# CHALLENGES IN THE IMPLEMENTATION OF THE STATE SAFETY PROGRAM, FROM THE STATE'S POINT OF VIEW (SSP)

# The example of Côte d'Ivoire

*Presented by Mr Sinaly SILUE*
*Director General*
*National Civil Aviation Authority*
*Côte d'Ivoire*

# Summary

# 1 - History of the implementation of the National Safety Program

# 2 - Challenges in the SSP implementation process

# 3 - Conclusion

# 1 - History

- ➢ **2010: recommendation of the high-level conference to set up the SSP**
- ➢ **2013: PAC accepted by ICAO;**
- ➢ **2014: ICVM Audit, Result 62% EI: obligation to set up SSP;**

# 1 - History

As part of the implementation of the SSP, several actions have been carried out:

- ➢ Training
- ➢ Establishing the legislative framework
- ➢ Preparation of regulatory texts
- ➢ Initial SMS Acceptance
- ➢ SMS Manual acceptance
- ➢ Incident Reporting Processing

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# 1 - History

➢ **As for the difficulties encountered in the implementation of the SSP, ICAO has set up an assistance program to States. It is in that context that Côte d'Ivoire received a WACAF ROST assistance mission in April 2017. The analysis of the gaps that was carried out made it possible to put in place an action plan which should enable Côte d'Ivoire to achieve the objectives set before 2020.**

➢ **This action plan requires addressing some challenges.**

## 2 - Challenges

**These challenges are of two kinds:**

➢ **The external challenges faced by other stakeholders (State, airlines, air navigation service providers, aerodrome operators, Bureau of Accident Investigation (BEA), etc.).**

➢ **The internal challenges are the responsibility of the body responsible for implementing the SSP (ANAC).**

# 2.1 - Challenges

**Having an up-to-date legislative framework that takes into account recent developments in ICAO regulatory texts (Annex 19 and Doc 9859), ANAC should ensure the:**

> ➢ **Adoption of the draft decree on the organization and operation of the SSP by the government before the end of the first quarter of 2018.**

> ➢ **Adoption of the draft decree of SSP implementing policy by the government by the end of the third quarter of 2018.**

# 2.1 - External challenges

➢ **The Accident Investigation Bureau should establish Memoranda of Understanding with other ministerial entities in term of coordination procedures in the investigation of aviation accidents and incidents.**

# 2.2 - Internal challenges

➤ **Develop, update and disseminate safety management regulations (RACI 8000, 8001, 8002, 8100 …).**

➤ **Implement all necessary procedures for the operation of the SSP.**

➤ **Finalize, approve and communicate the SSP Manual.**

## 2.2 - Internal Challenges

➢ **Put in place a SSP Implementation Team that will bring together all stakeholders.**

➢ **Identify the human and financial resources needed to ensure the implementation of the SSP**

➢ **Develop SSP operating budget**
   **Develop a training program for all stakeholders**
   **Develop an annual training plan for the stakeholders**

## 2.2 - Internal challenges

➢ **Set up a documentation system adapted to the SSP (Shelf-storage-protection-removal).**

➢ **Provide service providers with the necessary regulatory texts, regulations and procedures to implement SMS.**

➢ **Implement the process of handling safety and risk management events by acquiring an application that must be configured and shared.**

## 2.2 - Internal challenges

**Set an acceptable level of safety:**

➢ **Accept the SMS from service providers who are required to implement an SMS.**

➢ **Have adequate indicators from industry as well as state activities to set security objectives.**

# 3 - Conclusion

➢ **Implementation of the SSP is now a major challenge for the entire aeronautical community and more particularly for the African countries.**

➢ **ICAO assistance and the effective engagement of governments are key to the success of this mission.**

# *Thank you very much*