60th CONFERENCE OF
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ASIA AND PACIFIC REGIONS

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AGENDA ITEM 3:   AVIATION SAFETY

ADVANCING SSP IMPLEMENTATION: A COLLABORATIVE PATHWAY TO SAFER SKIES

(Presented by Bangladesh)

SUMMARY

This paper outlines Bangladesh's progress in implementing the State Safety Programme (SSP), emphasizing risk-based oversight, safety data use, and SMS integration. It highlights achievements, identifies challenges, and recommends regional collaboration and capacity-building to strengthen aviation safety governance.

It also proposes the development of a regional roadmap to support consistent progress toward higher SSP maturity levels, aligned with the Global Aviation Safety Plan (GASP) and ICAO Annex 19.

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1.   INTRODUCTION

1.1   The International Civil Aviation Organization (ICAO) mandates the implementation of the State Safety Programme (SSP) as a fundamental framework to enhance safety performance through proactive and predictive risk management. Recognizing its significance, the Asia-Pacific region has made commendable progress; however, varying levels of SSP implementation in some States continue to pose challenges to achieving uniform safety maturity and integration.

1.2   This paper underscores the need for renewed commitment and collaborative action among Asia-Pacific States to expedite SSP implementation, in alignment with the Global Aviation Safety Plan (GASP) and ICAO Annex 19.

2.   DISCUSSION

2.1   The State Safety Programme (SSP), mandated under ICAO Annex 19, provides the foundational framework for enhancing a State's capacity to manage aviation safety risks proactively and systematically. In alignment with the Global Aviation Safety Plan (GASP), States are encouraged to attain SSP Maturity Level 3 (Effective Implementation) by 2025 and progress toward Level 4 (Continuous Improvement) thereafter.

2.2   While commendable progress has been made across the Asia-Pacific region, variations in SSP maturity levels remain, reflecting the diversity of operational contexts and ongoing challenges related to resource constraints, limited technical expertise, and institutional capacity.

2.3   Although most Asia-Pacific States have adopted the SSP framework in principle, disparities persist in the areas of regulatory harmonization, integration of safety data, and the implementation of risk-based oversight practices.

2.4   Initiatives from ICAO and COSCAPs, and support from EASA and FAA, have provided valuable technical assistance through training, seminars, and workshops. However, more strategic and coordinated efforts are needed to help participating States meet global aviation safety targets in a sustainable and harmonized manner.

2.5   The Civil Aviation Authority of Bangladesh (CAAB) has taken proactive and measurable steps towards its SSP implementation in defining and implementation strategies:

        a)   **State Safety Policy and Objectives**: CAAB has established a formal State Safety Policy, endorsed by top-level management (normally Director General or equivalent), ensuring alignment with national aviation strategy.

        b)   **Safety Risk Management**: A hazard reporting and risk assessment process is in place, supported by Safety Management System (SMS) implementation across service providers.

        c)   **Safety Assurance**: CAAB conducts regular audits, inspections, and data analysis under the Surveillance Programme to monitor safety performance and compliance.

        d)   **Safety Promotion**: Training and awareness programmes for inspectors, service providers, and stakeholders are regularly being conducted through the CAA (Regulator) and the Civil Aviation Academy.

2.6   Despite this progress, CAAB still faces challenges in resource mobilization, data integration (particularly with military), and with the institutionalization of predictive risk tools. Some

common challenges have been identified in the SSP implementation process.

a) **Inadequate Enforcement Mechanism:** Existing enforcement frameworks are insufficient to fully support seamless SSP integration across regulatory and operational functions.

b) **Limited Data Sharing and Analysis**: Fragmented safety data systems and reluctance to share safety data across civil-military lines limiting proactive risk identification.

c) **Capacity Constraints**: Shortages in qualified personnel and technical training restricting the sustainable SSP implementation.

Recommendations

2.7   To overcome these challenges and strengthen SSP maturity across the Asia-Pacific region, the following measures may be taken:

a) **Enhance Capacity Building and Technical Assistance:** Expand regional training programmes, technical support, and inspector exchanges to build institutional and human resource capacity.

b) **Promote Civil-Military Collaboration:** Encourage States/Administrations for integrated safety reporting platforms and joint safety reviews to improve data sharing and operational transparency.

c) **Institutionalize Predictive Analytics:** Support States in adopting AI and innovative tools to enhance predictive risk management as part of the SSP implementation.

Conclusion

2.8   Achieving effective SSP implementation is essential for establishing a harmonized, risk-based safety oversight system. Bangladesh reaffirms its commitment to advancing SSP maturity and encourages Member States to strengthen aviation safety through enhanced knowledge-sharing, resource pooling, and the adoption of innovative tools. Close collaboration among ICAO, States, and industry stakeholders remains vital to achieving shared SSP implementation goals.

3.   ACTION BY THE CONFERENCE

3.1   The Conference is invited to:

a) note the progress made by Bangladesh toward SSP implementation;

b) acknowledge the challenges hindering uniform SSP maturity;

c) encourage enhanced technical cooperation and civil-military data integration;

d) promote the adoption of predictive tools and regular performance reviews;

e) encourage ICAO, COSCAPs and safety partners to support capacity-building efforts; and

f) share best practices and innovative tools to assist States in reaching SSP Maturity Level 3 and beyond.

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