



CAST

China Academy of Civil Aviation
Science and Technology

Establishment and Monitoring of State Safety Performance Indicators in China

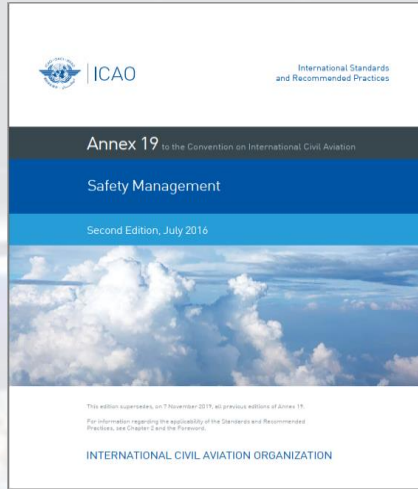
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BACKGROUND AND OBJECTIVE



3.1 State safety programme (SSP)

States shall establish and maintain an SSP that is commensurate with the size and complexity of the State's civil aviation system, but may delegate safety management-related functions and activities to another State, Regional Safety Oversight Organization (RSOO) or Regional Accident and Incident Investigation Organization (RAIO).

3.4.2 State safety performance

3.4.2.1 States shall establish the acceptable level of safety performance to be achieved through their SSP.

Note 1.— An acceptable level of safety performance for the State can be achieved through the implementation and maintenance of the SSP as well as safety performance indicators and targets showing that safety is effectively managed and built on the foundation of implementation of existing safety-related SARPs.

• ICAO SSP Requirements

• ICAO Annex 19 (first edition)
• ICAO Doc 9859 (third edition)

• ICAO Annex 19
(second edition)

• ICAO Doc 9859
(fourth edition)



• CAAC Key Task

• **CAAC SSP**

• CAAC SSP Revision

BACKGROUND AND OBJECTIVE



Chapter 4

SAFETY PERFORMANCE MANAGEMENT

4.1 INTRODUCTION

4.1.1 Safety performance management is central to the functioning of SSPs and SMSs. Properly implemented, it will provide an organization with the means to determine whether its activities and processes are working effectively to achieve its safety objectives. This is accomplished through the identification of safety performance indicators (SPIs), which are used to monitor and measure safety performance. Through the identification of SPIs, information obtained will allow senior management to be aware of the current situation and support decision-making, including determining whether actions are required to further mitigate safety risks to ensure the organization achieves its safety goals.

SERVICE PROVIDERS' SPM

The circular on the pilot work of safety performance management in civil aviation

民航明传电报

签批盖章 李 健

等级 平急

局发明电〔2015〕406号

关于开展行业安全绩效管理试点工作的通知

民航各地区管理局，航科院：

为进一步提升安全管理体系(SMS)效能，摸索适合我国民航行业特点的安全绩效管理模式和方法，民航局决定在行业内开展安全绩效管理试点。现将有关事宜通知如下：

一、试点周期

2015年1月-2016年6月。

二、参与单位

1. 民航局航安办；
2. 各地区管理局；

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中国南方航空
CHINA SOUTHERN



海南航空
HAINAN AIRLINES



天津航空 Tianjin Airlines



四川航空集团
SICHUAN AIRLINES GROUP



春秋航空
SPRING AIRLINES



乌鲁木齐航空
Urumqi Air



China Academy of Civil Aviation
Science and Technology

SERVICE PROVIDERS' SPM

Safety Performance Management Promotion Program

民航局文件

民航发[2017]45号

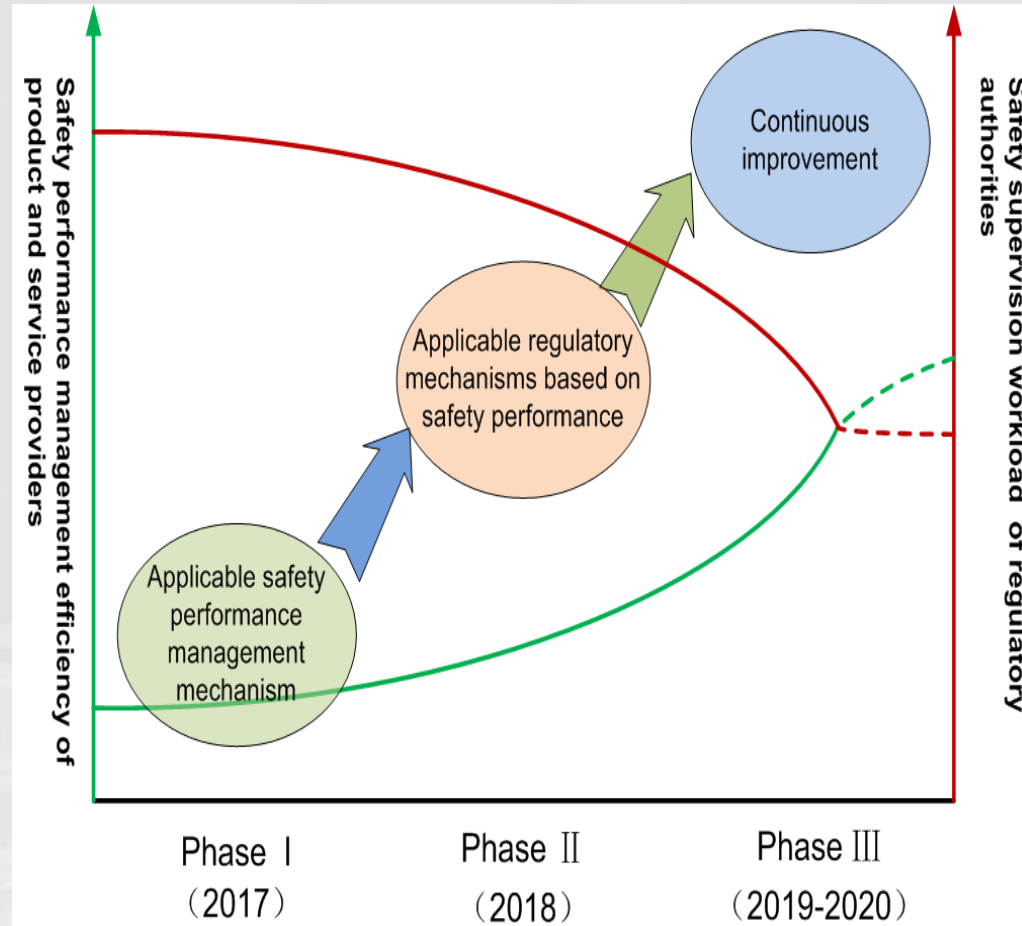
关于印发安全绩效管理推进方案的通知

民航各地区管理局,各运输(通用)航空公司,各服务保障公司,各机场公司,局属各单位:

为深入贯彻落实习近平总书记“对安全隐患零容忍”的重要批示精神,严守规章标准底线、安全诚信红线,进一步保障SMS落地,有效发挥SMS效能,全面推进安全绩效管理工作,现将《安全绩效管理推进方案》印发你们,请认真贯彻落实。



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SERVICE PROVIDERS' SPM

1

Improved safety level

The frequency of high consequence events were generally decreased, especially the human error events

Improved the level of safety management

*A data-based safety management mechanism was established
Many low consequence indicators were monitored*

3

Improved safety culture


*Safety training was improved
The number and quality of voluntary reporting were both improved*

2

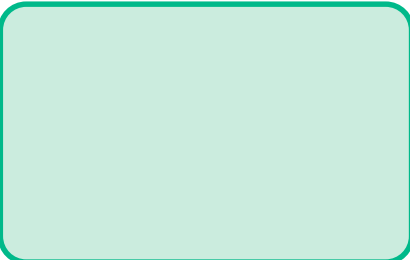
STATE SPM



Safety performance management is central to the functioning of SSPs and SMSs.



This is accomplished through the identification of safety performance indicators (SPIs), which are used to monitor and measure safety performance.

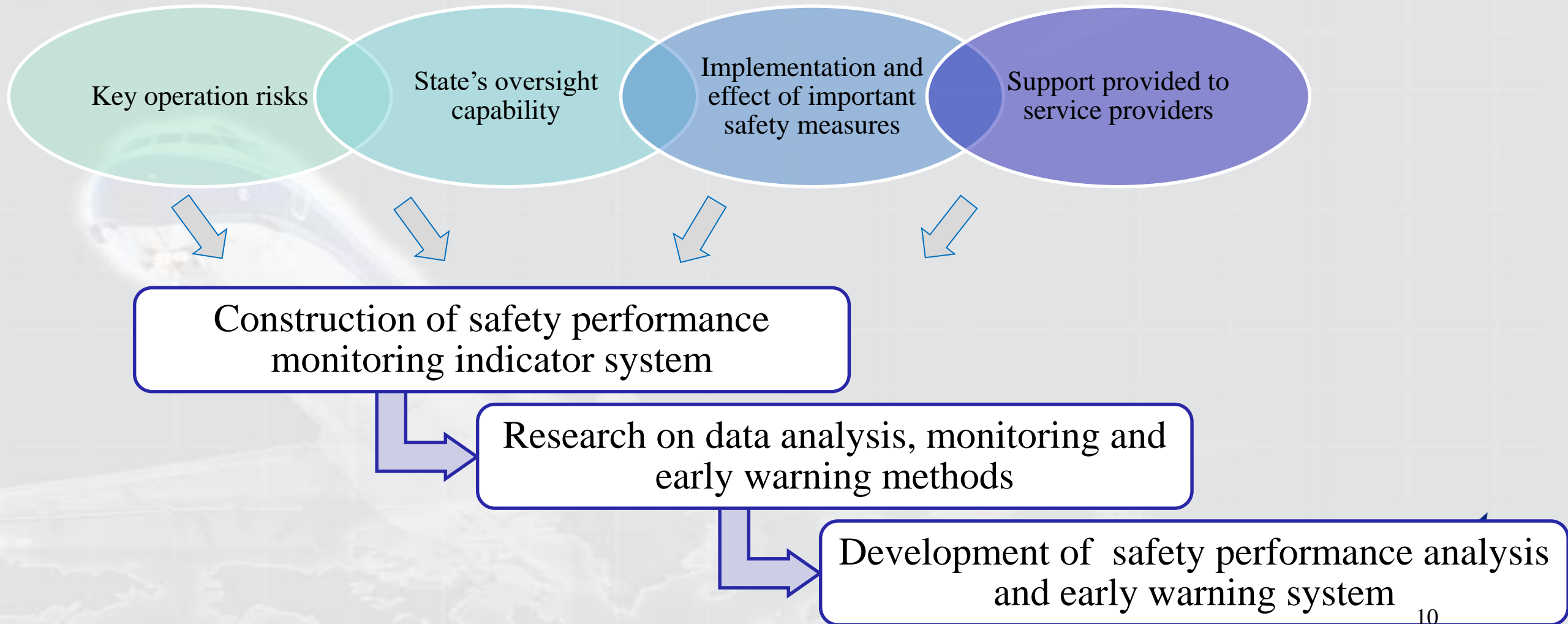


The State monitoring and measurement strategy should include a set of SPIs that encompass all areas of the aviation system for which the State is responsible. It should reflect both outcomes as well as functions and activities.

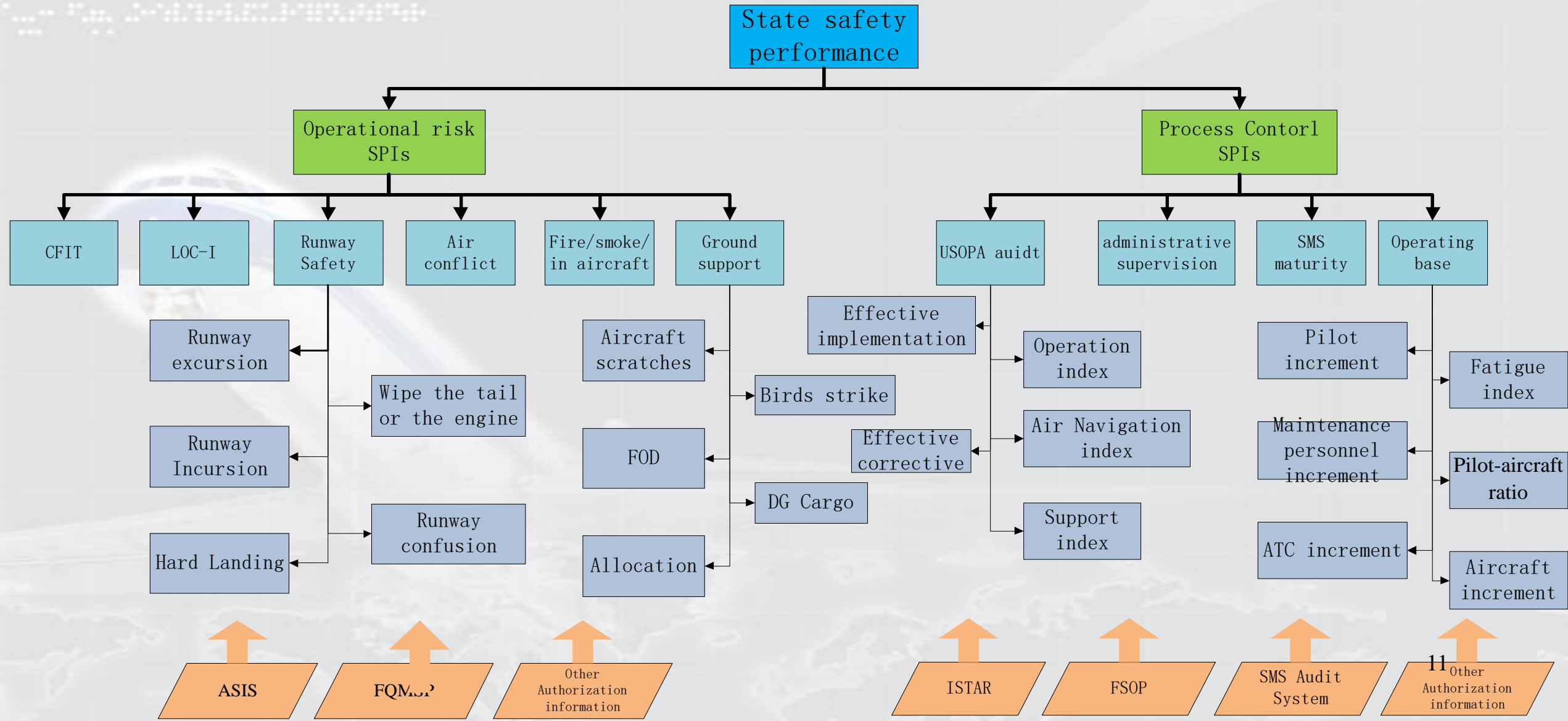
STATE SPM



PROCESS AND APPROACH



PROCESS AND APPROACH



PROCESS AND APPROACH

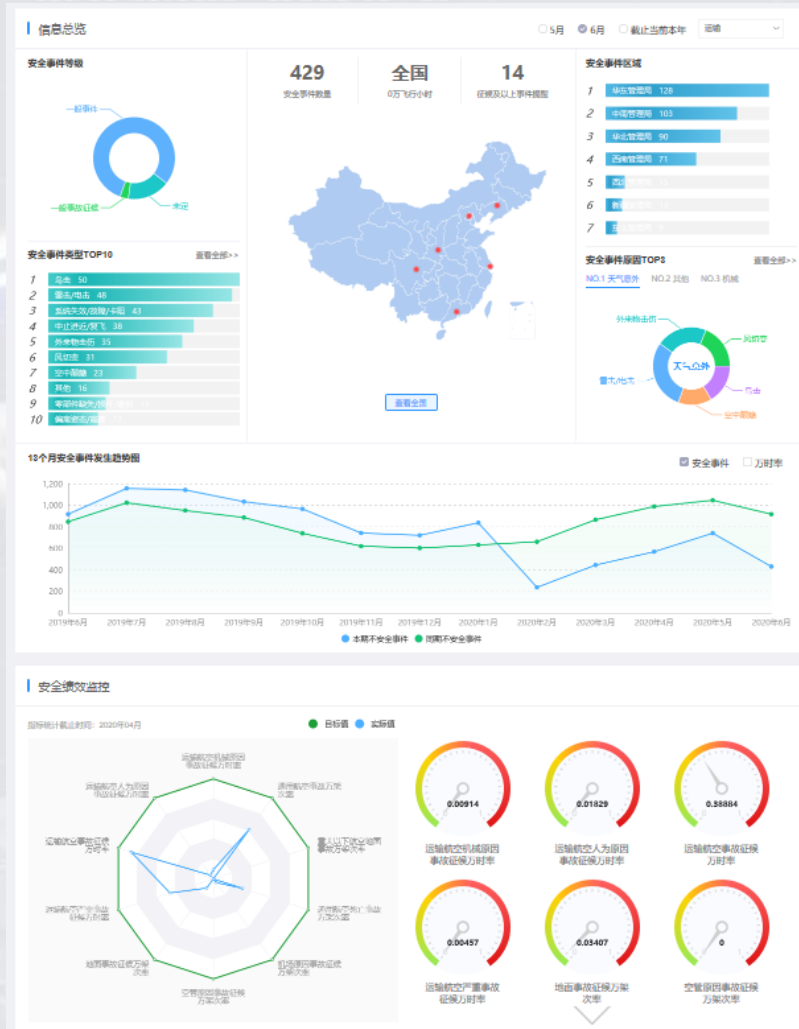
statistical analysis method of safety performance monitoring data

single performance indicator early warning method

multi indicator comprehensive early warning method

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PROCESS AND APPROACH



ACTION BY THE MEETING

1. CAAC is willing to discuss and share ideas and methods of state safety performance management with other countries, and establish methods and standards of state safety performance management with ICAO.
2. In terms of the establishment and monitoring of state safety performance indicators, there is a lack of practical guidance documents. It is suggested that ICAO should further strengthen the discussion and cooperation in this regard, promote the safety management based on safety performance, and improve the accuracy and effect of state oversight.

Thank you!

