

*INTERNATIONAL CIVIL AVIATION ORGANIZATION***FIRST MEETING OF THE REGIONAL AVIATION SAFETY GROUP -  
ASIA AND PACIFIC REGIONS (RASG-APAC/1)***Noumea, New Caledonia, 10 - 11 October 2011***Agenda Item 4: Member State Presentations****DEVELOPING INDIA'S STATE SAFETY PROGRAMME**

(Presented by India)

**SUMMARY**

This paper presents information on the development and implementation of India's State Safety Programme by the Directorate General of Civil Aviation (DGCA) of India in accordance with ICAO standards and recommended practices.

**1. INTRODUCTION**

1.1 A State's Safety Programme is a management system for the management of safety by the State. It refers to the full range of national roles, legislation, processes, initiatives and activities which enable aviation to be run in a safe manner, in accordance with the provisions of the Chicago Convention. Within this scope, national bodies exercise specific functions in the regulatory, investigation, operations and service-provision fields. The implementation of an SSP is commensurate with the size and complexity of the State's aviation system, and may require coordination among multiple authorities responsible for individual elements of civil aviation functions in the State.

1.2 This Information Paper provides development and the status of India's Safety Programme including the implementation of Safety Management Systems.

**2. DISCUSSION**

2.1 The approach taken by India in establishing its 'State Safety Programme' has been to set-up a 'SSP Group' within the Directorate General of Civil Aviation with the participation from the airline industry and service providers.

2.2 The tasks assigned to the group included the development of a Draft State's Safety Programme by conducting a gap analysis to assess the existence and maturity within the State of the elements of an SSP and document the results and the preparation of a SSP implementation plan based on the gap analysis.

2.3 Based on the above, a "flight plan" was developed which serves as a guide for the development of the SSP.

2.4 As part of establishing the SSP, a review of the implementation of Safety Management Systems amongst various entities vis-à-vis airlines/ aerodromes/ air navigation services has also been undertaken.

2.5 Assistance of experts of European Union, FAA of USA, ICAO Technical Cooperation Bureau, COSCAP-SA and other such international agencies has also been taken to prepare India's State Safety Programme.

2.6 Preparation of SSP-India: A SSP-India document has been developed using the ICAO SSP framework and guidance material, including the ICAO SSP gap analysis document. This document demonstrates the India's compliance with the SARPs of ICAO; outcomes of the gap analysis which provide State's Safety Programme (SSP) requirements vis-à-vis the existing resources in India; the draft 'flight plan' for the implementation of SSP based on the results of the SSP gap analysis.

2.7 The SSP document provides the 'Roadmap' for the establishment of India's State Programme.

2.8 Primary responsibility for the India SSP rests with DGCA. The Director-General is responsible for overseeing the implementation of SSP and coordinates as appropriate, the activities of the various State aviation organizations encompassed under SSP. The SSP-India is steered by a Steering Committee with Secretary (Civil Aviation) as the Chairman and representation of stakeholders for the management of safety in India.

2.9 Implementation of Safety Management Systems: Regulations require holders of maintenance organizations approvals, air operator's permit, aerodrome licence and the air traffic service providers to develop, establish, maintain and adhere to a safety management system acceptable to the regulatory authority.

2.10 While the regulations for implementation of SMS in aerodromes and air traffic service providers has been existing for sometime, the regulations for establishment of SMS in air operators and maintenance organisations is a recent inclusion.

2.11 In order to provide guidance for the development of SMS, India has laid down regulations for providing guidance on the aviation safety-related processes, procedures and activities for the establishment of Safety Management System (SMS) by an organization.

2.12 Acknowledging that organisations have been certified/ approved before the regulations of SMS came into place and that the implementation of SMS involves a progressive development in an organisation, a phased-in approach has been thought of for the implementation of SMS across all sectors. Further, acknowledging that new organisations being in their infant stage would also need time to put SMS into place, the phased approach has been thought of for such organisations also. A time period of three years in line with Transport Canada's approach has been adopted to ensure implementation of SMS in all areas.

2.13 In the phased approach, the first phase (within four months) would require the organisation to provide the name of the accountable executive; the name of the person responsible for implementing the SMS; a statement of commitment to the implementation of SMS (signed by the accountable executive); documentation of a gap analysis between the organization's existing system and the SMS regulatory requirements; and the organization's implementation project plan based on an internal gap analysis.

2.14 During the second phase, (within one year), the organisation would need to demonstrate that their system includes a documented safety management plan; documented policies

and procedures relating to the required SMS components; and a process for occurrence reporting with the associated supportive elements such as training, a method of collecting, storing and distributing data, and a risk management process.

2.15 The third phase, (within two years), the organisation would need to demonstrate that, in addition to the components already demonstrated during the second phase, they also have a process for the proactive identification of hazards and associated methods of collecting, storing and distributing data and a risk management process and would demonstrate that the required components that is the documented safety management plan; documented policies and procedures; process for reactive occurrence reporting and training; and Process for proactive identification of hazards are in place.

2.16 The last and the final phase (within three years) would require the organisation to demonstrate that, in addition to the components already demonstrated during phases two and three, they have also addressed training; quality assurance; and emergency preparedness.

### 3. ACTION BY THE MEETING

3.1 The Meeting is invited to note the information contained in this Paper.

- a) By adopting the above approach, India believes that the State's Safety Programme and the implementation of SMS across all sectors shall be achieved to enable aviation to be run in a safe manner in Indian and international context.

— END —