



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**Eighth Meeting of the Africa-Indian Ocean Regional Aviation Safety Group (RASG-AFI/8)**

*Kigali, Rwanda, 7 - 11 November 2022*

**Agenda Item 3: 3.3. Other Safety Initiatives**

**Sharing of experience on SSP implementation**

*(Presented by Rwanda.)*

<b>SUMMARY</b>	
<p>This working paper discusses the activities that need to be under taken to implement effective State Safety Program as required by ICAO global aviation safety plan. The paper further seeks to share experience of Rwanda in SSP implementation for the purpose of collaborating with other States in enhancing aviation safety in the region. Further to the above, the paper seeks to request ICAO regional office to provide support to States in preparation for SSPIA for SSP maturity.</p>	
<i>Strategic Objectives</i>	<p>This working relates to Safety, Air Navigation Capacity and efficiency</p>
<i>References</i>	<p>ICAO Annex 19                      Doc 9859 (Safety Management Manual)                      Doc 10004(Global Aviation Safety Plan)</p>

**1 INTRODUCTION**

- 1.1 In line with the global aviation safety plan objectives States are required to establish robust sustainable safety oversight systems and to progressively evolve them into more sophisticated means of managing safety in form of implementation of State Safety Program for States and Safety Management systems for Service Providers.
- 1.2 In order for these objectives to be met, regional aviation safety groups (RASGs) and regional safety oversight organizations (RSOOs) should be involved actively in the coordination and, to the extent possible, harmonization of all activities undertaken to address aviation safety issues at a regional level, including the use of the global aviation safety roadmap by individual States or a group of States.

## 2. DISCUSSION

2.1. Based on the GASP strategic objectives and the requirements under ICAO Annex 19 and Doc 9859, it has been a top priority for the East African Community Member States to achieve these objectives by establishing effective Safety oversight systems and State Safety Program. EAC CASSOA has been coordinating these activities in collaboration with member States and ICAO. Among the Member States within the EAC CASSOA, is Rwanda that has been striving to reach these goals/objectives.

2.2 Over the last 15 years, since the last USOAP in 2007 Rwanda has progressively improved its safety oversight system leading to the current EI of 79.3% and SSP foundation of 93.73 %. This has allowed Rwanda to pursue the implementation of SSP and SMS as per Annex 19 and Doc 9859 as well as Doc 10004(GASP) requirements and guidance.

2.3 The Journey to implement SSP started in 2017 following the ICVM that saw Rwanda reach eligibility to implement SSP as at that time States were required to have 60% EI or greater to start SSP implementation. ICAO ESAF provided support to States to implement SSP by conducting a workshop in which the concept of using iSTARS online SSP gap analysis was introduced, and Rwanda took advantage of the workshop and started the gap analysis in 2017. The First gap was lack of provisions in civil aviation act to support SSP implementation which led to revision of the law in 2018 to include these provisions.

2.4 Through the online SSP gap analysis Questionnaire, Rwanda followed all the levels as defined by ICAO and achieved level 4. One of the challenges that affect implementation of State Safety program and safety management system is the lack of Safety data collection and processing system to support safety data collection analysis and exchange which is key for States address two and three (State Safety Risk Management and State Safety Assurance) of the State safety Program. Rwanda established a Safety data collection and processing system that facilitates collection of safety data, Analysis and exchange among all appropriate aviation organizations.

2.5 Rwanda conducts safety promotion activities regularly involving all stakeholders especially service providers to enhance safety culture which ultimately improves safety reporting culture. All the Safety management personnel have been provided with safety management courses including those related to Safety Data analysis, such as AD3M. All aviation service providers in Rwanda have implemented Safety Management Systems that are using the established safety data collection and processing system to collect and report safety data and safety information. This has enabled service providers to develop Safety Performance indicators (SPIs) and Safety performance targets (SPTs) for Safety performance monitoring and measurement. Rwanda has not yet been assessed for SSP maturity by ICAO but has completed self-assessment in USOAP CMA.

2.5 Rwanda recommends that all States work towards full implementation of SSP as the required level of safety performance can only be achieved if pursued collectively by all States especially those in the same region. Rwanda also believes that collaboration among States can enable effective SSP/SMS implementation through sharing of experiences and expertise as well as best practices.

2.6 Learning from Rwanda's experience, ICAO workshops, seminars and symposia are a good source of knowledge required to implement these important programs, thus Rwanda recommends that ICAO continue providing these workshops to States as a way of assisting them to implement SSP.

### **3 ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) Encourage States that have not done so to start online SSP gap analysis using iSTARs and develop implementation plan;
- b) Request ICAO to provide other workshops and seminars that will facilitate States to implement SSP/SMS;
- c) Request ICAO to continue supporting States in preparation for SSPIA;
- d) Encourage States to collaborate in SSP/SMS implementation;
- e) Take note of experience of Rwanda; and
- f) Request ICAO to organize SSPIA for States at Level 4 SSP implementation in order to determine and validate their level of maturity.

**-End-**