



International Civil Aviation Organization

Safety Enhancement Implementation Group

Fifth Meeting (SEIG/5)
(Doha, Qatar, 15 - 17 October 2023)

Agenda Item 2: Regional Performance Framework for Safety

SSP IMPLEMENTATION UPDATE

(Presented by the Secretariat)

SUMMARY

This paper presents an update on the SSP Implementation update and the way forward.

Action by the meeting is at paragraph 3.

REFERENCES

- GASP 2023-2025 Edition
- Annex 19- Safety Management
- Doc 9859, Safety Management Manual (SMM)

1. INTRODUCTION

1.1 Since the adoption of the first edition of Annex 19 – Safety Management in March 2013, ICAO has been supporting States in implementing safety management Standards and Recommended Practices (SARPs) through a variety of initiatives.

1.2 The meeting RSC/7 meeting supported and endorsed the Regional Roadmap for Safety Management Implementation through **RSC Conclusion 7/10** and agreed to the establishment of Safety Management Implementation Team (SMIT) and the development of a SMIT handbook through **RSC Conclusion 7/11**.

1.3 The RASG-MID/9 meeting supported and endorsed the SMIT handbook through conclusion RASG-MID 9/4.

1.4 The RASG-MID/10 held in Muscat, Oman from 14 to 17 May 2023, endorsed the MID Regional Aviation Safety Plan (MID-RASP) 2023-2025 Edition in particular, the Safety Enhancement Initiatives (SEIs) and their respective actions through the RASG-MID CONCLUSION 10/7. Goal 3 is related to the Implementation of Effective State Safety Programme (SSP).

2. DISCUSSION

2.1 States should build upon fundamental safety oversight systems to implement effective SSPs. As per Annex 19, States shall require that applicable service providers under their authority implement an SMS. The SMS enables service providers to capture and transmit safety information, which contributes to safety risk management.

2.2 An SSP requires the implementation of a risk-based approach to measure and monitor the safety performance of the State's civil aviation system and the progress towards achieving the State's safety objectives. In this context, the role of the State evolves to include the establishment and achievement of safety performance targets, as well as effective oversight of its service providers' SMS.

2.3 An SSP requires increased collaboration across operational domains to identify hazards and manage safety risks. The analysis of various forms of safety data is needed to develop effective mitigation strategies specific to each State or region.

2.4 Implementation of the SSP and SMS involve regulatory, policy and organizational changes that may require additional resources or different personnel qualifications, depending on the degree to which each of the SSP and SMS elements have already been implemented.

2.5 Additional resources may also be needed to support the collection, analysis and management of data and information required to develop and maintain a risk-based decision-making process.

2.6 ICAO launched SSP Implementation Assessments (SSPIAs) phase 2 under the USOAP CMA. The assessments are based on a qualitative assessment of a State's progress in implementing a State Safety Programme (SSP), using SSP-related PQs.

2.7 In 2020, ICAO developed guidance supporting the determination of maturity levels for each SSP-related PQ. The SSP-related PQs, complemented by the maturity level matrices for each of the SSP audit areas. These matrices describe the level of progress for each element of the SSP, which can be described as:

- Not present and not planned;
- Not present but being worked on;
- Present; or
- Present and effective.

2.8 **GASP 2023-2025 Edition Goal 3** is also aimed at individual States and calls for the implementation of effective SSPs. The goal addresses organizational challenges faced by States when implementing an SSP and includes the implementation of SMS by service providers within individual States, in accordance with Annex 19.

2.9 **Target 3.1** calls for all States to *implement the foundation of an SSP by 2023*. The term "foundation of an SSP" refers to a subset of USOAP PQs that aim to assist States in building a solid safety oversight foundation for the implementation of an SSP.

2.10 Once States have implemented the foundation of an SSP, they can then progress into **Target 3.3**, which calls for work towards an effective SSP through a phased approach, with target dates leading up to 2028. An "effective SSP" refers to an SSP that actually achieves the desired results. Effectiveness of the different aspects of an SSP is measured through maturity level matrices in the State Safety Programme Implementation Assessment (SSPIA), which forms part of the USOAP CMA activities to assess States' implementation of ICAO safety management provisions.

All States to work towards an effective SSP as follows:

- a. *by 2025 – Present*
- b. *by 2028 – Present and effective*

2.11 The meeting may wish to note that the RASG-MID/10 endorsed the development of SSP for MID states, in particular the item (f) through the RASG-MID Conclusion 10/11.

f) *States are urged to provide the ICAO MID Office by 30 June 2023 with the SSP information using the template in Appendix 5.2G to support MID office in identifying and prioritizing the needs of States on SSP development and implementation.*

2.12 The meeting may also wish to note that the template on the development of State Safety Programme (SSP) in MID States was sent to States through State Letter Ref.: ME 4/1.7 & FS 7/3- 22/252 dated 9th November 2022.

2.13 It is also to be noted that:

- Replies to the template were received from tenth (10) States, namely Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Libya, Sudan, and UAE.
- Most of States are still in the process of SSP establishment
- SMS acceptance, most of States promulgated regulations
- Safety Data Collection and processing System (SDCPS), most of States did not yet establish it
- Most of State did not yet develop SSP Documentation
- Challenges mainly resources including financial and technical qualified personnel

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the updated progress in safety management;
- b) encourage States to effectively implement their State Safety Programme in a timely manner, and to strengthen the implementation of safety management systems in their aviation industry;
- c) encourage States to request assistance from the ICAO MID Regional Office related to the development and implementation of their SSPs including the conduct of assistance missions and/or customized SSP implementation Workshop for each State;
- d) Support the SMIT activities;
- e) share their experiences on the development of their SSPs during the SEIG meetings; and
- f) encourage States to share their latest version of SSP manuals with ICAO MID Office.