International Civil Aviation Organization

Safety Enhancement Implementation Group

Fourth Meeting (SEIG/4)
(Cairo, Egypt, 23-25 October 2022)

Agenda Item 2:   **Regional Performance Framework for Safety**

SSP Implementation update

(Presented by the Secretariat)

SUMMARY

This paper presents an update on the SSP Implementation update and the way forward.

Action by the meeting is at paragraph 3.

REFERENCES

- GASP 2023-2025 Edition
- Annex 19- Safety Management
- Doc 9859, Safety Management Manual (SMM

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1. **INTRODUCTION**

1.1   Since the adoption of the first edition of Annex 19 – Safety Management in March 2013, ICAO has been supporting States in implementing safety management Standards and Recommended Practices (SARPs) through a variety of initiatives.

1.2   The meeting RSC/7 meeting supported and endorsed the Regional Roadmap for Safety Management Implementation through *RSC Conclusion 7/10* and agreed to the establishment of Safety Management Implementation Team (SMIT) and the development of a SMIT handbook through *RSC Conclusion 7/11.*

1.3   The RASG-MID/8 held virtually from 15 to 22 February 202, endorsed the MID Regional Aviation Safety Plan (MID-RASP) 2020-2022 Edition in particular, the Safety Enhancement Initiatives (SEIs) and their respective actions through the RASG-MID CONCLUSION 8/3. Goal 3 is related to the Implementation of Effective State Safety Programme (SSP).

1.4   The RASG-MID/9 meeting supported and endorsed the SMIT handbook through conclusion *RASG-MID 9/4.*

2.   DISCUSSION

2.1   States should build upon fundamental safety oversight systems to implement effective SSPs. As per Annex 19, States shall require that applicable service providers under their authority implement an SMS. The SMS enables service providers to capture and transmit safety information, which contributes to safety risk management.

2.2   An SSP requires the implementation of a risk-based approach to measure and monitor the safety performance of the State's civil aviation system and the progress towards achieving the State's safety objectives. In this context, the role of the State evolves to include the establishment and achievement of safety performance targets, as well as effective oversight of its service providers' SMS.

2.3   An SSP requires increased collaboration across operational domains to identify hazards and manage safety risks. The analysis of various forms of safety data is needed to develop effective mitigation strategies specific to each State or region.

2.4   Implementation of the SSP and SMS involve regulatory, policy and organizational changes that may require additional resources or different personnel qualifications, depending on the degree to which each of the SSP and SMS elements have already been implemented.

2.5   Additional resources may also be needed to support the collection, analysis and management of data and information required to develop and maintain a risk-based decision-making process.

2.6   ICAO launched SSP Implementation Assessments (SSPIAs) phase 2 under the USOAP CMA. The assessments are based on a qualitative assessment of a State's progress in implementing a State Safety Programme (SSP), using SSP-related PQs.

2.7   In 2020, ICAO developed guidance supporting the determination of maturity levels for each SSP-related PQ. The SSP-related PQs, complemented by the maturity level matrices for each of the SSP audit areas. These matrices describe the level of progress for each element of the SSP, which can be described as:

- Not present and not planned;
- Not present but being worked on;
- Present; or
- Present and effective.

2.8   **GASP 2023-2025 Edition Goal 3** is also aimed at individual States and calls for the implementation of effective SSPs. The goal addresses organizational challenges faced by States when implementing an SSP and includes the implementation of SMS by service providers within individual States, in accordance with Annex 19.

2.9   **Target 3.1** calls for all States to *implement the foundation of an SSP by 2023*. The term "foundation of an SSP" refers to a subset of USOAP PQs that aim to assist States in building a solid safety oversight foundation for the implementation of an SSP.

2.10   Once States have implemented the foundation of an SSP, they can then progress into **Target 3.3**, which calls for work towards an effective SSP through a phased approach, with target dates leading up to 2028. An "effective SSP" refers to an SSP that actually achieves the desired results. Effectiveness of the different aspects of an SSP is measured through maturity level matrices in the State Safety Programme Implementation Assessment (SSPIA), which forms part of the USOAP CMA activities to assess States' implementation of ICAO safety management provisions.

2.11   All States to work towards an effective SSP as follows:

> a. *by 2025 – Present*
> b. *by 2028 – Present and effective*

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

a)   encourage States to request assistance from the ICAO MID Regional Office related to the development and implementation of their SSPs including the conduct of assistance missions and/or customized SSP implementation Workshop for each State;

b)   support the SMIT activities;

c)   share their experiences on the development of their SSPs during the SEIG meetings; and

d)   encourage States to share their latest version of SSP manuals with ICAO MID Office; and

e)   endorse the following Draft Conclusion:

DRAFT CONCLUSION 9/1:   SHARING OF SSP INFORMATION

*States are urged to provide the ICAO MID Office by **23 November 2022** with the SSP information using the template **in Appendix A** to support MID office in identifying and prioritising the needs of States on SSP development and implementation.*

STATE SSP INFORMATION COLLECTION

State Name:

State Comments

SSP Establishment: 1. State formally designated the authority in charge of coordinating the implementation and maintenance of the SSP.	
2. State established SSP coordination group/s at the State level, chaired by the designated authority in charge of coordinating the SSP implementation and maintenance.	
3. State published high-level national strategic document (e.g. SSP main document) that lays out the State's methodology, practices and activities to support the implementation of its SSP, including all SSP components.	
SMS Acceptance: 1. State has promulgated regulatory requirements to implement SMS acceptable to the State, in accordance with ICAO provisions.	
2. Number of service providers (specify service providers) under CAA required to implement an SMS.	
3. Number of service providers (specify service providers) implemented SMS and/or with SMS Acceptance.	

State Comments	
SDCPS Establishment:	
1. State established the SDCPS to support safety data analysis at the State level	
2. State established a State-level Mandatory & voluntary reporting systems	
3. State established Legislative provisions to protect safety data, safety information and related sources	
State Established **and Developed SSP Documentation:** 1. SSP implementation plan	
2. State safety Policy & objectives	
3. State safety performance indicators	
4. SSP Coordination Group meeting structure	
5. Process involved in developing the NASP	
6. State safety risk management methodology /Framework	
7. The processes and procedures for oversight of SMS	

State Comments	
8. The means for safety promotion both internally and externally	
9. SSP related training programme	
State challenges to Develop and Implement SSP **1.** Regulatory	
2. Technical	
3. Resources including Financial	
4. Training and Others	

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