



NAMIBIA'S SSP JOURNEY

From Foundation to Performance

A case study on the progress of the State
Safety Programme and National Aviation
Safety Plan

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WHERE WE WERE → WHAT WE DOING → WHAT COMES NEXT

The story in one sentence

Namibia has moved from building the basic SSP structure to managing safety through governance, data, national priorities and measurable performance.



01 2017–2022

BUILD THE FOUNDATION

Gap analysis, regulation, SSP structures, SDCPS, and national coordination.



02 2023–2025

PUT THE PLAN TO WORK

First NASP, safety roadmaps, SEIs, monitoring and wider stakeholder ownership.



03 2026–2028

MANAGE PERFORMANCE

SSP Manual 2.0, NASP 2.0, stronger indicators, annual monitoring and a clearer path to full implementation.



Then and now



The clearest way to see progress is to compare the first NASP period with the current position.

2023 — FIRST NASP PERIOD

SSP maturity

SSP not yet fully implemented; the NASP explicitly supported the SSP implementation effort.



SSP Manual 2.0 sets a more mature, integrated framework with a target of full and effective implementation by 2028.

Governance

Structures were developing and the first national coordination mechanisms were being embedded.



SteerCom is established and meets quarterly; TWG/SWG provide implementation and operational follow-up.

Safety intelligence

SDCPS data was available, but the first NASP still relied heavily on global and regional priorities.



SDCPS, USOAP, surveillance, investigation reports and service-provider SMS outputs now feed national prioritisation.

Safety planning

NASP 1.0 created the first national roadmap and SEI structure.



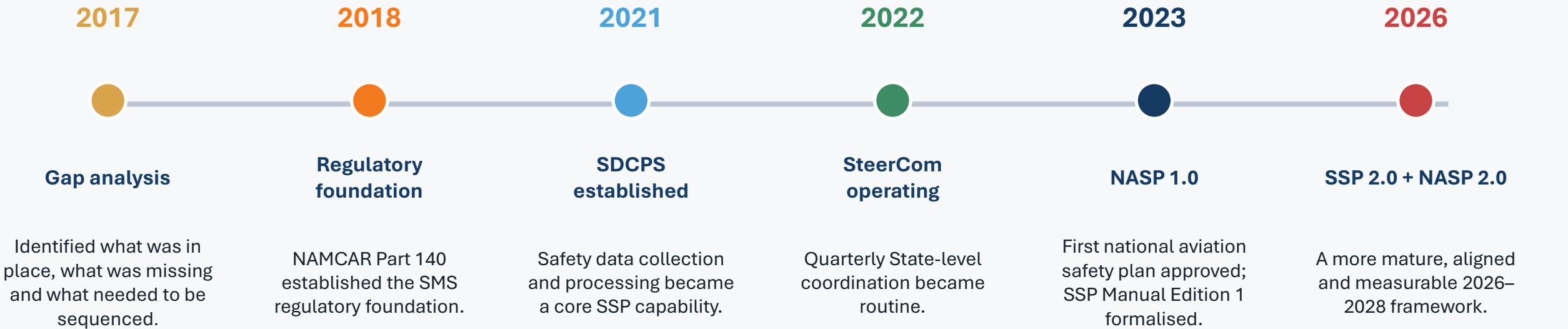
NASP 2.0 uses clearer targets, indicators, baselines, alert levels and a defined monitoring cycle.

The important point: progress is not that every gap is closed — it is that the system is now more structured, measurable and repeatable.

How the journey developed



Progress happened in stages; each stage created the conditions for the next one.



How the system now fits together

The simplest explanation is: the SSP is the “how”; the NASP is the time-bound “what”.

SSP = HOW WE MANAGE SAFETY

The enduring State framework: responsibilities, processes, safety risk management, assurance, promotion, and safety intelligence.



NASP = WHAT WE PRIORITISE

The 2026–2028 action plan: national goals, targets, SPIs, Safety Enhancement Initiatives, and deadlines.

FOUR SSP COMPONENTS

1 Policy & Objectives

Who is accountable? What is our safety commitment?

2 Safety Risk Management

What are the hazards and risks?

3 Safety Assurance

Are the controls working?

4 Safety Promotion

Are we learning and sharing?

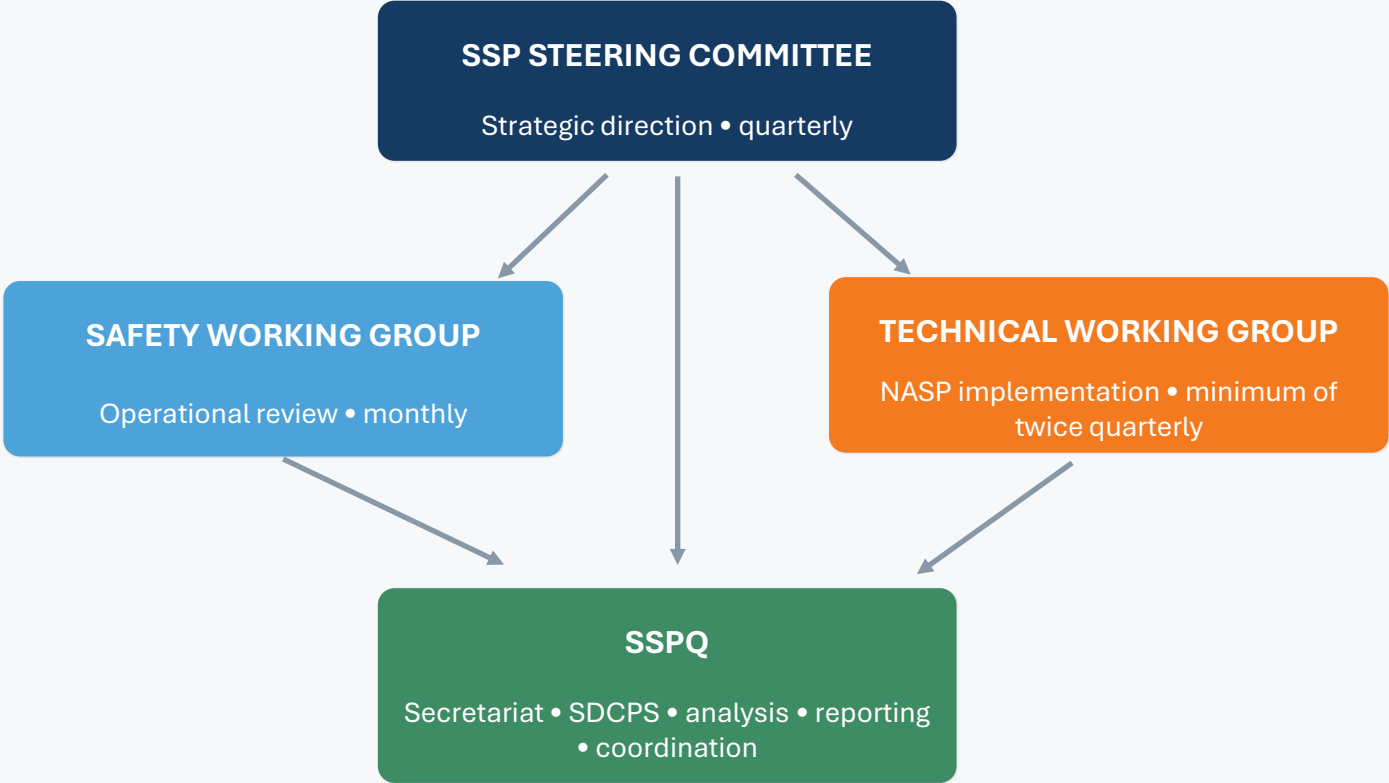
Governance turned the SSP into a routine



The programme became more sustainable once coordination and follow-up were built into standing forums.



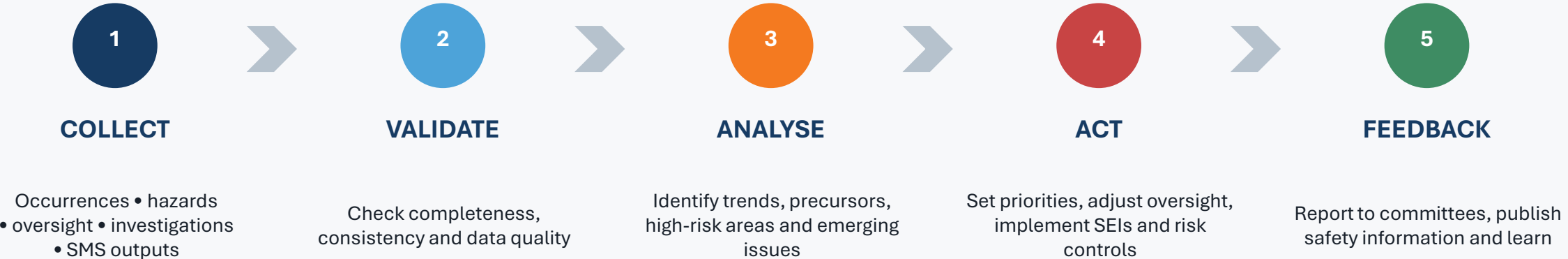
SSPQ coordinates — but the SSP is a shared State responsibility.



Safety intelligence: from reports to decisions



The SDCPS is the practical link between safety information and national action.



WHAT THIS ENABLES

- Evidence-based NASP priorities
- Risk-based surveillance
- SPI and target monitoring
- Committee decision support
- Targeted safety promotion, training, and feedback



The NASP also matured



NASP 1.0 established the first national roadmap. NASP 2.0 strengthens alignment, measurement and monitoring.

NASP 1.0 • 2023–2025

WHAT IT ACHIEVED

- Created Namibia’s first national aviation safety roadmap.
- Defined operational and organisational SEIs.
- Linked safety oversight, SSP implementation and national targets.
- Established a common planning reference for stakeholders.

NASP 2.0 • 2026–2028

WHAT IS STRONGER NOW

- Direct alignment with the six GASP 2026–2028 goals.
- National baselines, SPIs, targets, and alert levels.
- Broader use of SDCPS, USOAP, surveillance, investigations, and SMS data.
- Defined monthly, quarterly, annual, and triennial monitoring.

The shift is from “having a plan” to “managing the plan as a performance cycle”.

Evidence of progress

A few facts show how the SSP environment has changed.

>72%

ICAO USOAP EI

Current documents record EI above 72%.

51,221

Aircraft movements

Recorded for 2025 in the current NASP.

Quarterly

SteerCom

Meeting on schedule since Q1 2022.

5

Safety groups

3 aerodrome + 2 commercial operator groups documented.

2700

Reports managed

Incident, Accident, and Hazard reports since 2021 – increasing

2.0

SSP Manual

Second edition for the 2026–2028 period.

2.0

NASP

Second national plan aligned to GASP 2026–2028.

2028

Current destination

Full and effective SSP implementation and management.



National safety priorities are clearer

The current NASP focuses action on seven high-risk categories relevant to Namibia.

01	Mid-air collision	MAC
02	Controlled flight into terrain	CFIT
03	Runway excursion	RE
04	Wildlife impact	WILDLIFE
05	Loss of control in flight	LOC-I
06	Runway incursion	RI
07	Technical / maintenance events	TECH



The data tells us two different things



For negative safety outcomes, we want rates to reduce. For reporting culture, higher reporting can be a positive sign.

OUTCOMES WE WANT TO REDUCE

2025 actual → 2028 target

Mandatory incident rate



Average HRC rate / category



REPORTING WE WANT TO ENCOURAGE

2025 actual → 2028 target

Voluntary occurrence rate



Hazard report rate



More voluntary and hazard reporting can mean better visibility of risk — not worse safety.

Progress is now monitored as a cycle



The 2026–2028 NASP sets a repeatable rhythm for reviewing both implementation and safety performance.



The next level of maturity is to ask two questions every time:

1 Did we implement the action?

2 Did it reduce the risk?

The journey is not complete



The current SSP Manual and NASP are also clear about the constraints that still require sustained attention.

Progress is real — but maturity must be sustained through people, resources, oversight and continuous learning.



Qualified technical personnel

Develop, retain, and deploy specialist capability.

Financial sustainability

Ensure oversight and SSP activities can be resourced.

Ageing piston fleet & maintenance

Keep technical and maintenance risks visible and actively managed.

Mixed traffic, GA and RPAS

Adapt oversight to a changing and more complex operating environment.

From data to predictive safety

Improve data quality, integration, and the use of leading indicators.

The way forward to 2028



The objective is no longer to create an SSP — it is to make the SSP fully effective, measurable and sustainable.

01 Complete the SSP self-assessment

Close the evidence gaps and confirm the maturity of the State framework by end-2026.

02 Mature the SDCPS

Improve data quality, integration, trend analysis, alerting, and sector risk profiles.

03 Prove SEI effectiveness

Move from tracking completion to demonstrating measurable risk reduction.

04 Achieve full and effective SSP management

Sustain governance, capacity, collaboration, and performance through 2028.

Namibia has moved from building the system → to managing the performance of the system.



Three lessons from Namibia's SSP journey

STRUCTURE

Progress needs clear accountability and routine governance.

DATA

Safety intelligence must lead to decisions and action.

PERSISTENCE

SSP maturity is built over years — not through one document or one audit.

THANK YOU

“Safer skies through evidence, collaboration, and continual improvement.”