



**ASSEMBLY — 37TH SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 26: Safety management and safety data**

**DEVELOPING INDIA'S STATE SAFETY PROGRAMME**

(Presented by India)

**EXECUTIVE SUMMARY**

This paper presents information on the development and implementation of India's State Safety Programme by the Directorate General of Civil Aviation (DGCA) of India in accordance with ICAO Standards and Recommended Practices.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective A (Enhance global civil aviation safety).
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<i>Financial implications:</i>	Not applicable.
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<i>References:</i>	<i>Report of the High-level Safety Conference (2010), Doc 9935</i>
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**1. INTRODUCTION**

1.1 A State's Safety Programme is a management system for the management of safety by the State. It refers to the full range of national roles, legislation, processes, initiatives and activities which enable aviation to be run in a safe manner, in accordance with the provisions of the Chicago Convention. Within this scope, national bodies exercise specific functions in the regulatory, investigation, operations and service-provision fields. The implementation of an SSP is commensurate with the size and complexity of the State's aviation system, and may require coordination among multiple authorities responsible for individual elements of civil aviation functions in the State.

1.2 This information paper provides development and the status of India's Safety Programme including the implementation of Safety Management Systems.

## **2. INDIA'S APPROACH TO ESTABLISHING ITS SAFETY PROGRAMME**

2.1 The approach taken by India in establishing its 'State Safety Programme' has been to set-up a 'SSP Group' within the Directorate General of Civil Aviation with the participation from the airline industry and service providers.

2.2 The tasks assigned to the group include the development of a draft State Safety Programme by conducting a gap analysis to assess the existence and maturity within the State of the elements of an SSP and document the results and the preparation of a SSP implementation plan based on the gap analysis.

2.3 Based on the above, a "flight plan" would be developed which would serve as a guide for the development of the SSP.

2.4 As part of establishing the SSP, a review of the implementation of Safety Management Systems amongst various entities vis-à-vis airlines/aerodromes/air navigation services is also being undertaken.

2.5 Assistance of experts of European Union, FAA of USA, ICAO Technical Cooperation Bureau, COSCAP-SA and other such international agencies is also being taken to prepare India's State Safety Programme.

## **3. PREPARATION OF A DRAFT STATE SAFETY PROGRAMME DOCUMENT – CURRENT STATUS**

3.1 A draft SSP-India document has been developed using the ICAO SSP framework and guidance material, including the ICAO SSP gap analysis document. This document demonstrates India's compliance with the SARPs of ICAO; outcomes of the gap analysis which provide State's Safety Programme (SSP) requirements vis-à-vis the existing resources in India; and the draft 'flight plan' for the implementation of SSP based on the results of the SSP gap analysis.

3.2 The draft SSP document provides the 'Roadmap' for the establishment of India's State Programme.

## **4. IMPLEMENTATION OF SAFETY MANAGEMENT SYSTEMS**

4.1 Regulations require holders of maintenance organizations approvals, air operator's permit, aerodrome licence and the air traffic service providers to develop, establish, maintain and adhere to a safety management system acceptable to the regulatory authority.

4.2 While the regulations for implementation of SMS in aerodromes and air traffic service providers have existed for some time, the regulations for establishment of SMS in air operators and maintenance organisations is a recent inclusion.

4.3 In order to provide guidance for the development of SMS, India has laid down regulations for providing guidance on the aviation safety-related processes, procedures and activities for the establishment of Safety Management System (SMS) by an organization.

4.4 Acknowledging that organisations have been certified/approved before the regulations of SMS came into place and that the implementation of SMS involves a progressive development in an organisation, a phased-in approach has been thought of for the implementation of SMS across all sectors. Further, acknowledging that new organisations being in their infant stage would also need time to put SMS into place, the phased approach has been thought of for such organisations also. A time period of three years in line with Transport Canada's approach has been adopted to ensure implementation of SMS in all areas.

4.5 In the phased approach, the first phase (within four months) would require the organisation to provide the name of the accountable executive; the name of the person responsible for implementing the SMS; a statement of commitment to the implementation of SMS (signed by the accountable executive); documentation of a gap analysis between the organization's existing system and the SMS regulatory requirements; and the organization's implementation project plan based on an internal gap analysis.

4.6 During the second phase, (within one year), the organisation would need to demonstrate that their system includes a documented safety management plan; documented policies and procedures relating to the required SMS components; and a process for occurrence reporting with the associated supportive elements such as training, a method of collecting, storing and distributing data, and a risk management process.

4.7 The third phase, (within two years), the organisation would need to demonstrate that, in addition to the components already demonstrated during the second phase, they also have a process for the proactive identification of hazards and associated methods of collecting, storing and distributing data and a risk management process and would demonstrate that the required components that is the documented safety management plan; documented policies and procedures; process for reactive occurrence reporting and training; and process for proactive identification of hazards are in place.

4.8 The last and the final phase (within three years) would require the organisation to demonstrate that, in addition to the components already demonstrated during phases two and three, they have also addressed training; quality assurance; and emergency preparedness.

## 5. CONCLUSION

5.1 By adopting the above approach, India believes that the State Safety Programme and the implementation of SMS across all sectors shall be achieved to enable aviation to be run in a safe manner in Indian and international context.