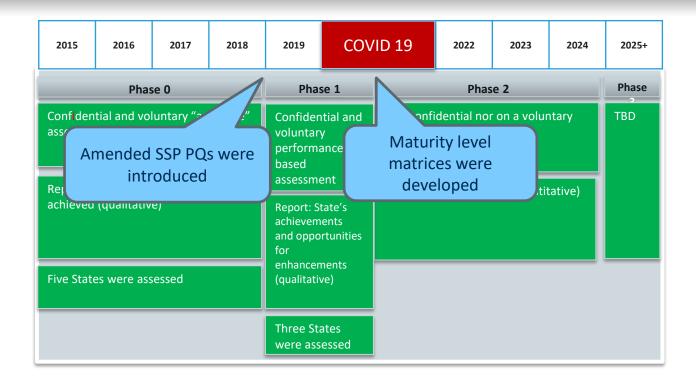# Safety Enhancement Implementation Group SEIG/4

SSP Implementation Assessment (SSPIA)

23-25 Oct 2022

Cairo, Egypt

- *Reflect* Annex 19 Amdt 1, SMM 4th edition and lessons learnt from the voluntary assessments conducted.

- *Form* a dedicated list of *PQs* and *associated maturity levels*.

- *Are not linked to Critical Elements (CEs)* but rather to the applicable SSP component (e.g. State Safety Risk Management and State Safety Assurance).

- *Are not assessed* as "satisfactory/non-satisfactory", but in terms of *maturity levels*.

- *Are supported by references* from ICAO manuals.

SSPIA assessment tool

Broken down into 8 areas:

1. SSP general aspects (GEN);

2. safety data analysis general aspects (SDA);

3. personnel licensing and training (PEL);

4. aircraft operations (OPS);

5. airworthiness of aircraft (AIR), approved maintenance organization (AMO) aspects only;

6. air navigation services(ANS) (air traffic services) (ATS) aspects only;

7. Aerodromes and ground aids; and

8. aircraft accident and incident investigation (AIG).

- *Complement,* and *do not impact,* the State's Effective Implementation (*EI*) score.

- Do not generate findings, nor require the State to submit a "corrective action plan" (CAP).

- Are conducted by a *limited pool of assessors*, to ensure consistency.

■ The amended SSP-related PQs have as a *'background'* the following key questions related to SSP implementation:

■ *What are the State's main/top safety risks?*

■ *How does the State know it?*

■ *What is the State doing about it?*

■ *Is it working?*

SSPIA Assessment tool

5 maturity levels have been determined:

- *0: not present and not planned;*
- *1: not present but being worked on;*
- *2: present;*
- *3: present and effective; and*
- 4: present and effective for years and in continuous improvement

Example

PQ No.	Protocol Question	References in ICAO Guidance Material	SSP Component	Maturity Levels			
				Not Present and Not Planned	Not Present but Being Worked On	Present	Present and Effective
SSP.SDA.01	What safety data collection and processing systems has the State established to support safety data analysis at the State level?	SMM Ch. 5	State Safety Risk Management	Based on current situation in State	Based on State's work in progress	1. There is a mechanism in place to ensure the collection, processing and analysis of safety data at the State level. 2. The sources for safety data and safety information include data and information derived from accident and incident investigations, mandatory occurrence reporting systems and other sources, including voluntary reporting. 3. There is a mechanism in place at the State level to ensure the categorization of safety data and an agreed upon taxonomy at the State level, with supporting definitions.	1. The safety data that are collected, processed and analyzed contain all relevant data that might be collected. 2. The safety data at the State level are categorized using an agreed upon taxonomy and supporting definitions, in a way that supports analysis of the safety data.

Developed by OAS/MO/ANB/ICAO

SSPIA vs. Audit

Characteristics	SSPIA	Audit
Methodology	Performance-based	Compliance-based (prescriptive)
Protocol questions	Open ended	Closed ended
Based on	Four SSP components	Eight Critical elements
PQ outcome	Maturity level	Sat / Not Sat
Period of interest	"The journey"	Current snapshot
Evidence based	✔	✔

Characteristics	SSPIA	Audit
Affects the EI	✗	✔
State's self-assessment, including submitted evidence	✔	✔
CAP needed	✗	✔
Industry visits	✔	✔
Driver for determining the industry visits	"SMS champion"	Risk of low EI

- SSPIA is conducted on a PQ by PQ basis.

- Each PQ and each maturity level criteria item have their own merit.

- In order to achieve a maturity level of 2 ("present") or 3 ("present and effective"), the State has to meet all the criteria items detailed under the specific maturity level.

- There is **no overall SSPIA**, **nor technical area maturity level**.

- The **technical areas' assessment focuses on SMS** aspects.