



SSP Implementation in Côte d'Ivoire

Developing the Regulatory Framework: **Approach and Key Outcomes**

Contents



Strategic Framework and SSP
Implementation Structure

1

Operational Implementation and
Regulatory Development

2

Evaluation, Results and Next Steps

3





Introduction



The State Safety Programme (SSP) is a critical requirement under ICAO Annex 19. It aims to ensure that each State establishes a structured approach to managing aviation safety at the national level.

In Côte d'Ivoire, the implementation of the SSP is both a regulatory commitment and a strategic priority, supported by strong leadership and a step-by-step institutional process.

This presentation shares the practical experience of Côte d'Ivoire in implementing the SSP, its challenges, its achievements, and the lessons learned.

This presentation focuses on the regulatory development aspect, particularly the regulations related to the SDCPS."

◆ **SDCPS = Safety Data Collection and Processing System**

Presentation Objectives: **Practical case**



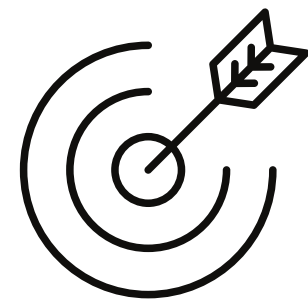
- Share the key stages of SSP implementation in Côte d'Ivoire
- Highlight institutional, operational, and regulatory efforts
- Present the results achieved and gaps identified
- Discuss the next steps

**Focus on Regulatory
Aspect**





1- Strategic Framework and PNS Implementation Structure



Goal: Present the regulatory foundations, national commitment, and organizational structure that support the implementation of the State Safety Programme (SSP).

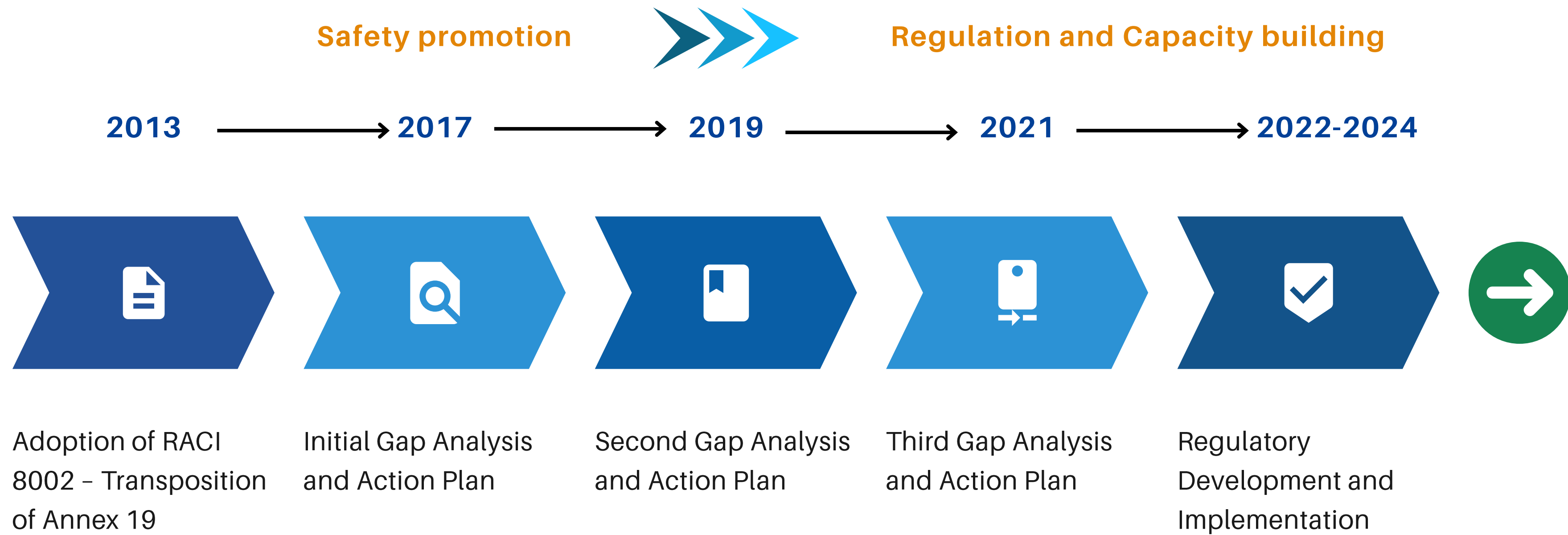
1- Strategic Framework and PNS Implementation



Structure



The SSP in Côte d'Ivoire started by following **ICAO's global guidance**. With strong **support from top management, a solid structure** was put in place to organize and manage safety at the national level.



1- Strategic Framework and PNS Implementation



Structure



The strong commitment of the Director General was **key to launching the SSP**. It led to the creation of a **solid organizational structure**, with **dedicated human and financial resources to support safety functions** at the national level.

This strong commitment was demonstrated through:

Organization-Strategic

Creation of the Directorate for Safety and Compliance

Organization

Establishment of the SSP Sub-Directorate and appointment of SSP focal point for each safety domain

Financial Ressources

Allocation of a budget for SSP activities

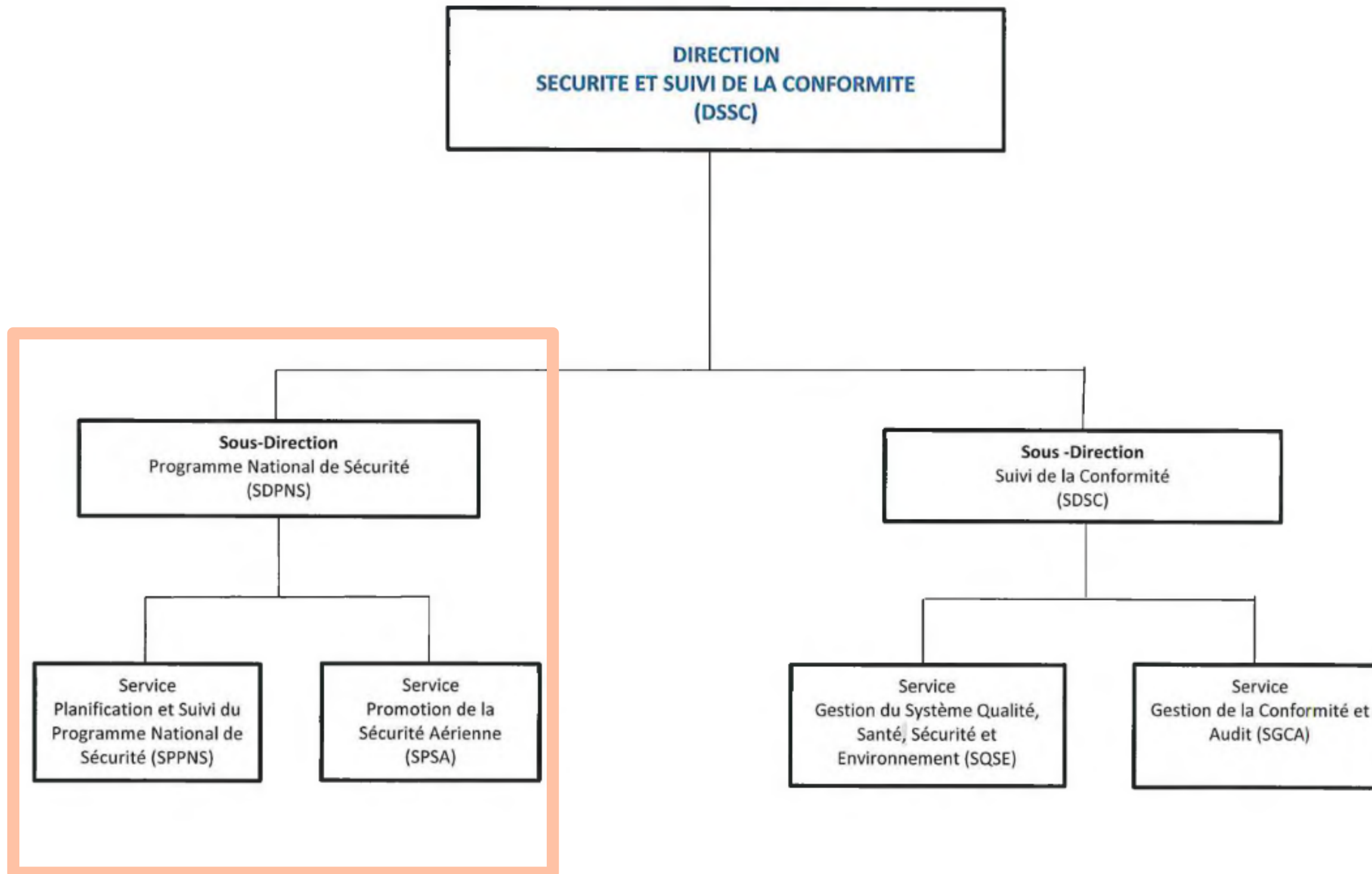


1- Strategic Framework and PNS Implementation



Structure

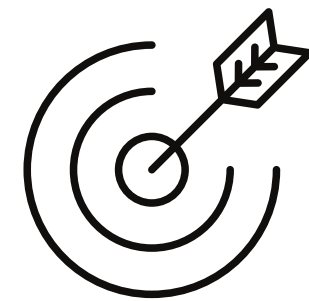
Overview of the Established Directorate:



- **Key Actions Following the Establishment of the Organizational Structure:**

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2-Operational Implementation and Regulatory Development



Goal: Show how the SSP was implemented in practice and supported by a structured regulatory and documentation framework.



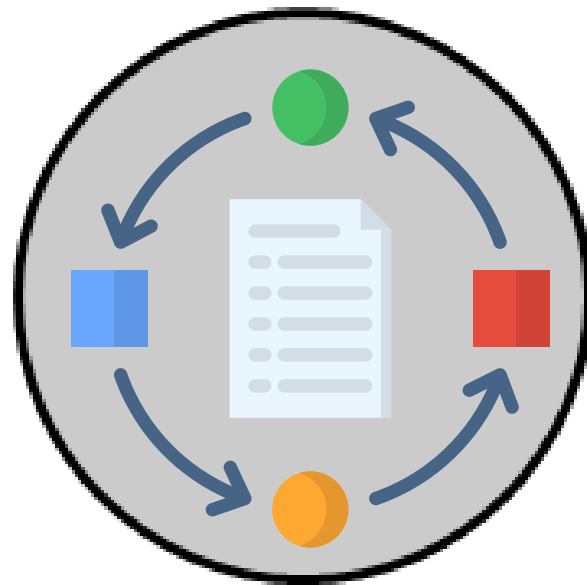
2-Operational Implementation and Regulatory Development



With a strong organizational structure in place, Côte d'Ivoire moved forward with the operational implementation of the SSP, while strengthening the regulatory framework to support sustainable and effective safety management across the aviation sector.

2-Operational Implementation and Regulatory Development

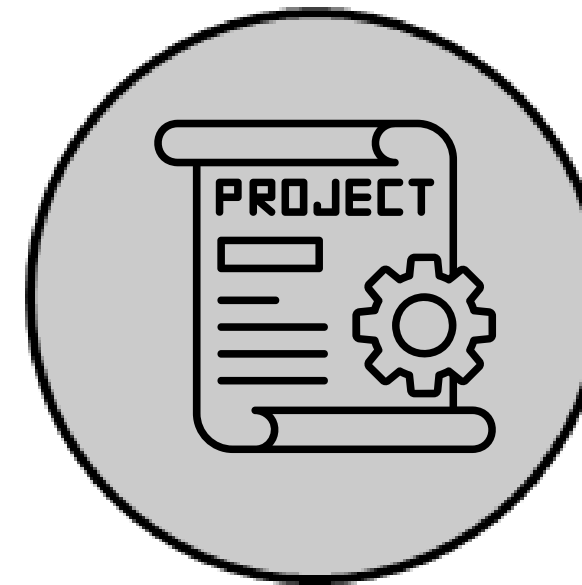
Key Success Factors or Prerequisites



Existence of a mechanism (procedure) for the development and adoption of regulations



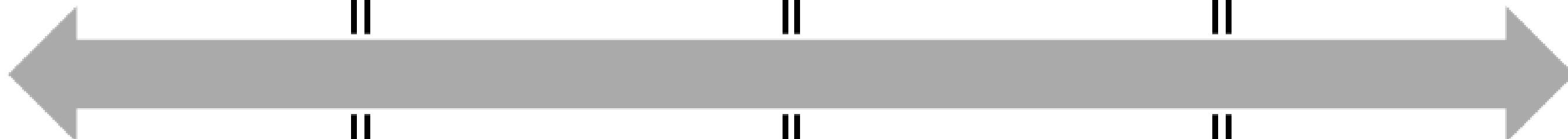
A well-established, functional, and effective Regulation Committee



Management of regulation development through project-based planning, including stakeholder consultation

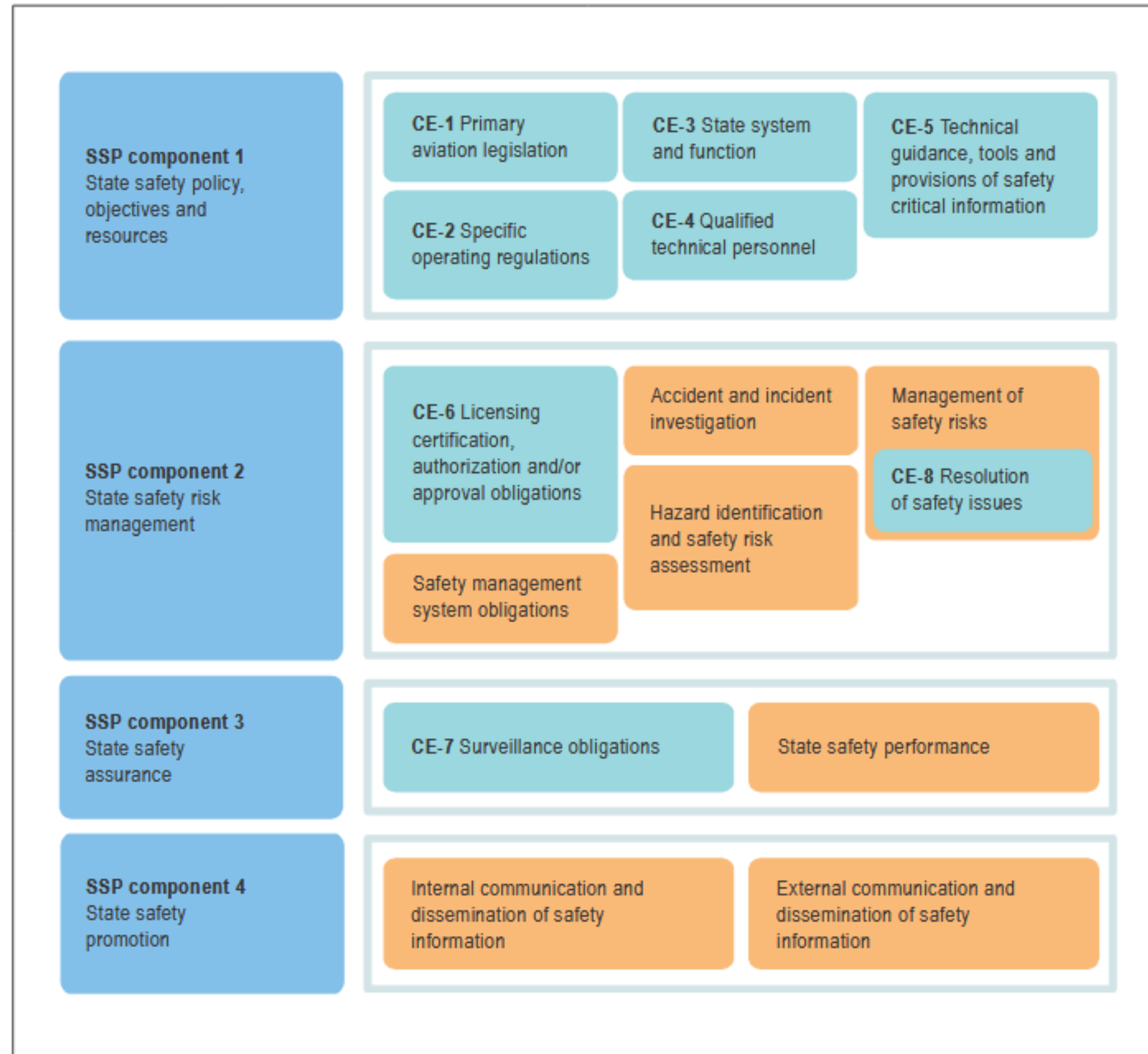


Good coordination between the SSP team and other safety domains



2-Operational Implementation and Regulatory Development

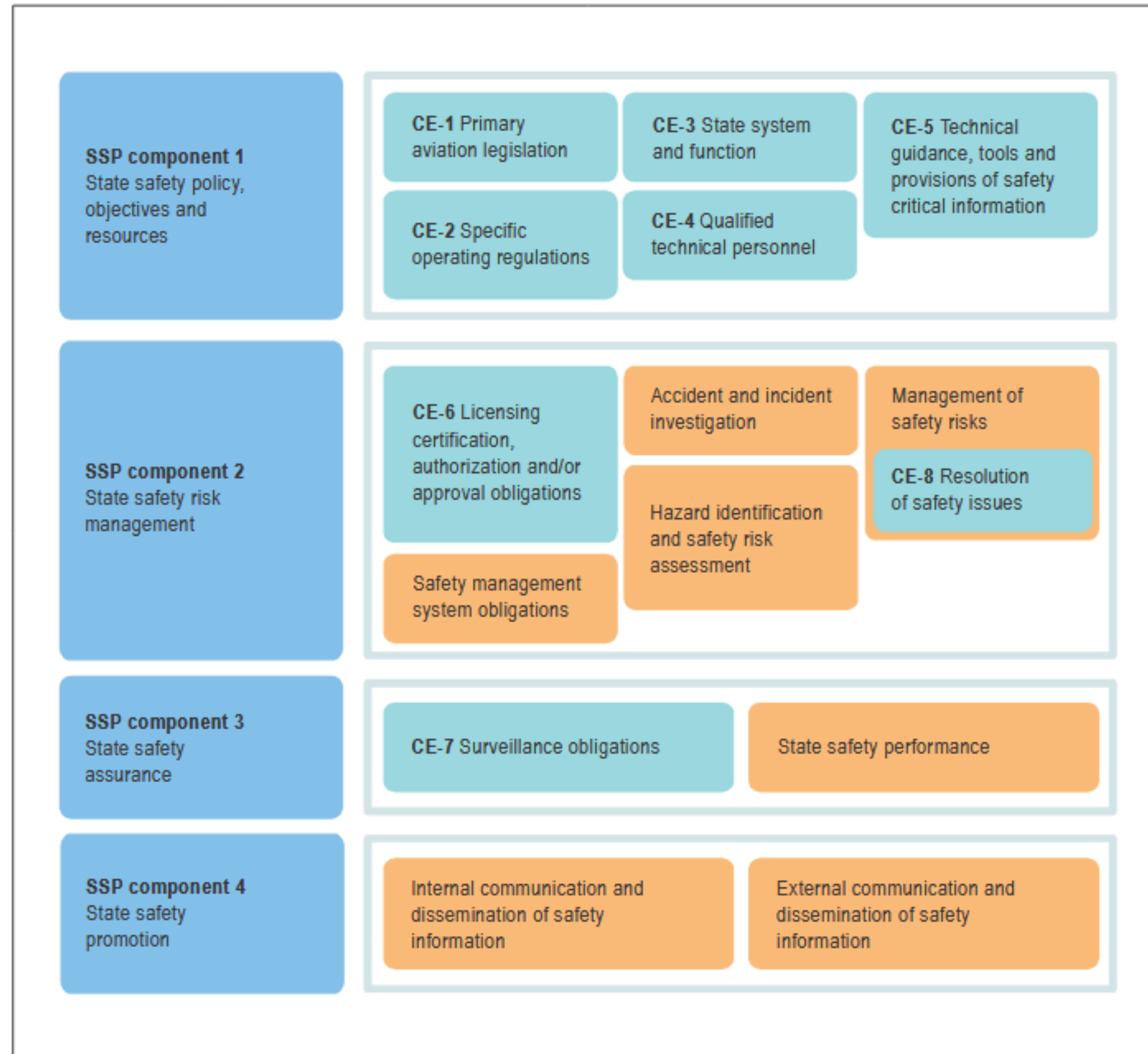
Key Success Factors or Prerequisites



Regulatory development must comprehensively cover all components and elements of the SSP. Some may require the creation of new documentation, while others may simply need amendments to existing texts. **This underscores the critical importance of a thorough gap analysis.**

2-Operational Implementation and Regulatory Development

Key Success Factors or Prerequisites



Some approaches adopted following the gap analysis:

- Benchmarking and document review with States that are more advanced in SSP implementation
- Utilization of ICAO's online safety management platform, which provides resources and documents from other States
- Technical assistance from ICAO



2-Operational Implementation and Regulatory Development

List of regulations to be developed or amended based on the gap analysis and progress status:

Developed and Published

Pending Validation

In developpement

Component	Document					
	Legislation Establishing the SSP					
	Provisions of Primary Legislation for the SSP					
	Provisions on the Functioning of the PNS Coordination Committee					
	Civil Aviation Safety Policy					
	National Aviation Safety Plan (NASP)					
	SSP Training Needs Analysis					
	SSP Training Programme					
	SSP Resources needs Analysis					
	Regulation on Safety Management					



2-Operational Implementation and Regulatory Development



Developed and Published



Pending Validation



In developpement

Component	Document					
	SMS Manuals Acceptance Procedure					
	Guide for Writing an SMS Manual					
	Guide for SMS Implementation					
	Considerations on Size and Complexity of the SMS					
	Initial and Continuous SMS Acceptance Requirements					
	SMS Acceptance Procedure					
	Manual for Resolving Safety Issues					
	Guide on Data Collection and Processing Systems (SDCPS)					
	Guide on Safety Analysis					



2-Operational Implementation and Regulatory Development



Developed and Published



Pending Validation



In developpement

Component	Document					
Componet 3 : Safety Assurance at State Level	RBO Procedure – Risk-Based Oversight					
	SMS Surveillance Programme					
	Procedure for evaluating the SSP effectivness					
	SMS Acceptance Monitoring					
	Guide for SMS Evaluation					
	Procedure for monitoring state safety performance					
	Service providers SPI Acceptance and Monitoring Requirements					
	Service providers SPI Acceptance and Monitoring Procedure					



2-Operational Implementation and Regulatory Development



Developed and Published



Pending Validation



In developpement

Component	Document					
Component 4: State Safety Promotion	SSP Communication Plan					
	Procedure for safety promotion					
	Guide on Safety Culture					



Developed and Published



Pending Validation



In developpement

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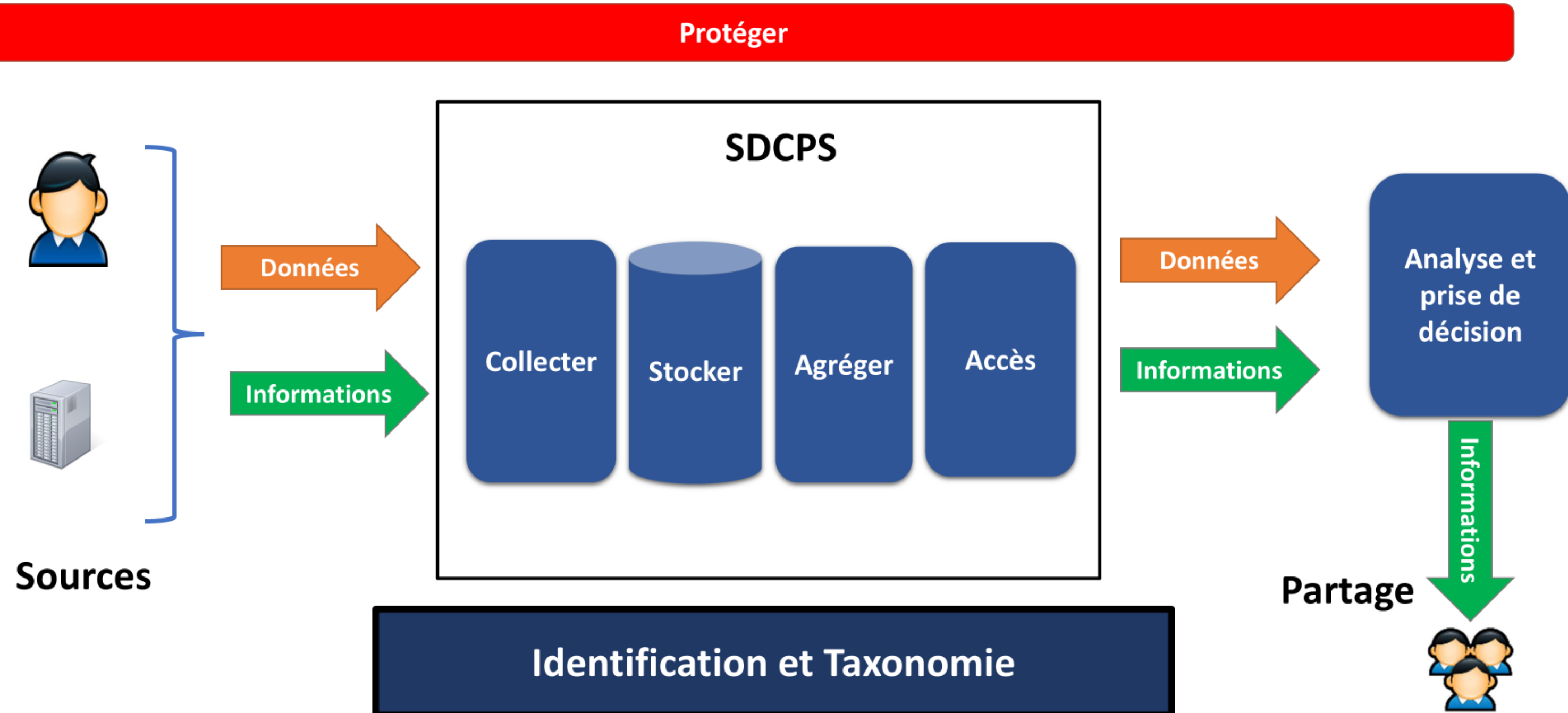
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3

Focus on the Regulatory Framework for the SDCPS

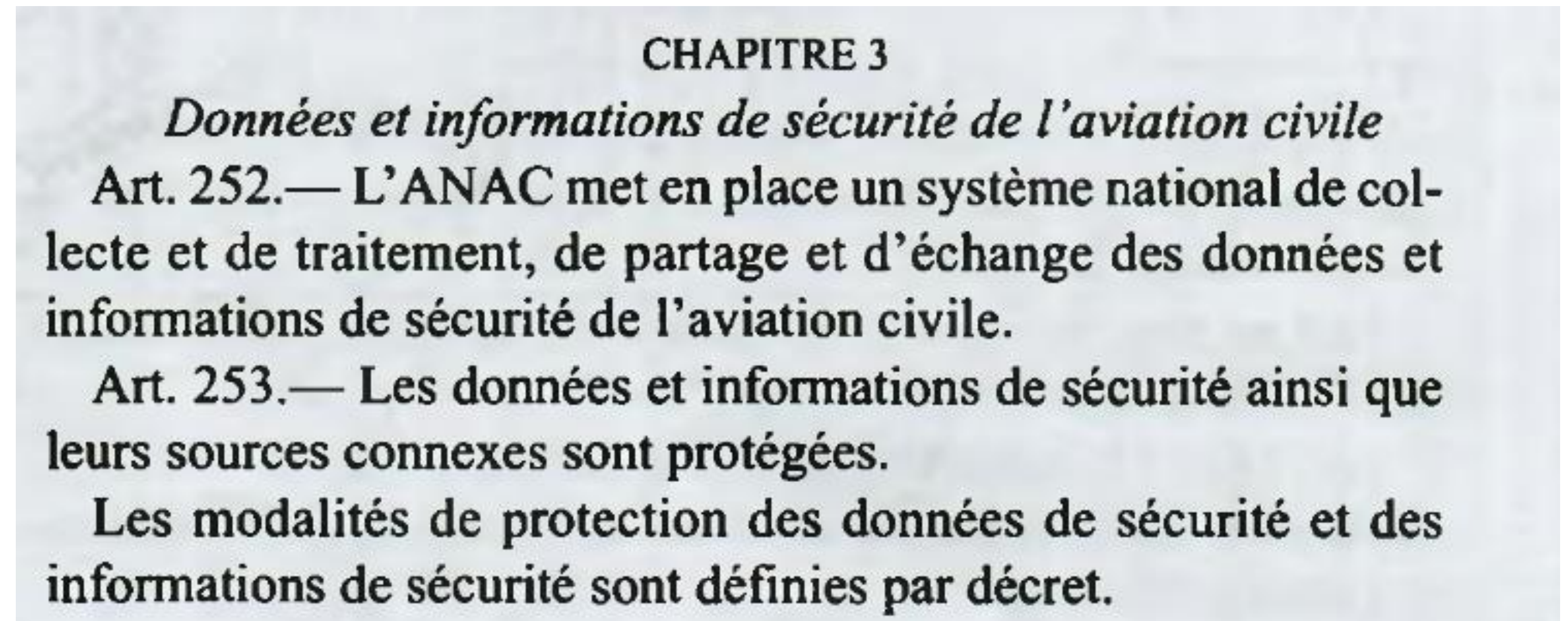


Overview of an SDCPS and related interactions



2-Operational Implementation and Regulatory Development

Focus on the Regulatory Framework for the SDCPS



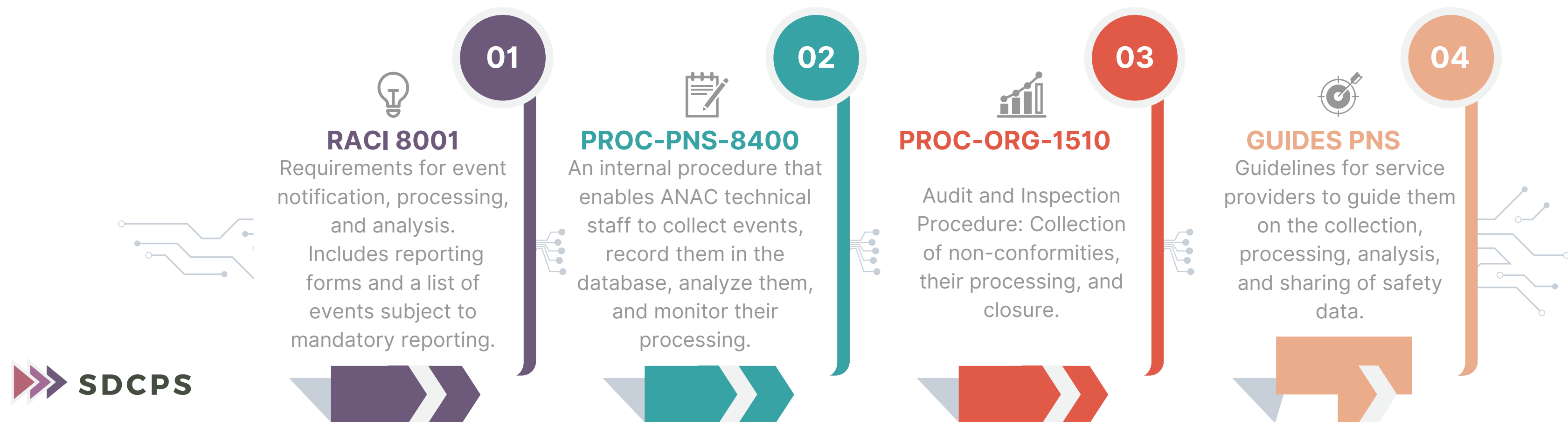
The establishment of an SDCPS is stipulated in the Law on the Civil Aviation Code of Côte d'Ivoire, under Book VII – Safety Management. This law was promulgated on November 23, 2022.

2-Operational Implementation and Regulatory

Development Focus on the Regulatory Framework for the SDCPS



A regulation was developed and updated to establish requirements for voluntary and mandatory reporting systems, as well as for the storage, processing, analysis, and sharing of data through RACI 8001 on safety event management. In addition, internal procedures were developed to manage notifications submitted through this system.



2-Operational Implementation and Regulatory Development



Tools and Channels

To support the implementation of the requirements, additional tools and channels have been established alongside the guidelines.



FORMULAIRES
Notification forms for each domain and a voluntary reporting form are available on the ANAC website.

01

MAILS
Email address for quick and flexible event reporting.

02



evenementsecurite@anac.ci

EMAIL

FORM-PNS	Formulaire de collecte d'événements et d'incidents sur les aéroports. (Edition 1 Amendement)
FORM-AGA-6510	FORMULAIRE DE NOTIFICATION OBLIGATOIRE D'EVENEMENT DE SECURITE - AERODROME (Edition 1 Amendement)
FORM-AIR-4501	FORMULAIRE DE NOTIFICATION OBLIGATOIRE D'EVENEMENT DE SECURITE - MAINTENANCE OU GESTION DE MAINTIEN DE NAVIGABILITE (Edition 1 Amendement)
FORM-ANAC-DGR-004	FORMULAIRE DE NOTIFICATION OBLIGATOIRE D'EVENEMENT DE SECURITE - MARCHANDISES DANGEREUSES (Edition 1 Amendement)
FORM-ANS-5530	FORMULAIRE DE NOTIFICATION OBLIGATOIRE D'EVENEMENT DE SECURITE - NAVIGATION AERIENNE (Edition 1 Amendement)
FORM-OPS-038	FORMULAIRE DE NOTIFICATION OBLIGATOIRE D'EVENEMENT DE SECURITE - TRANSPORT AERIEN COMMERCIAL (Edition 1 Amendement)
FORM-OPS-039	FORMULAIRE DE NOTIFICATION OBLIGATOIRE D'EVENEMENT DE SECURITE - ASSISTANCE EN ESCALE (Edition 1 Amendement)
FORM-OPS-040	FORMULAIRE DE NOTIFICATION OBLIGATOIRE D'EVENEMENT DE SECURITE - AVIATION GENERALE (Edition 1 Amendement)
FORM-PNS-8700	FORMULAIRE DE COMPTES-RENDUS VOLONTAIRES EN MATIERE DE SECURITE D'AVIATION CIVILE (Edition 1 Amendement)



FORMULAIRE DE COMPTE-RENDU D'EVENEMENT DE SECURITE
Navigation Aérienne
« FORM-ANS-5530 »

Edition: 01
Date: 18/04/2021
Amendement : 00
Date : 18/04/2021

ANNEXE A-4 : FORMULAIRE DE NOTIFICATION OBLIGATOIRE D'EVENEMENT DE SECURITE
NAVIGATION AERIENNE

1. NOTIFICATION DE L'EVENEMENT
Cadre réservé aux fournisseurs de services de la navigation aérienne

Code OACI de la plate-forme où a eu lieu l'évènement

Numéro de référence de l'évènement

Indiquez les entités auxquelles ce compte-rendu a été transmis

☐ ANAC ^[1]☐ BEA ^[2]☐ Exploitant d'aérodrome
☐ Exploitant d'aéronef

1.1) Classe et statut de l'évènement (A envoyer à la partie analyse)

Type d'évènement

Statut de l'évènement

Type de rapport

☐ Incident☐ Incident grave☐ Accident
☐ Ouvert, analyse en cours☐ Clos avec analyse détaillée☐ Clos à la transmission
☐ Notification initiale☐ Notification avec résultat complet d'investigation☐ Suivi d'un rapport antérieur

1.2) Informations de référence sur l'évènement

Titre de l'évènement

Date et lieu

Date (jj/mm/aaaa)

Espace aérien

FIR

Heure UTC (hh : mm)

Précision sur le lieu de l'évènement (QFU, numéro de taxiway, point de la procédure, radial distance, coordonnées, etc.)

Evènement

☐ IATS☐ AIM☐ CNS☐ IMTO☐ AGA☐ Autre, précisez :

1.3) Informations sur les aéronefs

FORMS

2-Operational Implementation and Regulatory Development

Tools and Channels



DATA BASE

They allow data entry as well as monitoring. They consist of Excel files.

B	C	D	E	F	G	H	I	J	K	L	M	N	O
Date arrivée	Emetteur	Date évènement	Déla i notifi cati	Cause rapportée	Classification primaire	Description évènement	Lieu évènement	Element mis en cause	Exploitant	Resp. Traitement Exploitant	Responsable Suivi du traitement (Direction ANAC)	Etat de traitement	Observation
3-janv.-23	VRE	2-janv.-23	1		TECH	Alerte TCAS (T.A.) lors du vol HF741 du 02/01/2023		TU-TSQ	VRE	VRE	DSNAA	clôturé	1-VRE-23 Clôturé au niveau de la DSV (voir avec DSNAA)
10-janv.-23	VRE	7-janv.-23	3		TECH	survenue d'un AIR ENG1+2 BLEED FAULT et ENG1 BLEED HI TEMP lors du vol HF803 du 07 janvier 2023 opéré par le TU-TSV.	NSI et ABJ	TU-TSV	VRE		DSV	clôturé	2-VRE-23
10-janv.-23	VRE	9-janv.-23	1		TECH	survenue d'un AIR ENG1+2 BLEED FAULT en approche finale lors du vol HF820 du 09 janvier 2023 opéré par le TU-TSV.	FINAL APP FKKD	TU-TSV	VRE		DSV	clôturé	3-VRE-23
10-janv.-23	VRE	9-janv.-23	1		HUM	mauvaise coordination avec l'assistance au sol lors du vol HF711 du 09 janvier 2023 opéré par le TU-TSY.	GABS PARKING	TU-TSY			DSV	en cours	4-VRE-23
16-janv.-23	non connu	12-janv.-23	4			Atterrissage/décollage d'un aéronef immatriculé TUHAI au complexe sportif de YOPOUGON				Ivoire Hélicoptère	DSNAA-DSV	clôturé	clôturé par ANS
16-janv.-23	VRE	14-janv.-23	2		ENV	@18h35 @around 200 ft AGL bird strike (nose of aircraft)	Short final 21	TU-TSY	VRE		DSV-DSNAA	clôturé	5-VRE-23 clôturé par DSV
17-janv.-23	ASECNA	6-janv.-23	11		TECH	BEL23B, évolue dans l'espace aérien sans contact RADAR suite à une panne de son transpondeur. BEL23B, est pris en charge au travers des procédures de panne transpondeur et atterrit en piste 21 à 20h39.	CTR ABJ	OOSFB	BRUSSEL AIRLINE		DSNAA	clôturé	voir fichier ANS
17-janv.-23	ASECNA	8-janv.-23	9		ENV	RAM533X, après atterrissage informe avoir heurté un oiseau du seuil de piste 21 pendant son atterrissage. L'unité PPA avisé, a réalisé une inspection de piste et un effarouchement. Une carcasse d'un moineau éperonné ramassé. Cette information a été communiquée au pilote.	CTR ABJ	CNROT	ROYAL AIR MAROC		DSNAA	clôturé	soit-transmis d'ANS à AGA(voir fichier ====>voir AGA pour confirmation de clôt



SAFETY MEETINGS

Framework for the exchange and sharing of safety data and information.



SAFETY BULLETINS

Safety bulletins have been issued and shared since 2020



SDCPS

2-Operational Implementation and Regulatory Development

Tools and Channels



AUDITS AND INSPECTION DATA



DATA BASE

They allow data entry as well as monitoring. They consist of Excel files.



		Analyse du risque associé à la non-conformité					
Constat	Item	Danger générique	Danger spécifique	Evènement redouté	Conséquence ultime	Probabilité	Gravité

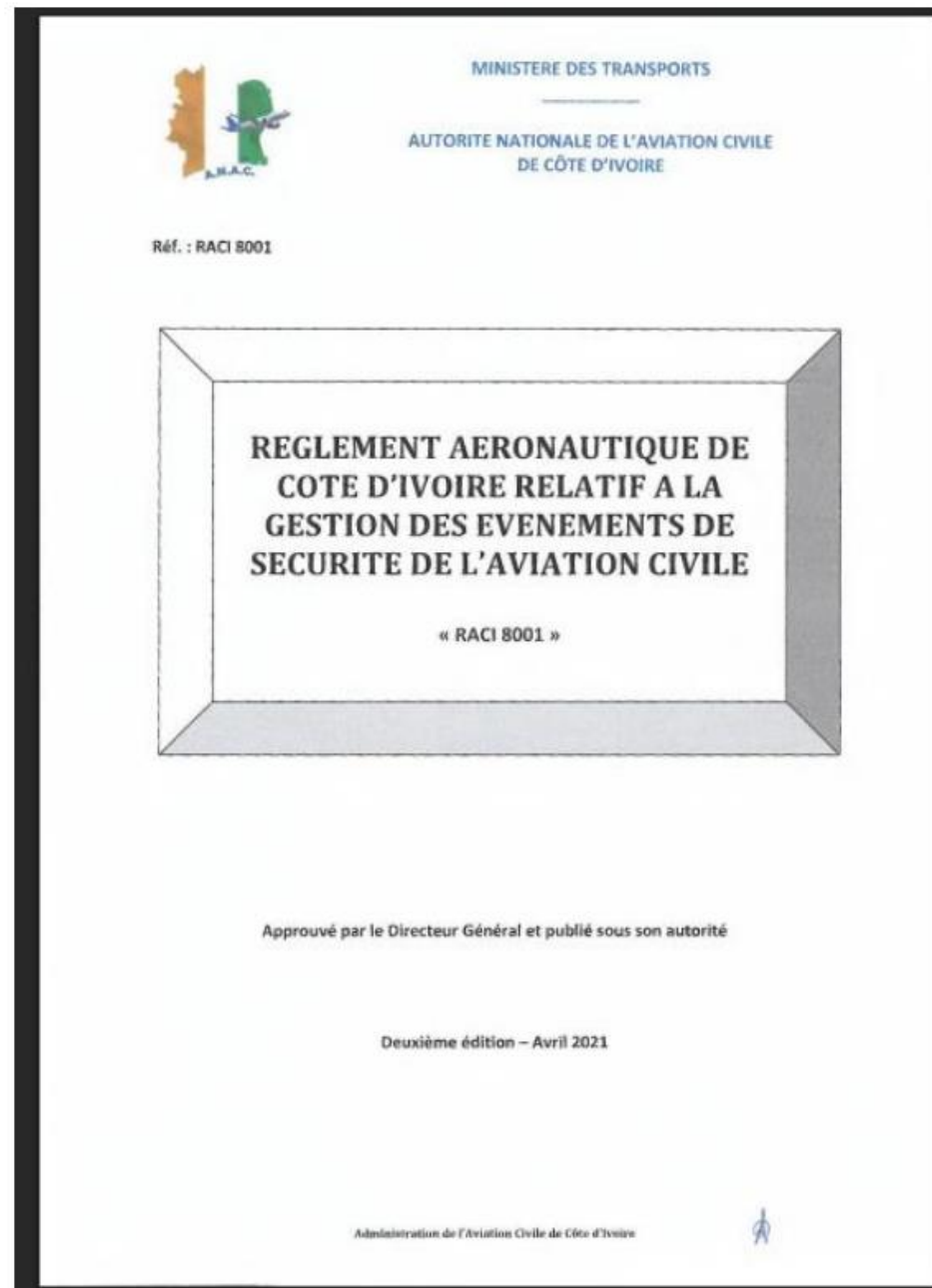
Analyse préliminaire évènement								
Danger générique	Danger spécifique	Evènement redouté	Conséquence ultime	Gravité	Probabilité	Indice risque	Tolérabilité	Décision



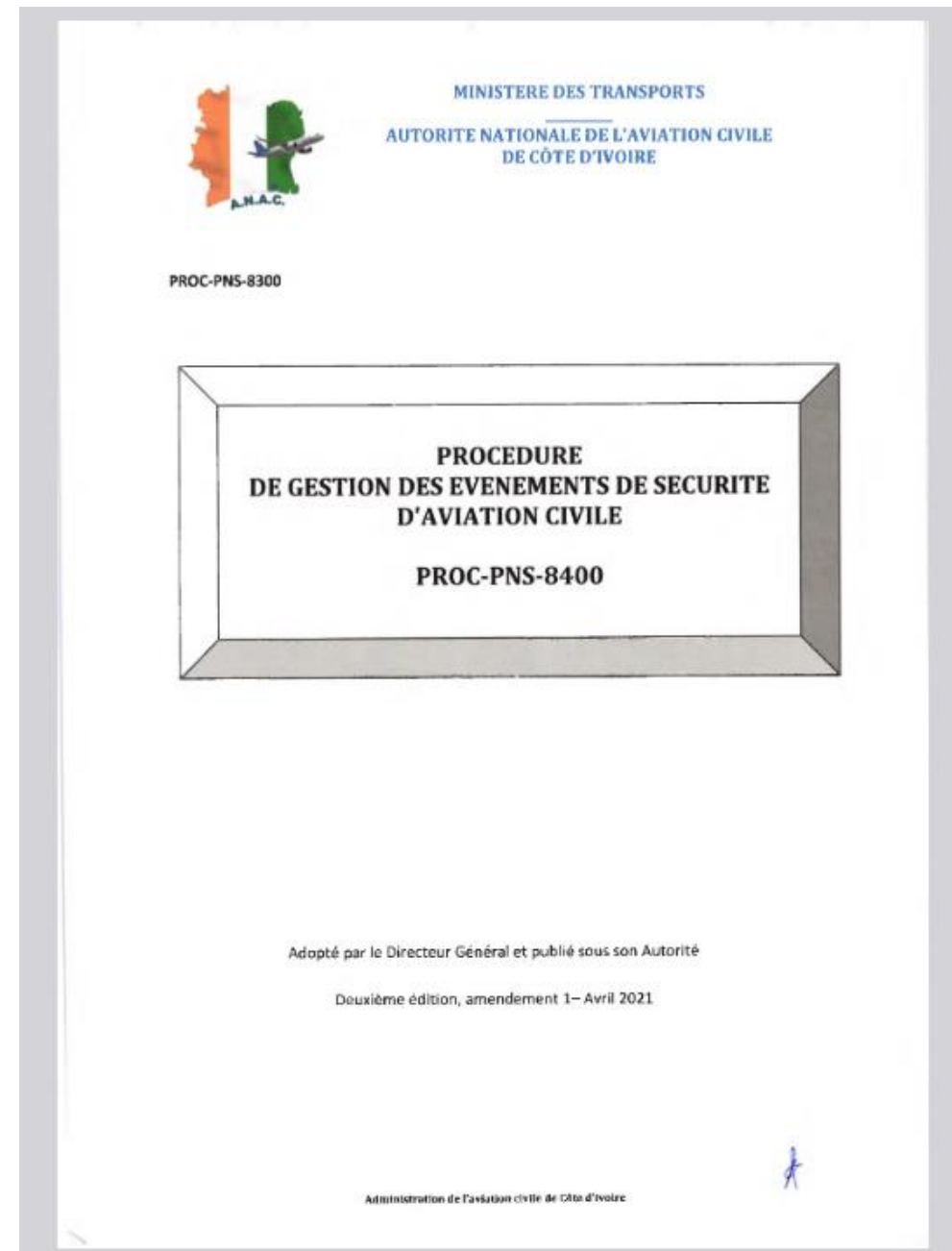
SDCPS

2-Operational Implementation and Regulatory Development

Focus on the Regulatory Framework for the SDCPS



RACI 8001



PROC-PNS-8400



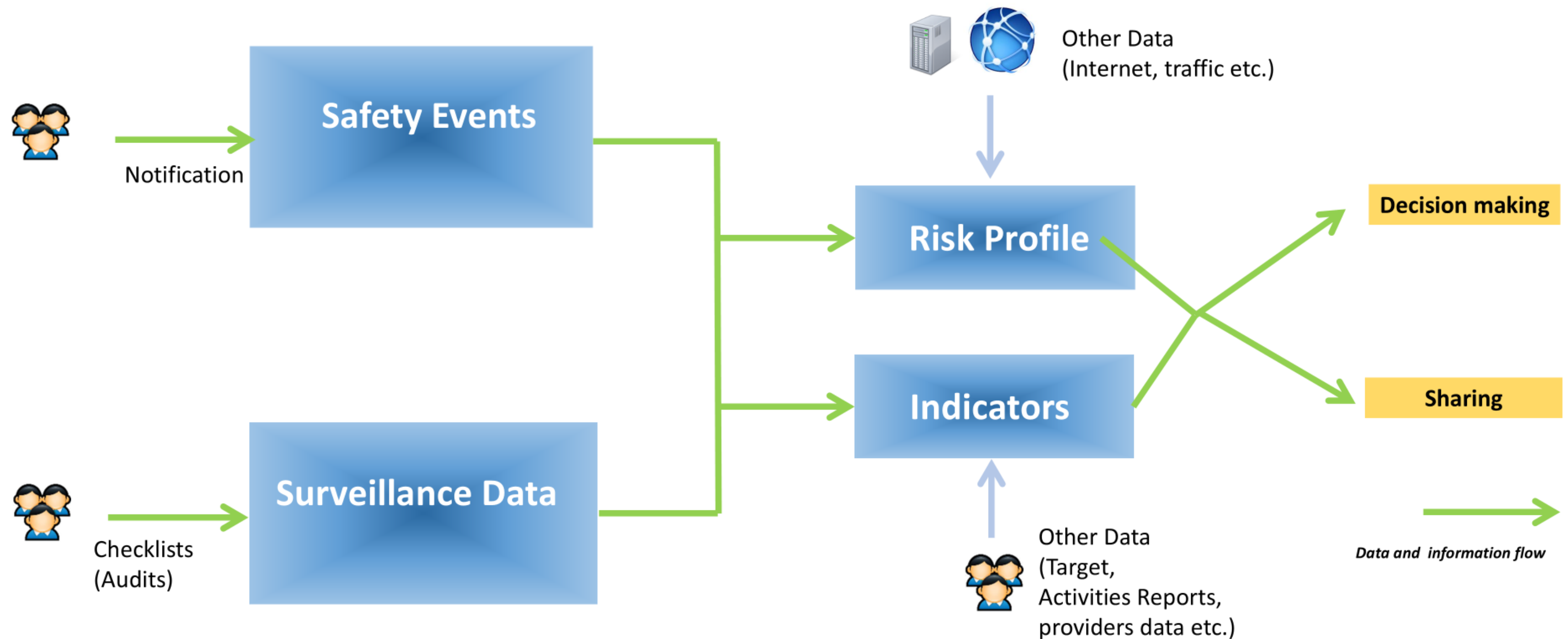
PROC-ORG-1510

2-Operational Implementation and Regulatory Development

Focus on the Regulatory Framework for the SDCPS

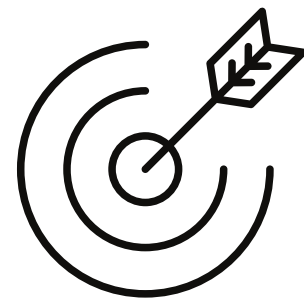


Overview of Côte d'Ivoire SDCPS and Related Interactions



TEAM WORK





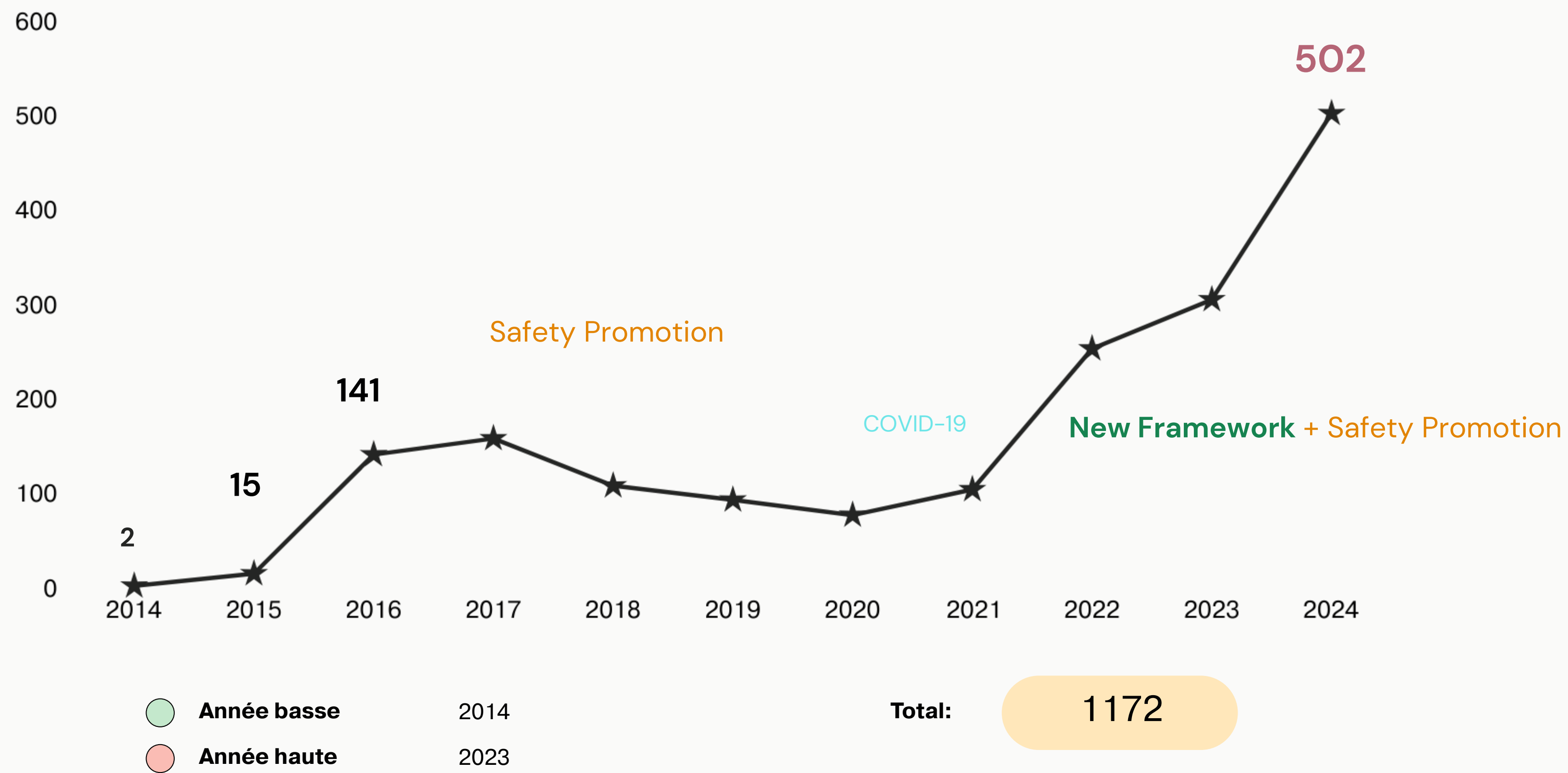
3- Evaluation, Results and Next Steps

Goal: Assess the progress made, identify remaining challenges, and outline future priorities.

3- Evaluation, Results and Next Steps



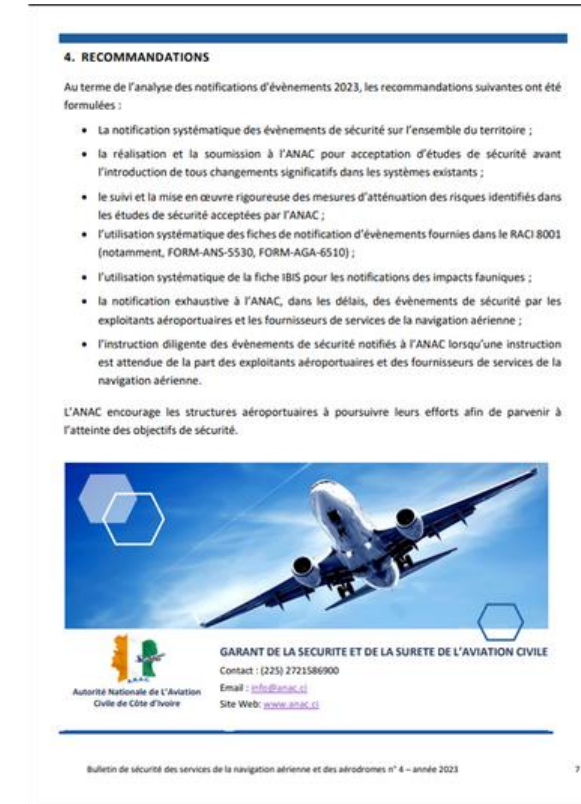
An increase in event reporting has been observed between 2014 and 2024.



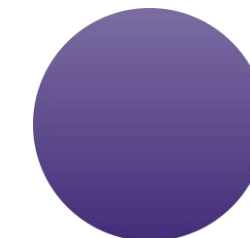
SHARING



SAFETY DATA AND INFORMATION ARE SHARED THROUGH SAFETY MEETINGS AND SAFETY BULLETINS.



SAFETY BULLETINS ARE SENT TO OPERATORS AND PRESENTED DURING SAFETY MEETINGS.

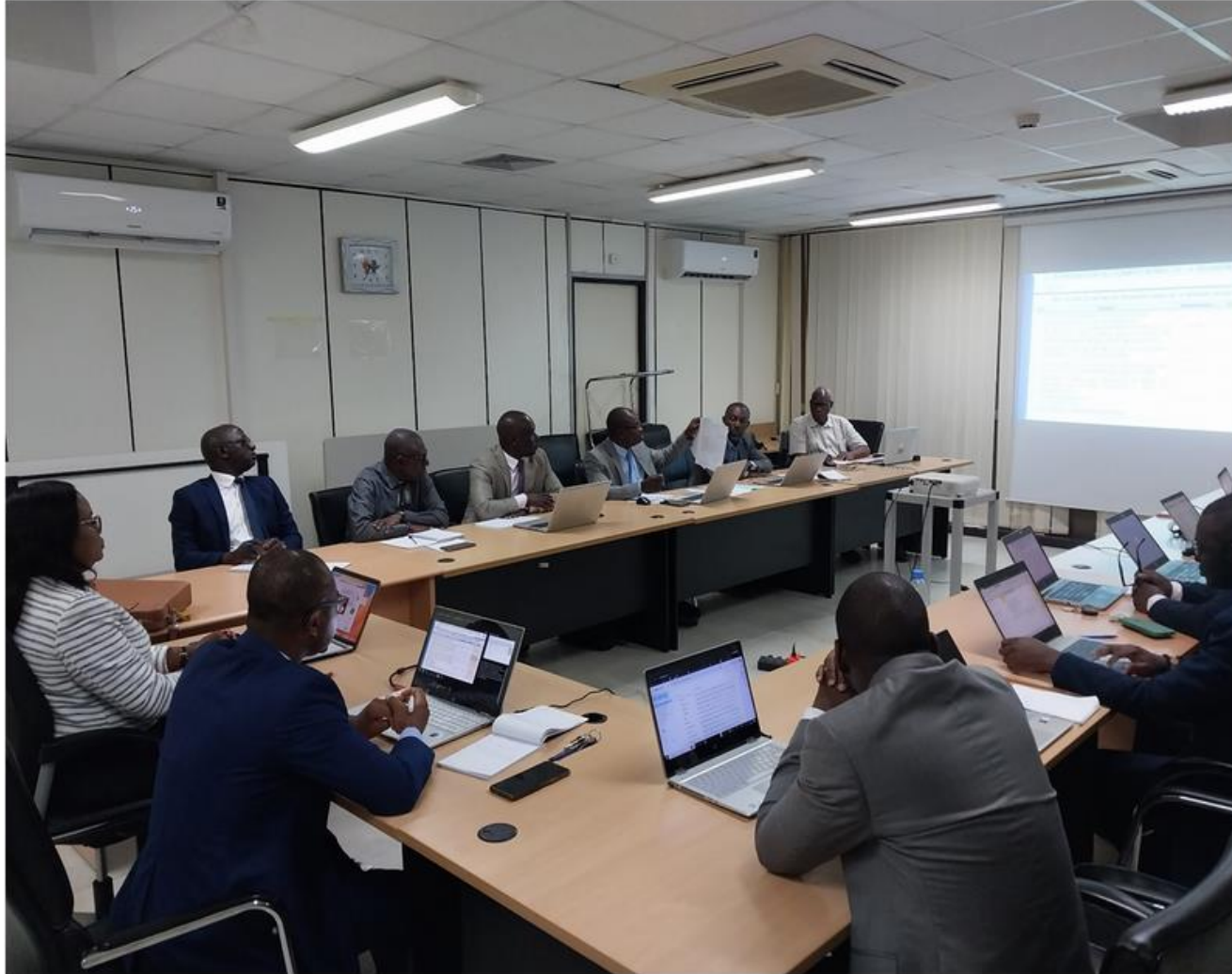


3- Evaluation, Results and Next Steps



SAFETY DATA AND INFORMATION ARE SHARED THROUGH SAFETY MEETINGS AND SAFETY BULLETINS.

- Reunions de sécurité



- Séances de familiarisation à la réglementation et sensibilisation





NEXT STEPS

1. Finalize the development of the Manual on Safety Data and Information Management and other pending texts
2. Enhance safety promotion activities
3. Conduct a new gap analysis and take Safety Intelligence into account.
4. Train key stakeholders in safety data analysis
5. Digitize SSP activities





THANK YOU

Kledjomoh Ousmane KONE



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