



International Civil Aviation Organization

Safety Enhancement Implementation Group

Eighth Meeting (SEIG/8)
(Muscat, Oman, 11 - 13 October 2026)

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 2026-2028 Edition
- Annex 19- Amendment 2 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 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 involves 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 **GASP 2026-2028 Edition Goal 3** is aimed at States individually and calls for the establishment and management of State safety programmes (SSPs), in accordance with Annex 19 – Safety Management. New targets were drafted to align with Annex 19 and promote the effective implementation of the SSP-related Standards and Recommended Practices (SARPs), which incorporate the notion of a continuous improvement of the SSP. The updated targets focus on States' self-assessments to determine a baseline on SSP implementation and call for a progressive approach to the implementation and continuous improvement of these programmes.

2.7 **GASP 2026-2028 Edition Goal 3 Target 3.1** calls for **all States to assess the level of implementation of their SSP, by 2026**. This is linked to findings from the analysis of global safety issues, which identified a low level of SSP implementation at the global level. There is a need to obtain more information from States to best understand the status of their SSP implementation and the challenges they face when establishing the programme. To do so, the SSP self-assessment, available on the USOAP CMA OLF, was considered the most adequate tool. All States should complete the self-assessment, even if they have not started implementing an SSP, as it will still provide them with valuable information. One indicator, linked to this target, is the percentage of States having completed their SSP PQ self-assessment, using the USOAP CMA OLF.

2.8 **GASP 2026-2028 Edition Goal 3 Target 3.2** leverages the results from completing the self-assessment in Target 3.1, and calls for **all States to establish an SSP, by 2028**. This is linked to the same findings from the analysis of global safety issues, noted for the previous target. The establishment of an SSP includes establishing a safety data collection and processing system (SDCPS) to capture and collect, store, aggregate, process and enable the analysis of safety data and safety information. Having an established SDCPS enables States to address deficiencies in the collection, analysis, and exchange of safety data and safety information and provides the foundation for safety intelligence to support safety management activities. Indicators linked to this target include the percentage of States having established an SSP and the percentage of States having established an SDCPS. In addition, another indicator focuses on the need for States to establish means to protect data and information collected for safety management purposes, as a key enabler for the establishment of an SSP.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the updated progress in safety management.
- b) urge states to prioritize the timely establishment, implementation, and maintenance of State Safety Programmes (SSPs) and to strengthen Safety Management System (SMS) adoption across all aviation service providers,

- 3 -

ensuring alignment with ICAO Annex 19 standards;

- c) Invite states to share lessons learned, challenges, and successes in SSP development during SEIG meetings, fostering peer-to-peer knowledge exchange and regional collaboration; and
- d) Encourage states to share their latest version of SSP manuals with ICAO MID Office.

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