



ICAO

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**Sixth Meeting of the Africa-Indian Ocean Regional Aviation Safety Group (RASG-AFI/6)**

**Agenda Item 3.2: Update on the safety initiatives by States, Regional Organizations, Industry and Partners**

**AFI State Safety Programme (SSP) Peer Review Mechanism**

*(Presented by Kenya and South Africa)*

<b>SUMMARY</b>	
<p>This working paper presents a proposal to establish the AFI State Safety Programme (SSP) Peer Review Mechanism as part of the AFI plan SSP project. It seeks to establish a programme for a State-to-State peer review through sharing of technical experts among AFI States to support the development and implementation of their SSP.</p> <p>The goal of this mechanism is to ensure that all AFI states have achieved the GASP and Regional goal of effective SSP implementation by 2025. This programme recognises the importance of management of safety as one of the top priorities in achieving the acceptable level of safety performance and reducing aviation safety risks. It therefore supports the GASP mandate to reduce operational risks and implementing proactive programmes to manage safety and prevent accidents and loss of life and damage to property/infrastructure.</p> <p>Action by the Meeting is at paragraph 3</p>	
<b>References</b>	<p>ICAO Annex 19: Safety Management; ICAO Doc 10004: Global Aviation Safety Plan</p>
<b>Strategic Objectives</b>	<p>A- Safety</p>

**1 INTRODUCTION**

1.1 The Global Aviation Safety Plan’s (GASP) mission is to continually enhance aviation safety performance internationally by providing a collaborative framework for States, regions and industry. This is supported by a series of six goals.

1.2 The GASP Goal 3 is 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 to the Convention on International Civil Aviation. Two targets are linked to this goal and they represent a phased approach to SSP implementation (by 2022, all States to implement the foundation of an SSP; and by 2025, all States to implement an effective SSP, as appropriate to their aviation system complexity.).

1.3 GASP Goal 4 is aimed at the region and calls for States to increase collaboration at the regional level to enhance safety. Three targets are associated with this goal (States that do not expect to meet GASP Goals 2 and 3, to use a regional safety oversight mechanism, another State or other safety oversight organization’s ICAO recognized functions in seeking assistance to

strengthen their safety oversight capabilities; States to contribute information on SSP SPI to their respective RASGs; States with effective oversight capabilities and an effective SSP to actively lead RASG’s safety risk management activities)

1.4 To achieve the GASP goals, authorities within States need to provide sufficient resources and qualified technical personnel for the effective implementation of the State’s Safety Enhancement Initiatives. However, most States in the AFI region are constrained with resources (financial, skills and human resources); it is envisioned that States shall benefit from each other’s expertise and resources in the improvement of SSP implementation levels using the AFI SSP Peer Review Mechanism.

## 2. DISCUSSION

2.1 Moderate progress has been achieved by States in the AFI region towards implementation of SSP. It is recognised that the State Safety Oversight (SSO) is the foundation of SSP thus States must establish an effective SSO for them to have an SSP, and this is monitored through the Universal Safety Oversight Audit Programme (USOAP).

2.2 To progress the implementation of SSP globally, The 2020-2022 GASP introduced the term “foundation of SSP” which refers to a subset of the USOAP protocol questions (PQs) that have been identified as fundamentals and are considered as prerequisites for sustainable implementation of the full SSP. The concept of “foundation of an SSP” is intended to replace the 60% EI score previously used in the GASP as a threshold to advance into implementation of SSP.

2.3 Target 3.1 (GASP Goal 3, Target 1) calls for all States to implement the foundation of an SSP by 2022. GASP indicators related to the foundation of an SSP include the number of States having implemented the foundation of an SSP, as well as the percentage of PQs deemed satisfactory related to the SSP foundation.

2.4 Target 3.2 (GASP Goal 3, Target 2) calls for the implementation of an effective SSP by 2025. An “effective SSP” refers to an SSP that actually achieves the objectives that it is intended to achieve measured by the SSP-related PQs that assess the States’ implementation of ICAO safety management provisions.

2.5 To date (November 2020), only 1 AFI State (Rwanda)\* has reached full implementation of SSP. The challenges faced by States in advancing SSP implementation include: lack of qualified technical personnel and resources.

2.6 As a solution to the challenges faced, the AFI SSP Peer Review Mechanism is proposed as a means to provide shared technical experts and resources among the AFI region States through practical assistance to implement SSP. This includes sharing of guidance materials and tools that will assist States in the implementation of the SSP, assistance in performing self-assessment of SSP Foundation PQs and support in implementation of corresponding Corrective Action Plans (CAPs).

2.7 In order to ensure mutual benefit, it is imperative that all States benefit from this initiative, this includes States that are advanced in the implementation, inclusive of States that are at the initial stages of SSP implementation. The intent is to use the available ICAO tools to facilitate and monitor the programmes and the projects of the SSP peer review team. ICAO iSTARS will be used to establish the initial level of implementation and to track and monitor the level of implementation. As the programme progresses, the team will move towards using the USOAP SSP Implementation Assessment PQs to track and monitor the programmes.

2.8 In order to kickstart the project, a pilot project consisting of not more than 6 States, that are at different levels of SSP implementation is proposed. States that have been identified are: South Africa, Kenya, Rwanda and Cote d'Ivoire, Nigeria and Togo to be part of the pilot project to concretise the concept. The programme will then be expanded to include other States, as identified at a later stage.

2.9 This initiative will enhance safety in the AFI region and full participation in the Peer Review by all the States is encouraged. Therefore, it is desirable to advance the programme under the guidance and support of the ICAO ESAF and WACAF regional offices.

*\*data obtained from ICAO iSTARS*

### **3 ACTION BY THE MEETING**

The meeting is invited to

- a) Adopt and establish the proposed AFI SSP Peer Review Mechanism as a proactive programme to enhance and improve SSP implementation in the region;
- b) The AFI Plan Project on the implementation of the SSP to establish a team to facilitate the experts from States to participate in the Peer Review taking into consideration SME's involvement in the Aviation Safety Risk Management iPack Deployment Process;
- c) Urge AFI States to collaborate, to work together and participate in the AFI SSP Peer Review Mechanism to enhance safety and achieve the regional goals.
- d) Note the request for support from the Regional Offices.