



International Civil Aviation Organization

**MID Safety Support Team**

**Fifth Meeting (MID-SST/5)**  
**(Cairo, Egypt, 19-21 February 2019)**

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**Agenda Item 2: MID-SST Work Programme**

**STATUS OF THE STATE SAFETY PROGRAMME (SSP)  
IMPLEMENTATION IN THE MID REGION**

*(Presented by the Secretariat)*

**SUMMARY**

The aim of this paper is to provide an analysis report on the status of SSP implementation in the MID Region and to agree on the way forward to expedite the SSP implementation in the MID Region.

Action by the meeting is at paragraph 3.

**REFERENCES**

- ICAO Doc 9859 - *Safety Management Manual (SMM) (Disclaimer)*
- ICAO Doc 10004 - *2017–2019 Global Aviation Safety Plan*
- SPACE/iSTARS

**1. INTRODUCTION**

1.1 Enhancing the global civil aviation safety is one of the five strategic objectives of ICAO. Annex 19 to the Convention on International Civil Aviation – *Safety Management*, requires States to implement a SSP in order to manage safety effectively.

1.2 The implementation of SSP requires certain maturity level of implementation of Critical Elements (CEs) and areas to support an effective safety oversight system that integrates the prescriptive and the performance based concept.

**2. DISCUSSION**

2.1 The ICAO Global Aviation Safety Plan (GASP) 2017-2019 provides a strategy to enhance the implementation of the safety initiatives presented in the global aviation safety roadmap, and to assist States to meet their safety responsibilities. It establishes that any State that reaches 60% of Effective Implementation (EI) according to the results of the ICAO Universal Safety Oversight Audit – Continuous Monitoring Approach (USOAP CMA) has the maturity level for transitioning from the prescriptive way of doing safety oversight into the performance-based oversight.

2.2 Therefore, those States with an EI above 60% should perform an SSP Gap Analysis using the tool provided by ICAO on SPACE/iSTARS. This result in combination with the Protocol Question (PQ) Self-assessment should then be used to plan the remaining tasks required to implement an SSP.

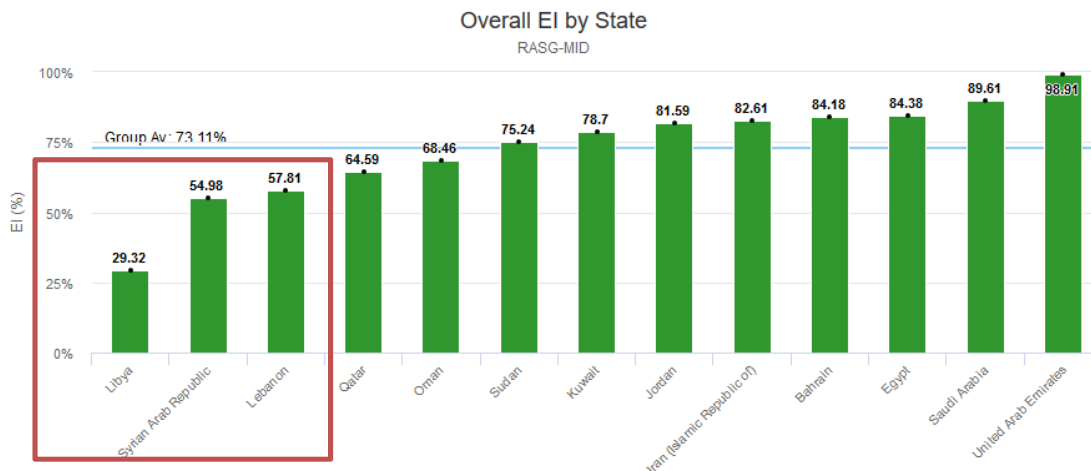
2.3 The GASP mid-term objective also calls for all States to achieve SSP implementation by 2022. Additionally, RASGs should continue to advance to mature regional monitoring and safety management Programmes.

2.4 ICAO also developed the SSP Foundation PQ tool, which is available on SPACE/iSTARS. This application displays a sub-set of 299 PQs out of the 1,047 PQs used to calculate the USOAP EI level. This sub-set of PQs is considered as the foundation for an effective SSP implementation. The SSP Foundation Indicator is calculated, as the percentage of PQs, which are either validated by USOAP or submitted as completed through the Corrective Action Plans (CAP) on the USOAP CMA Online Framework (OLF). This sub-set of PQs aims to assist the States to build a solid safety oversight foundation for the implementation of SSP and identify the real gap. The sub-set of PQs is grouped by 17 subjects based on the Annex 19 Amendment 1 and the 4th Edition of the Safety Management Manual (Doc 9859). States with EI above 60% may still have PQs to address, which are fundamental for their SSP. These PQs can be prioritized and addressed when conducting the SSP Gap Analysis or while defining the SSP implementation/action plan.

**Data Analysis**

2.5 The analysis of the SSP implementation is currently based solely on States’ responses (self-assessment) using the ICAO Integrated Safety Trend Analysis and Reporting System (iSTARS) portal.

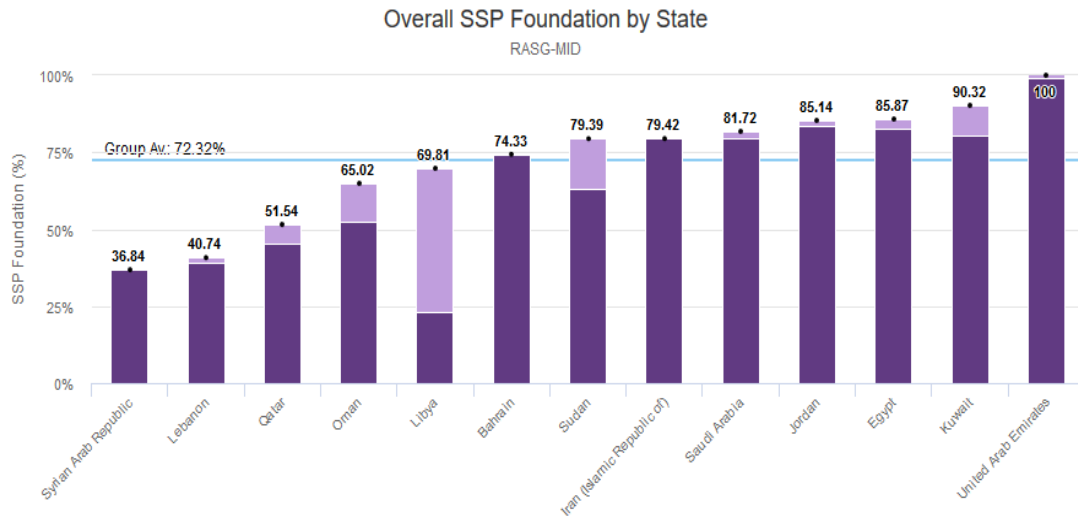
**MID Region States USOAP-CMA Results**



**Graph 1: Source iSTARS dated 2 Feb. 2019**

2.6 The **Graph 1** shows that 2 States (Iraq and Yemen) have not yet received a USOAP audit. The current average USOAP score for MID States is 73.11%, which is above the world average of 66.27%. 76.92% of the States in the MID Region have achieved the target of 60% EI, as suggested by the Global Aviation Safety Plan (GASP). Three States are still below the GASP target of 60%.

**MID Region States SSP Foundation Status**

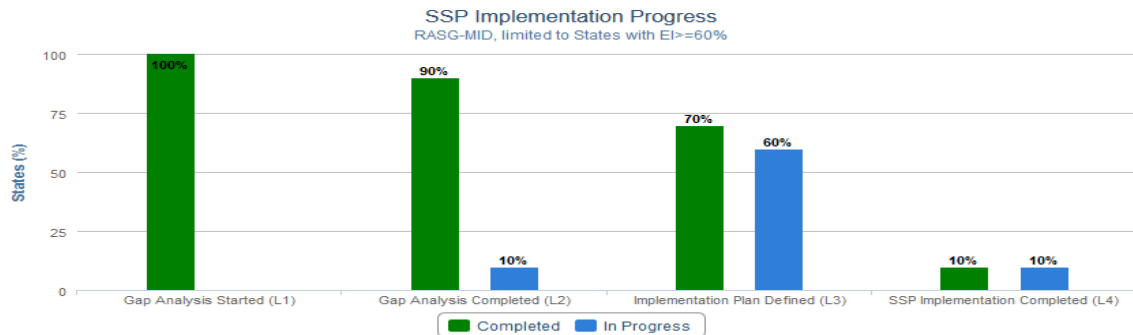


**Graph 2: Source: iSATRS on 23 Jan 2019**

2.7 The Graph 2 shows the overall SSP Foundation Protocol Questions (PQs) results by State. The following is to be highlighted:

- a) above 95% (1 States): United Arab Emirates
- b) between 80-91% (4 States): Saudi Arabia, Jordan, Egypt and Kuwait;
- c) between 74-80% (3 States): Bahrain, Sudan and Iran; and
- d) below 70% (5 States): Syria, Lebanon, Qatar, Oman, Libya

**MID States SSP Implementation Progress (Gap Analysis)**



Code	State Name	Progress	Level (Up %)	Search:
BHR	Bahrain	SSP Implementation Completed	L4 / 100% L5	<input type="text"/>
EGY	Egypt	Gap Analysis Completed	L2 / 30.9% L3	
IRN	Iran (Islamic Republic of)	Gap Analysis Completed	L2 / 27.3% L3	
JOR	Jordan	Gap Analysis Started	L1	
KWT	Kuwait	Implementation Plan Defined	L3 / 14.5% L4	
OMN	Oman	Implementation Plan Defined	L3 / 25.5% L4	
QAT	Qatar	Implementation Plan Defined	L3 / 78.2% L4	
SAU	Saudi Arabia	Implementation Plan Defined	L3 / 96.4% L4	
SDN	Sudan	Implementation Plan Defined	L3 / 90.9% L4	
ARE	United Arab Emirates	Implementation Plan Defined	L3 / 76.4% L4	

**Graph 3: Source: iSATRS on 23 Jan 2019**

2.8 The estimated SSP maturity/implementation levels are shown in the Graph 3. It shows that the majority of MID States have still not closed all actions and fully implemented their SSP.

- a) 1 out of 10 States reached ICAO Level 4 (Bahrain);
- b) 6 out of 10 States reached ICAO Level 3 (Kuwait, Oman, Qatar, Saudi Arabia, Sudan, and UAE);
- c) 2 out of 10 States reached ICAO Level 2 (Egypt and Iran); and
- d) 1 State is still at Level 1 (Jordan).

2.9 It is to be noted that States with an advanced SSP implementation (ICAO Level 3 and 4) do not necessarily have a fully established SSP, in accordance with ICAO requirements.

2.10 The information at Graph 2 and Graph 3 shows some inconsistencies. For example, some States that reported that they had fully implemented SSP (Level 4) also reported that the overall SSP foundation was not fully completed. Therefore, it might be concluded that these States have overestimated their SSP implementation level. It's to be noted that the Gap Analysis is self-reported by the State and not validated by ICAO.

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

3.1 The meeting is invited to:

- a) note the analysis report on the the status of the SSP implementation in the MID Region;
- b) urge States to update their SSP gap analysis in iSTARS, if not yet done;
- c) urge States to fully address all SSP Foundation Protocol Questions (PQs) , if not yet done; and
- d) agree on the way forward to expedite SSP implementation in the MID Region.

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