

State Safety Programme (SSP) Implementation from states perspectives

By Musafiri Adolphe
Director Flight Safety Services
Rwanda Civil Aviation Authority

SCOPE

- ❑ **State safety Legal framework**
 - a. State safety Responsibilities
 - b. Accident and Incident Investigation
 - c. Enforcement policy
- ❑ **Safety assurance**
 - a. Safety Oversight
 - b. Safety data collection
- ❑ **State Safety Promotion**
- ❑ **Challenges**
- ❑ **Conclusion**

SSP Legal Framework

- ❑ The State shall promulgate a comprehensive and effective aviation law, consistent with the size and complexity of the State's aviation activity
- ❑ The implementation of SSP is not simply a regulatory drafting exercise its involve major changes in the way the authority, conduct and organize your business.
- ❑ States must have basic capabilities, which include the ability and capacity to:
 - (a) Implement regulations that address ICAO Annexes;
 - (b) Oversee their aviation organizations through a consistent and adequate set of processes and programs;
 - (c) Perform effective accident and incident investigations; and
 - (d) Maintain a qualified and adequate workforce
- ❑ Review your internal policies to determine if they encourage or set up barriers to an effective implementation

Legal framework in place in Rwanda

- ❑ **Law N°20/2018 of 29/04/2018 Establishing Regulations Governing Civil Aviation**
- ❑ **LAW N°03/2017 OF 21/02/2017 establishing Rwanda civil aviation authority (RCAA) and determining its mission, organization and functioning.**
- ❑ **SSP Manual**
- ❑ **SMS Regulation (Part 30) promulgated**
- ❑ **SSP Policy approved**
- ❑ **Enforcement policy under amendment**

State safety Responsibilities

- ❑ Review the State organizational structure.
- ❑ The Accountable Executive should reside in the highest position within a State with the authority to direct resources as required to achieve the safety objectives of the State.(DG CAA)
- ❑ During implementation, develop a dialogue with the senior management of some of your key organizations to discuss about challenges and success .
- ❑ Information flow freely within the organization

Enforcement Policy

- ❑ Proposing corrective measures that are likely to address the **cause of the event** and **prevent recurrence**
- ❑ To develop legislation that removes **legal barriers** to a more flexible enforcement approach.
- ❑ Voluntary reporting vital to success of SSP

Safety oversight

- ❑ Surveillance methodology
 - a. Does it allow you to effectively evaluate SMS within your context
 - b. What oversight methodologies are currently utilized (need to look at strengths & weaknesses)
- ❑ Establish and maintain internal monitoring and evaluation practices
- ❑ Develop tools to assist and encourage consistency the inspectors

Safety data collection

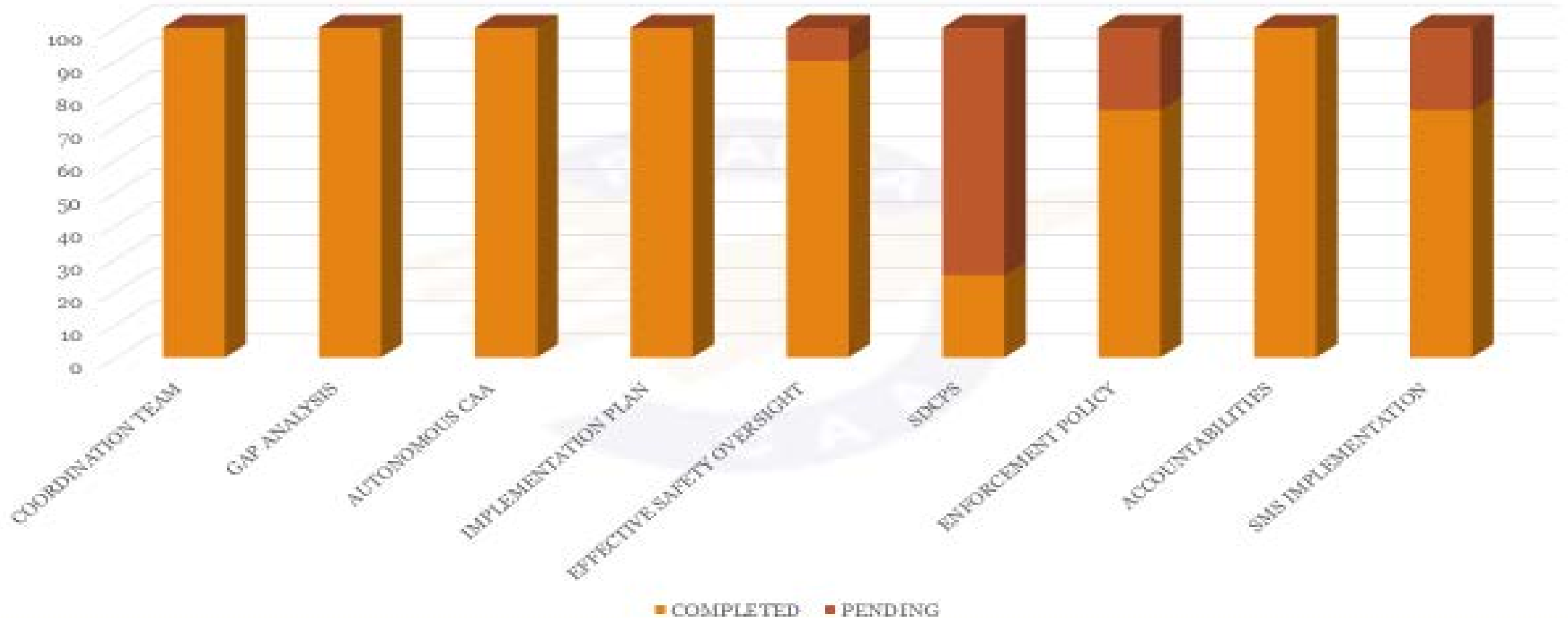
- ❑ To establish a process for the collection and storage of data
- ❑ Existing reporting systems, including occurrence reporting systems need to reviewed
- ❑ Safety data analysis requires special skills.

State Safety Promotion

- ❑ Training is not just about a training course; it is about ensuring that the knowledge gained through the training is applied appropriately and kept current.
- ❑ **Culture:** Assess your organizations' overall culture and safety culture in order to know if and where improvements are required.

STATUS OF SSP IMPLEMENTATION

RWANDA SSP IMPLEMENTATION STATUS



Challenge

- ❑ Safety culture/attitude needs time to be developed
- ❑ Establishing ALOSP needs **historical data** which is lacking so needs time to collect data(large volume of data is needed)
- ❑ Inadequate number of personnel with experience in Safety management activities related to aviation Safety

Conclusion

In conclusion, SSP is still work in progress. Along with other Contracting States, we are also facing with the link between SSP and SMS .

However, we are of the view that the long term success of SSP and SMS in collectively will improve international aviation safety.

**THANK
YOU**