CANADA'S STATE SAFETY PROGRAMME

ICAO ANNEX 19 SAFETY MANAGEMENT

Transport Canada

Transports Canada

Canada

THE STATE SAFETY PROGRAMME

The International Civil Aviation Organization (ICAO) says that countries must create a State Safety Programme (SSP) to promote and constantly improve safety in their civil aviation system by November 2019.

The SSP is a set of regulations and activities combined together to improve safety. The SSP makes it easier to create rules to manage system safety risks and help people make decisions based on evidence and data.

WHO IS ICAO?

ICAO is a United Nations special agency that manages the global administration and governance of international air transport practices.

ICAO Annex 19 – Safety Management

The global aviation system is getting bigger and more complicated. Therefore, having a single standard for safety management at the State level is now considered necessary for aviation safety.

That is why ICAO created **Annex 19 – Safety Management.** It is a single document dedicated to helping States establish effective management processes necessary for a safe aviation system.

Annex 19 contains ICAO Standards and Recommended Practices (SARPs), which member states use to make sure that global civil aviation standards are followed. SARPs help make sure that Safety Management Systems (SMS) are applied consistently from country to country, and rules are in place to protect safety data from industry.

Annex 19 supports the strategy that will keep improving safety performance. The goal of this strategy is based on creating a SSP that addresses current safety risks and predicting future safety concerns to the aviation system.

State Safety Programme – Framework Components

Annex 19 explains what states need to have as part of their SSP:

- **State Safety Policy & Objectives:** Aviation policy explaining the State's commitment to having the highest level of aviation safety
- **State Safety Risk Management:** Systematic and formal identification, analysis, and management/removal of flight hazards
- **State Safety Assurance:** Evidence from performance measurement activities that the State is achieving the highest level of safety performanc
- **State Safety Promotion:** Internal and external communication of safety information to support the development of a positive safety culture where all stakeholders understand what they have to do to have an effective SSP

Privacy of Safety Data

A good SSP relies on the sharing of safety data. This requires having a clear rules for the use and protection of safety data, safety information, and their sources.

Why Does Canada Need a State Safety Programme?

Canada, the aviation industry, and the traveling public can all benefit from a SSP. This is because it:

- Highlights the importance of safety management at the state level
- Improves safety by consolidating safety management provisions applicable to multiple aviation domains
- Facilitates the evolution of safety management provisions

Who Does the SSP Apply to?

The Annex 19 SSP requirements apply to the State, industry and service providers.

States, like Canada, are required to create ways of monitoring and measuring State safety performance using SSP requirements and guidance.

Canada's SSP applies to all government partners who influence Canadian aviation safety. **Transport Canada Civil Aviation** is responsible for the creating, coordinating, and managing Canada's SSP.

Industry also plays a critical role in meeting the goals of Annex 19 by putting a strong Safety Management System (SMS) in place

SMS: a set of rules for the safe operation of their organization.

State Safety Programme Implementation

SSP implementation is a gradual process; it is effected by the size and maturity of the air transportation system with the ability of a country to regulate, monitor and inspect transportation.
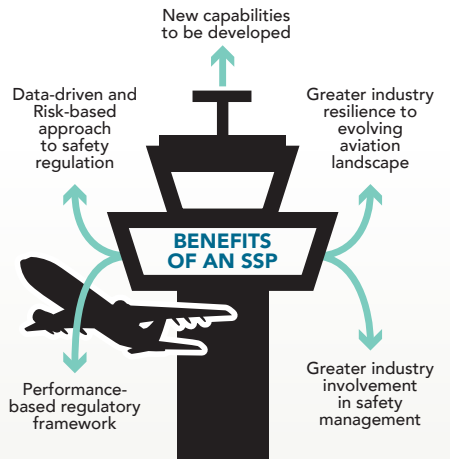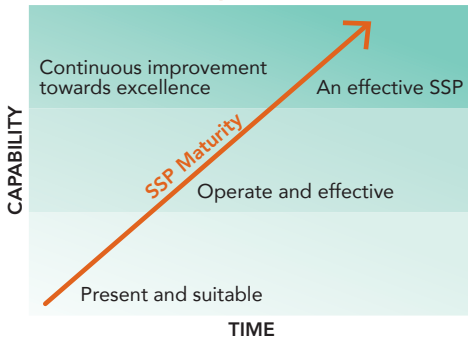
Creating Canada's SSP will be a collaborative effort between the Government and industry to:

- Establish a healthy, robust, and positive safety culture;
- Continuously improve aviation safety; and
- Share best practices

Canada is on track to meeting Annex 19 requirements

It's not a book or a publication… it's a journey

The SSP Journey

CAPABILITY

Continuous improvement towards excellence — An effective SSP

SSP Maturity

Operate and effective

Present and suitable

TIME

New capabilities to be developed

Data-driven and Risk-based approach to safety regulation

Greater industry resilience to evolving aviation landscape

BENEFITS OF AN SSP

Performance-based regulatory framework

Greater industry involvement in safety management

RESOURCES

ICAO Safety Management Manual

https://rise.articulate.com/share/v5Sm_0DJQvKI51ZQb6HJmBy7bOrhQfTE#/lessons/_5KUx8747VkDIz_znAbNxw_pCdPBQguw?_k=rxedfv

ICAO Safety Management web page

https://www.icao.int/safety/SafetyManagement/Pages/default.aspx

Transport Canada Safety Management Systems web page

http://www.tc.gc.ca/eng/civilaviation/standards/sms-menu-618.htm

Integrated Management Systems (IMS) Standard Technical Publication

http://www.tc.gc.ca/eng/civilaviation/opssvs/managementservices-qa-imsstandard-menu-108.htm