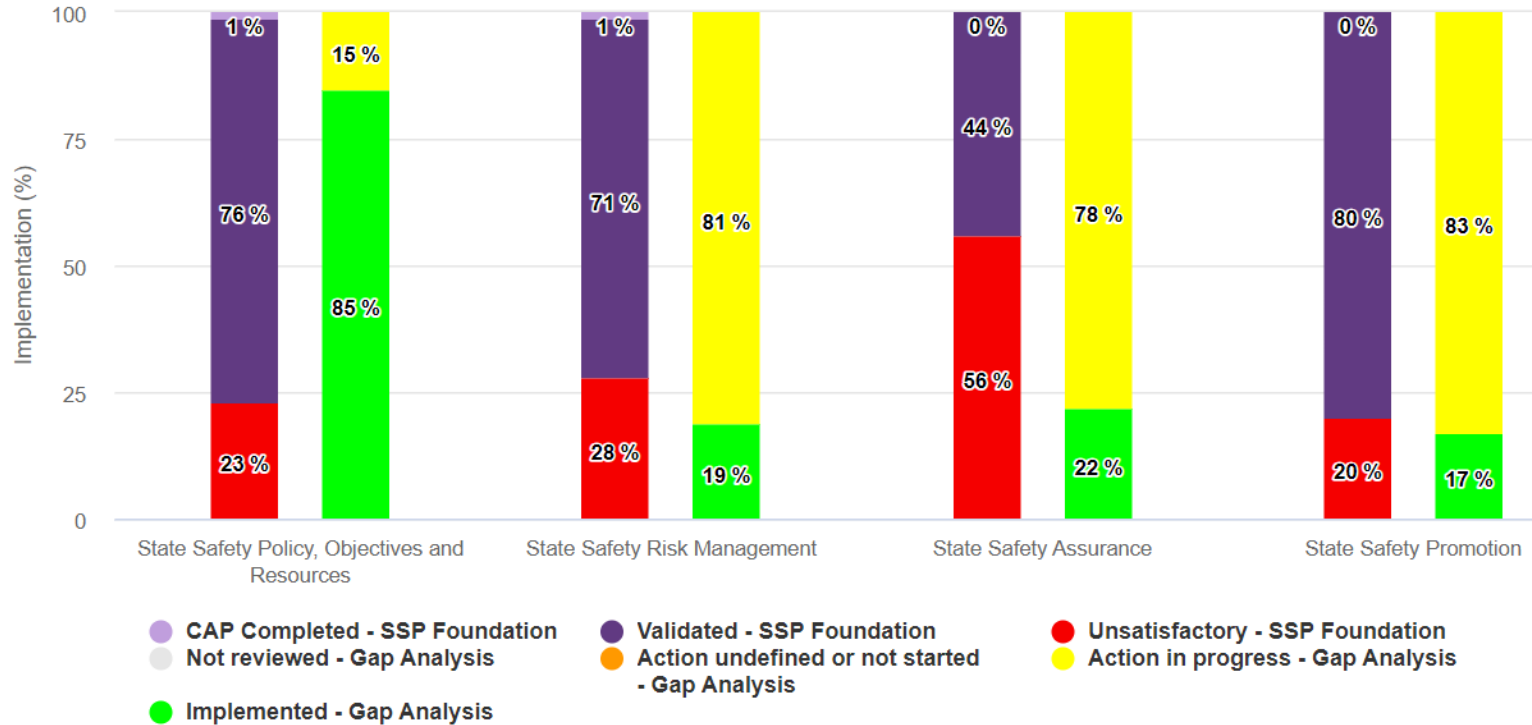
SSP Gap Analysis



SSP Gap Analysis



2018-Iran



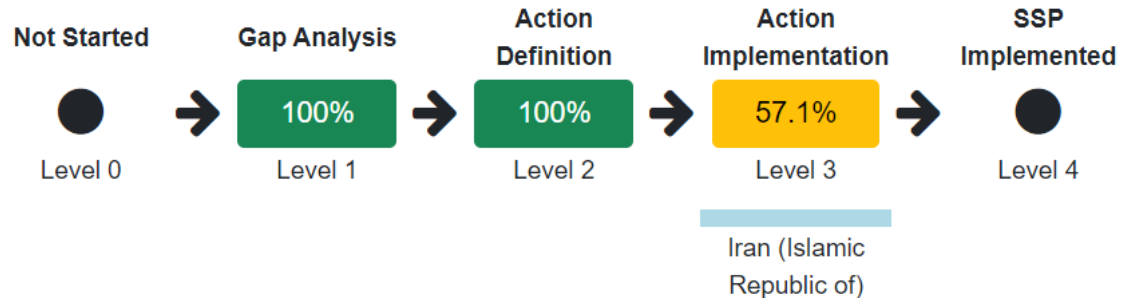
GAP Analysis SSP-2018



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

✓ Iran (Islamic Republic of) is at level 3.



The data used to evaluate those levels is self-reported by the State and not validated by ICAO.





Iran (Islamic Republic of) (IRN) - SSP GAP Analysis -Mehdi Baratloo-20 Aug 2023 (by Mehdi Baratloo

You can also choose other projects:

Please select...

2023-Iran

New Export CSV

Questionnaire Result SSP Statistics

Click on a component button to display its elements and related questions.

- All Components
- Safety Policy and Objectives and Resources
- State Safety Risk Management
- State Safety Assurance
- State Safety Promotion

Search:

Number	Question	Component	Sub Heading	Status
+ 1.1-01	Has [State] established a national aviation legislative framework that addresses the proactive management of safety in the State?	1. STATE SAFETY POLICY, OBJECTIVES AND RESOURCES	Primary aviation legislation	Implemented



Recently, we started a new Gap Analysis SSP(20Aug 2023) For the following reasons:

- Change management
- Regulatory and structural changes
- Increasing new PQs
- New Human Resources Entry
- The departure of some senior human resources due to retirement or transfer to other departments.



SSP Foundation Report





View

All 277

Validated 172

CAP Completed 2

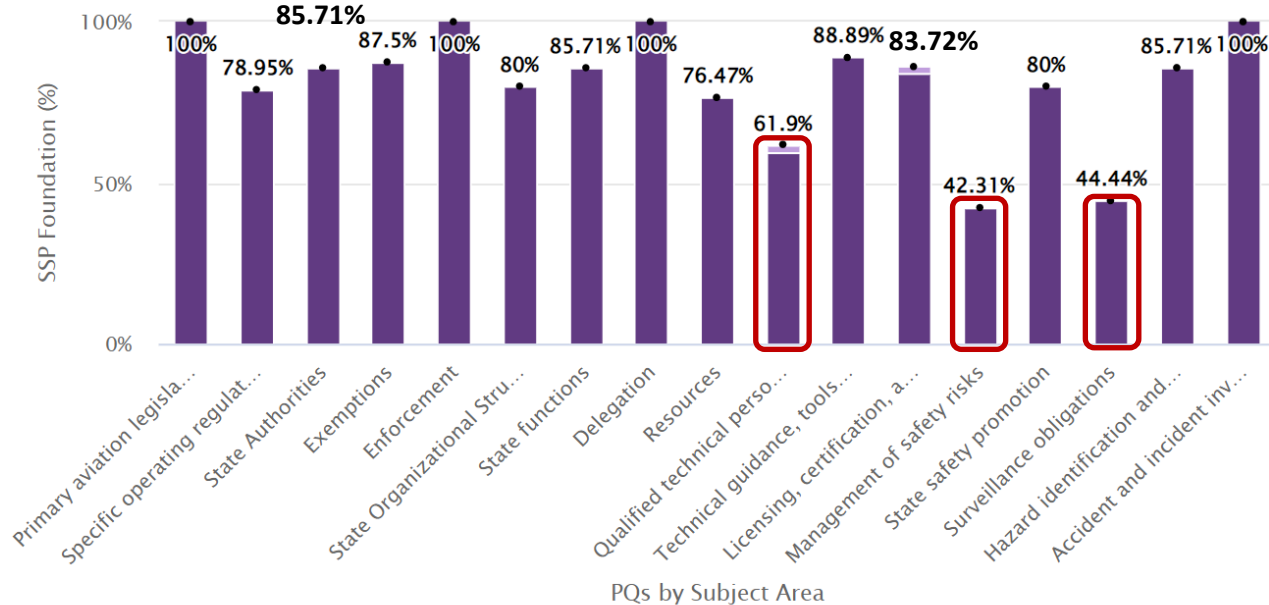
Unsatisfactory 68

Not applicable 9

Not reviewed 26

SSP Foundation by Subject Area

Iran (Islamic Republic of) versus World



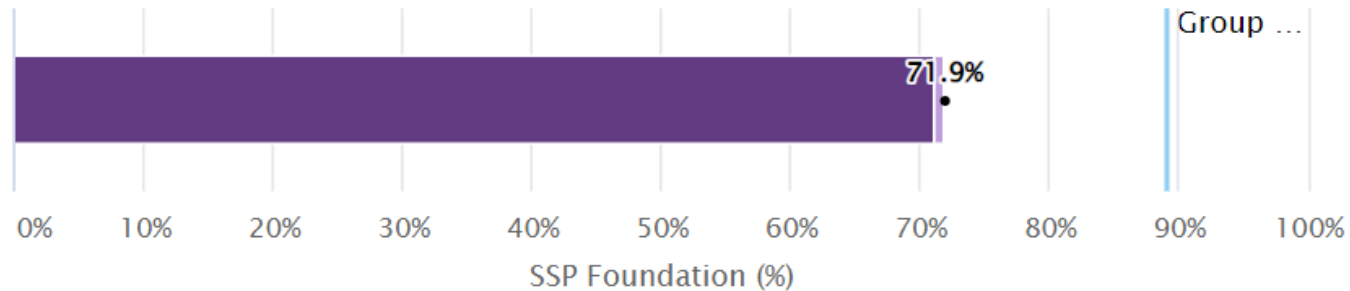
● CAP Completed* ● Validated ● Overall



Current Status

Overall SSP Foundation

Iran (Islamic Republic of) versus World

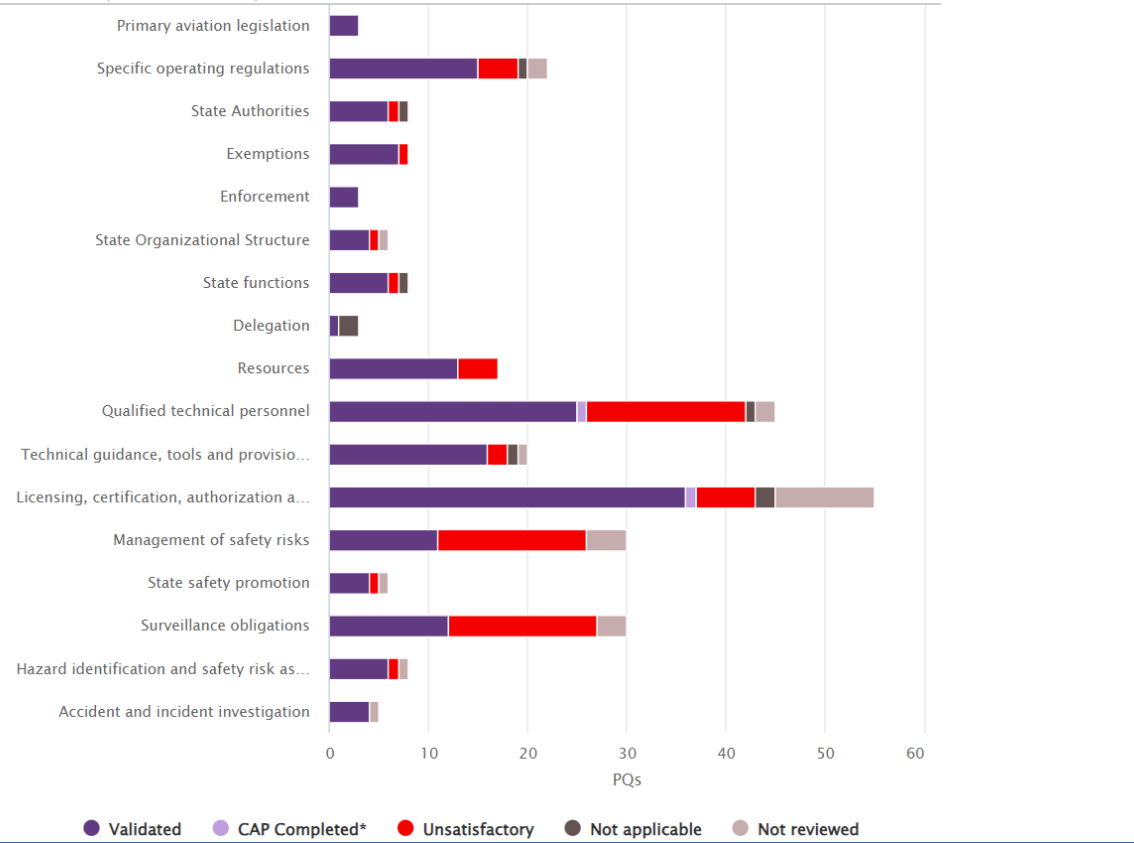


● CAP Completed*
 ● Validated
 • Overall

PQ Status by Subject Area



View **All 277** **Validated 172** **CAP Completed 2** **Unsatisfactory 68** **Not applicable 9** **Not reviewed 26**



PQ Status by Subject Area



Subject	Total	Validated	CAP Completed	Unsatisfactory	Not applicable	Not review
Primary aviation legislation	3	3	0	0	0	0
Specific operating regulation	22	15	0	4	1	2
State Authorities	8	6	0	1	1	0
Exemption	8	7	0	1	0	0
Enforcement	3	3	0	0	0	0
State organization structure	6	4	0	1	0	1
State functions	8	6	0	1	1	0
Delegation	3	1	0	0	2	0
Resources	17	13	0	4	0	0
Qualified technical personnel	45	25	1	16	1	2

PQ Status by Subject Area

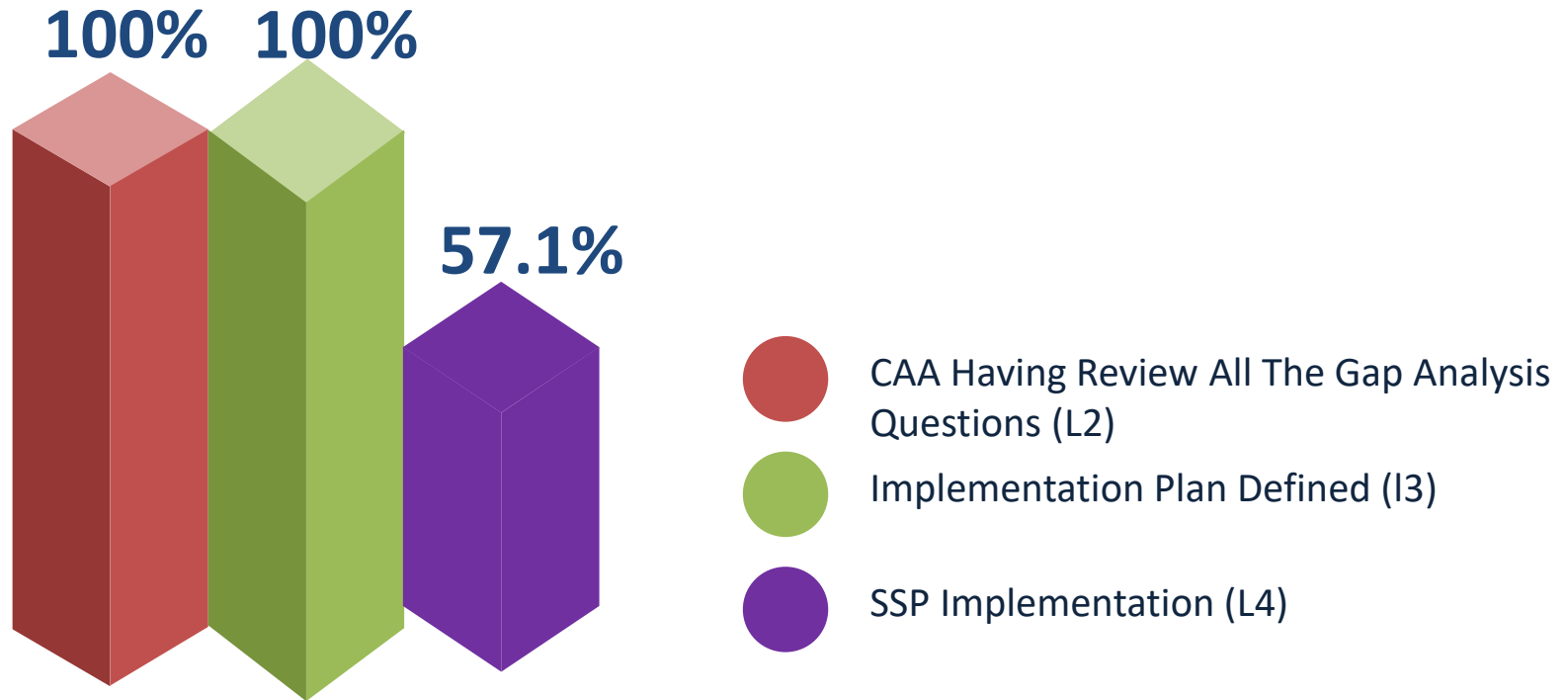


Subject	Total	Validated	CAP Completed	Unsatisfactory	Not applicable	Not review
Technical Guide , Tools	20	16	0	2	1	1
Licensing ,Authorization, Certification	55	36	1	6	2	10
Management of safety Risk	30	11	0	15	0	4
State Safety Promotion	6	4	0	1	0	1
Surveillance Obligations	30	12	0	15	0	3
Hazard Identification and safety Risk	8	6	0	1	0	1
Accident and incident investigation	5	4	0	0	0	1
Total	277	172	2	68	9	26

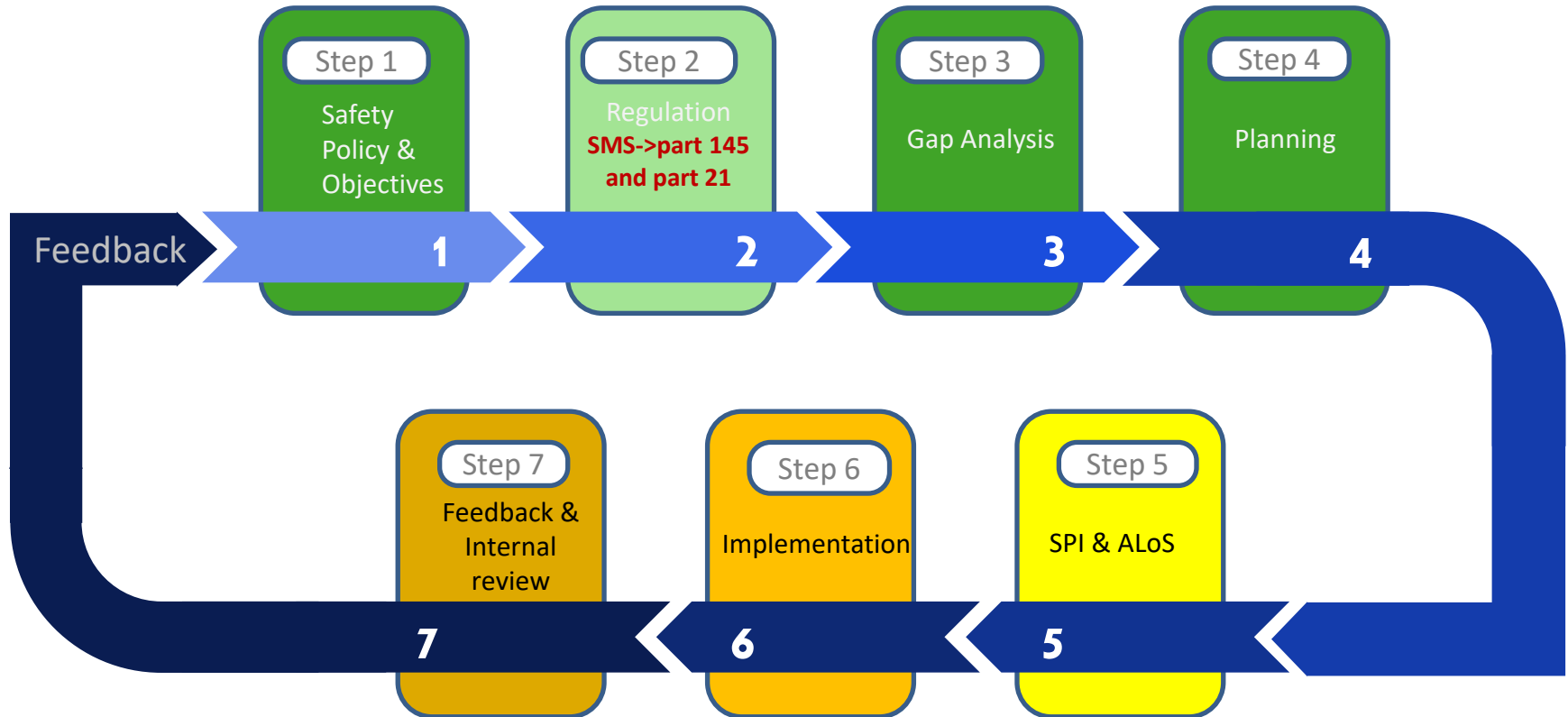


SSP Implementation Progress





The process of establishing, implementing, and maintaining an SSP





Status of SSP implementation based on ICAO framework





Components	Elements	Status
1- Safety policy and objectives	1.1) Primary aviation legislation (CE-1)	100%
	1.2) Specific operating regulations (CE-2)	78.95
	1.3) State system and functions (CE-3)	85.71
	1.4) Qualified technical personnel (CE-4)- lack of human resources	61.9%
	1.5) Technical guidance, tools and provision of safety-critical information (CE-5)	88.89%
2- Safety risk management	2.1) Licensing, certification, authorization and approval obligations (CE-6) lack of human resources(ADR)	83.72
	2.2) Safety management system obligations Part145, Part21, RPAS	75%
	2.3) Accident and incident investigation lack of independence	86.75%
	2.4) Hazard identification and safety risk assessment	85.71%
	2.5) Management of safety risks (CE-8)	42.31%
3- Safety assurance	3.1) Surveillance obligations (CE-7) lack of human resources	44.44%
	3.2) State safety performance	50%
4- Safety promotion	4.1) Internal communication and dissemination of safety information	80%
	4.2) External communication and dissemination of safety information	



SSP Implementation Plan Summary



SSP Implementation Plan Summary

- 4.1) Internal communication and dissemination of safety information
- 4.2) External communication and dissemination of safety information

2026

2025-2026

2024-2025

2023-2024

Phase I :

Elements:
1.1; 1.2; 1.3; 1.4; and 1.5

Phase II :

Elements:
2.1(2026); 2.2;
2.3(2026); 2.4; and 2.5

Phase III :

Elements:
3.1 and 3.2

Phase IV :

Elements:
4.1 and 4.2

- 3.1) Surveillance obligations (CE-7)
lack of human resources
- 3.2) State safety performance

- 2.1) Licensing, certification, authorization and approval obligations (CE-6)
lack of human resources(ADR)
- 2.2) Safety management system obligations **Part145, Part21**
- 2.3) Accident and incident investigation **lack of independence**
- 2.4) Hazard identification and safety risk assessment
- 2.5) Management of safety risks (CE-8)





Challenges





1. Develop regulations for implementing a safety management system

Due to the absence of SMS regulations in Part 145 and Part 21, all stakeholders have not implemented the safety management system.

Part 145(AMO) - Part 21 (DOA-POA)

2. Safety data collection and processing systems (SDCPS)

Currently, there is no integrated system for collecting and analyzing data in accordance with defined standards.

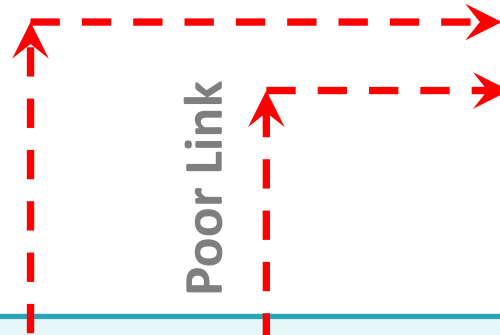


Challenges of implementing SSP



- AIR audits/Surveillance
- OPS audits/Surveillance
- PEL audits/Surveillance
- AGA audits/Surveillance
- ANS audits/Surveillance

Poor Link



Collection

State Reporting Systems

- MORS
- Voluntary and confidential reporting
- occurrence reporting

State Safety Oversight

- Surveillance visits
- Audits
- Safety performance reviews



3. Lack of qualified human resources

Lack of qualified human resources has resulted in inadequate supervision and follow-up on the implementation of safety management system requirements across various sectors of the aviation industry. (OPS, **ADR**, PEL, ...)





4.Lack of Training

Due to insufficient training, some of service providers lack a proper understanding of the components involved in implementing a safety management system. Furthermore, Some experts of the CAA do not have a proper understanding of the concepts and maturity levels of the SSP.

5. Lack of coordination and adequate collaboration

The lack of proper cooperation and coordination with Stakeholder and internal offices has caused problems in collecting Safety data and information, and it has also made it difficult to access some safety data.





ECCAIRS 2:

The European Co-ordination center for Accident and Incident Reporting Systems (ECCAIRS) is one of the essential tools for collecting safety data in Iran, which has been in use **since 2006**. During this period, software updates, offline forms, and extensions have been regularly updated through the respective website. However, for over two years now, there has been no access to update this system, leading to issues in data collection.

This matter has been previously reported to the relevant authority(EASA) and regional offices, but no solution has been provided so far.


Date: 28 June 2023
Number: 2412021970

Ministry of Civil Aviation
Civil Aviation Authority

Mr. Mohamed Abubakar Farra
ICAO Middle East Office Regional Director
Email: kmamidi@icao.int

Subject: ECCAIRS FOCAL POINTS

Dear Mr. Farra,

I kindly would like to draw your attention that CAA.IRI has required aviation stakeholders to provide safety related reports through mandatory occurrence reporting system since 2006 according to ICAO MADRP.

There were opportunity to modify and update ECCAIRS software (software-extension) on-line freely through <http://www.eccaairs.org/eng/ocp/ocp.aspx> for many years, but upon ECCAIRS 2 establishment, we failed to have access to the Central Hub, therefore all related information and requirements were transferred to "24-aviationreporting" website, meanwhile we encountered with significant issues as there is not any possibility to update and download related CAA.IRI ECCAIRS software system.

We would appreciate if you request related officials to provide us with "ECCAIRS 2 Central Hub" membership and the method to get advantages from latest updates related files and information.

For future coordination, contact details of CAA.IRI focal points are presented in following table:

Member	Alternate	Address
Mr. Mehdi Barakati Director General Safety and Quality Assurance	Mr. Mark Adreine Chief Expert of Safety and Quality Assurance	Mr. Jaber Achraf Head of Data Analyzing Team
Phone: +9811 44803300 Fax: +9811 44803306 E-mail: info@caa.gov.ir	Phone: +9811 22177100 Fax: +9811 44803306 E-mail: gdm@caa.gov.ir	Phone: +9811 44803306 Fax: +9811 44803306 E-mail: info@caa.gov.ir
Phone: +98 9123722371 E-mail: info@caa.gov.ir	Phone: +98 2202207000 Fax: 482 E-mail: gdm@caa.gov.ir	Phone: +98 9122240798 E-mail: info@caa.gov.ir





Suggestions





The concept of complexity is

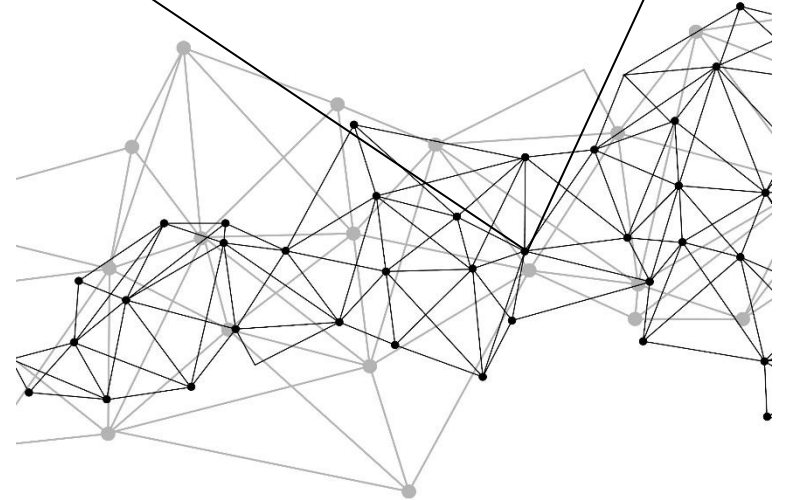
complex!

Doc9859: The understanding of the size and complexity of a State's aviation system is fundamental to planning the SSP.

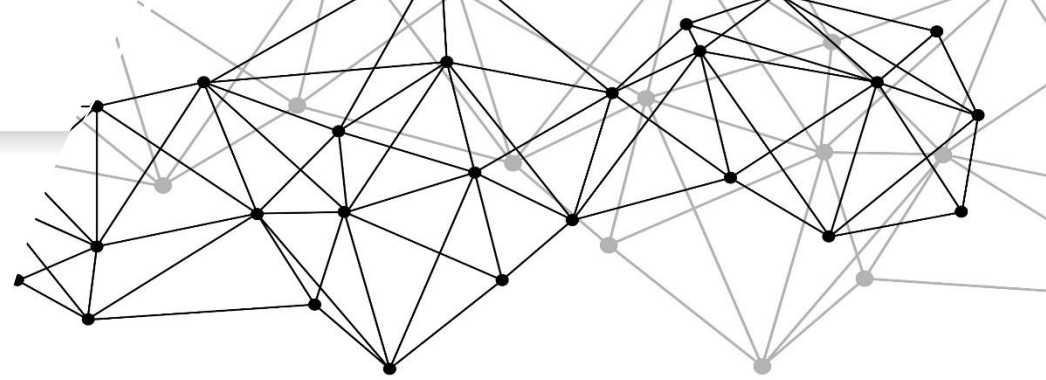
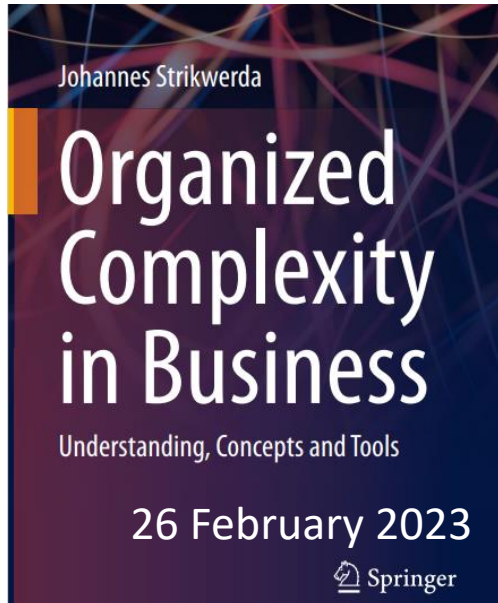
Annex 19 chapter 4 : The SMS of a service provider shall be commensurate with the size of the service provider and the complexity of its aviation products or services.

There are two types of complexity:

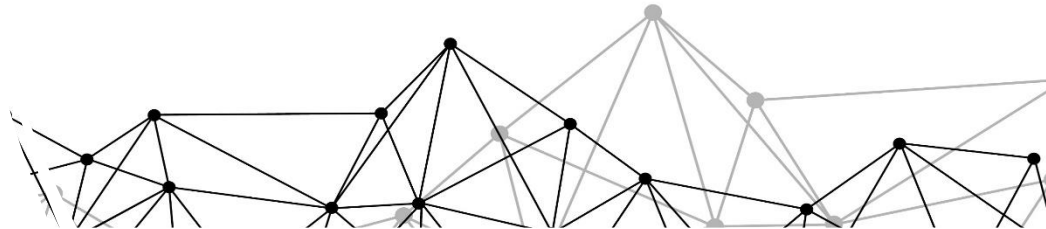
- **objective complexity**
- **subjective complexity**

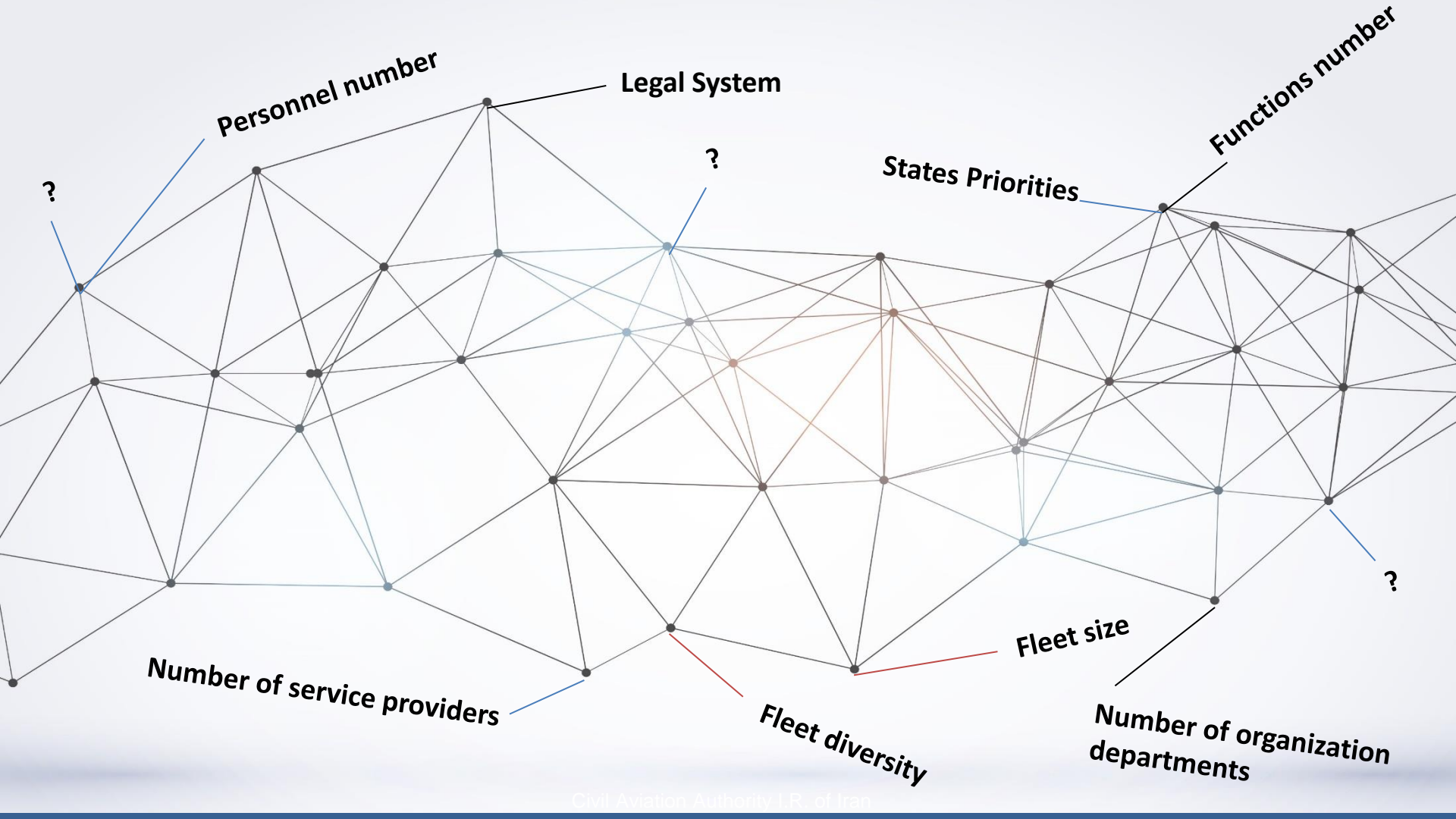


Objective complexity is
measurable and observable
subjective complexity is
a result of interpretation



ICAO should help states to
grasp this concept.







Thank you!

SEIG/5
Qatar
Oct.2023

