



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

**Strategic actions for the preparedness of State Safety Programme Implementation
Assessments (SSPIAs) in the AFI States**

(Presented by the EAC CASSOA)

SUMMARY

This paper presents on the strategic actions that the AFI States should embark on in preparation for the State Safety Programme Implementation Assessments (SSPIAs). Since 2021, The International Civil Aviation Organization (ICAO) has carried out State Safety Programme Implementation Assessments (SSPIAs), under the framework of the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA), to support two of the six primary goals of the Global Aviation Safety Plan (GASP) that Implementation of effective State Safety Programmes (SSPs) and strengthening of States' safety oversight capabilities.

The Electronic Bulletin 2021/7 dated 3 February 2021 published by ICAO, provides a full set of SSP Protocol Questions (PQs) for all eight areas of the SSPIA, including the associated maturity level matrices. The matrices will be used in the quantitative assessment of the maturity levels achieved by States. Of particular importance is the implementation of SSP related Protocol Questions under the USOAP CMA which forms the foundation of the SSP.

Action by the Meeting: The meeting is invited to consider recommendation 3.1 — on “Other Safety initiatives”

Strategic Objective	A, D, E
	ICAO Annex 19 – Safety Management (4 th Edition) ICAO DOC 9859 - Safety Management Manual Electronic Bulletin 2021/7 dated 3 February 2021

1. INTRODUCTION

1.1 . The State Safety Programme Implementation Assessment (SSPIA) is a performance-based activity that falls under the framework of the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA). Through the programme, ICAO assesses the level of maturity of a State Safety Programme (SSP) by conducting a systematic and objective review of the State's implementation and maintenance of its SSP. In this regard, it is imperative to ensure an effective SSP is comprehensively conducted at States level through implementation of SMS oversight functions. Both the State and the service providers have a stake in ensuring compliance with the safety management requirements as contained in the ICAO Annex 19 SARPs and in particular securing good score from the SSPIAs missions. To this end, a strategic engagement and results-oriented actions are of utmost importance by each party involved in a State.

1.2 During the intervening period, ICAO has been exerting continuous efforts in evolving the SSPIA methodology to better suit the nature of SSP implementation. Over the last 6 years, while many States were progressing in SSP implementation, ICAO has been developing and maturing its methodologies, processes and tools to conduct SSPIAs. To support these efforts, the Monitoring and Oversight office was established at ICAO whose responsibility is to ensure structuring of Safety Management activities within the USOAP CMA.

1.3 The current method of SSPIA assessment is focused on assessing the maturity level that the State achieved in its SSP implementation and maintenance process. While the General (GEN) and Safety Data Analysis (SDA) focus on the general aspects of the SSP, the assessment of the technical areas (e.g., OPS, PEL, AIR, AIG, ANS, and AGA) focuses on the Safety Management System applications (SMS), as part of the overall SSP.

2. DISCUSSION

2.1 Experience from EAC CASSOA since establishment of the Regional SSP Working Group Team in 2010 demonstrates a great deal of work that has been implemented in supporting States in the implementation of SSP/SMS. Under its mandate, EAC CASSOA provided guidance and facilitated activities related to the establishment of SSP/SMS which include but not limited to the development of Model Regional Safety Management Regulations, Technical guidance material and capacity building training. However, the challenge has always been that States CAAs in the EAC region had no proper organizational capacity in the oversight of SMS. As a result, this has rendered the region to achieve partial implementation of the SSP, at establishment level. As the SSPIAs are unfolding at a global magnitude, the need to enhance an effective SSP cannot be overemphasized.

2.2 This calls for RSOOs to continue supporting States to embark on a *data driven* phase to achieve good score under the SSPIAs. In the same vein, experience has shown that absence of data analysis capacity contributes towards challenges in data driven processes which is the ultimate objective evidence of an effective SSP. In addition, the continuing work by ICAO Headquarters' Safety Management Division to develop "**Manual of SDCPS**" is anticipated to be an indispensable intervention to States in this SSP era.

2.3 As depicted above, the AFI States should consider to make adequate preparations for the SSPIAs through devising strategic actions as whole or in a scalable manner depending on the observed complexity of SSP. In this paper, it is emphasized that States should

allocate appropriate resources and efforts in conducting the following important strategic actions as part of preparation for SSPIAs:

- a) ***Engagement of the key stakeholders*** on the impending SSPIAs including training, sensitization sessions and audit of SP's internal safety management processes;
- b) Establishment of means for ***safety data collection and processing system (SDCPS)*** based on the ADREP taxonomy;
- c) Developing ***internal capacities both at State and service providers*** levels on quantitative safety data analysis;
- d) Establishment of mechanism for ***regular audit and oversight of the service providers***; and
- e) Developing and maintaining ***safety data and safety information repository for periodic analysis***, establishment of safety targets (STs), Safety Performance Indicators (SPIs) and data ***driven decision making***.

2.4 The data-driven decision making shall define suitable keyperformance indicators (KPIs) within a safety system which is key element and acceptable metric for a successful SSPIAs. Therefore, States must thrive to;

- a) Firstly, understand their respective gaps at State level through review of ***SSP gap analysis*** as can be sourced from the ISTARs 3.0;
- b) Secondly, address the ***SSP foundation*** PQ findings and
- c) Thirdly; establish and maintain a robust and definitive ***strategy and actions for oversight of SMS*** and collection and analysis of safety data and safety information for purposes of achieving data driven decision making and thus an ***effective SSP***

2.5 In light of the foregoing, AFI States are required to establish and facilitate the Safety management office preferably composed of system administrators and data analysts. at the onset SSPIAs, the assessors will be interested to validate usefulness and reliability of the data collected and that they represent the overall perspective of a safety system in the State.

2.6 The current approach to institute safety intelligence is also important. Compilation of data, application of mitigations against risks and prolonged assessment of the measures will enable the analysts to intelligently sift through based on the knowledge gathered over a period. Therefore, the need for existence of capabilities in SDA is of utmost important in preparation for the SSPIAs among AFI States.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) take note on the proposed approach as part of preparedness for the Impending SSPIAs;**
- b) Urge States to use the SSP GAP Analysis on iSTARS SPACE to conduct SSP gap analyses and review SSP Foundation PQs to define SSP implementation plans and implement effective SSPs taking into account goals and targets prescribed in the current edition of GASP;**
- c) encourage AFI States, RSOOs, RAIOS and industries to collaborate and cooperate in preparation for the ICAO SSPIAs;**
- d) Urge States to promote and enhance the sharing and exchange of safety data and information; and**
- e) urge AFI States to establish and implement additional strategic actions aimed at ensuring adequate preparation for the SSPIAs including creating seamless interaction between State Authorities and service providers in the implementation of State Safety Programme (SSP) and Safety Management System (SMS).**