



ICAO | UNITING AVIATION

## Commitment on State Safety Programme

Implementation of an effective State Safety Programme (SSP) by 2025





**ZERO  
FATALITIES**

## Our Aspirational **Safety** Goal

GASP 2020-22  
ANNEX-19  
DOC 9859  
BEIJING DECLARATION  
RASP  
NASP



Air traffic is predicted to **double** in the next 15 years

How can we ensure the **safe** realization of this growth?

Isn't it changing too fast in front of our eyes.. Can we cope up?



ICAO

# State Safety Programme – Correlations and inter-dependencies

## 1. State Safety Policy and Objectives

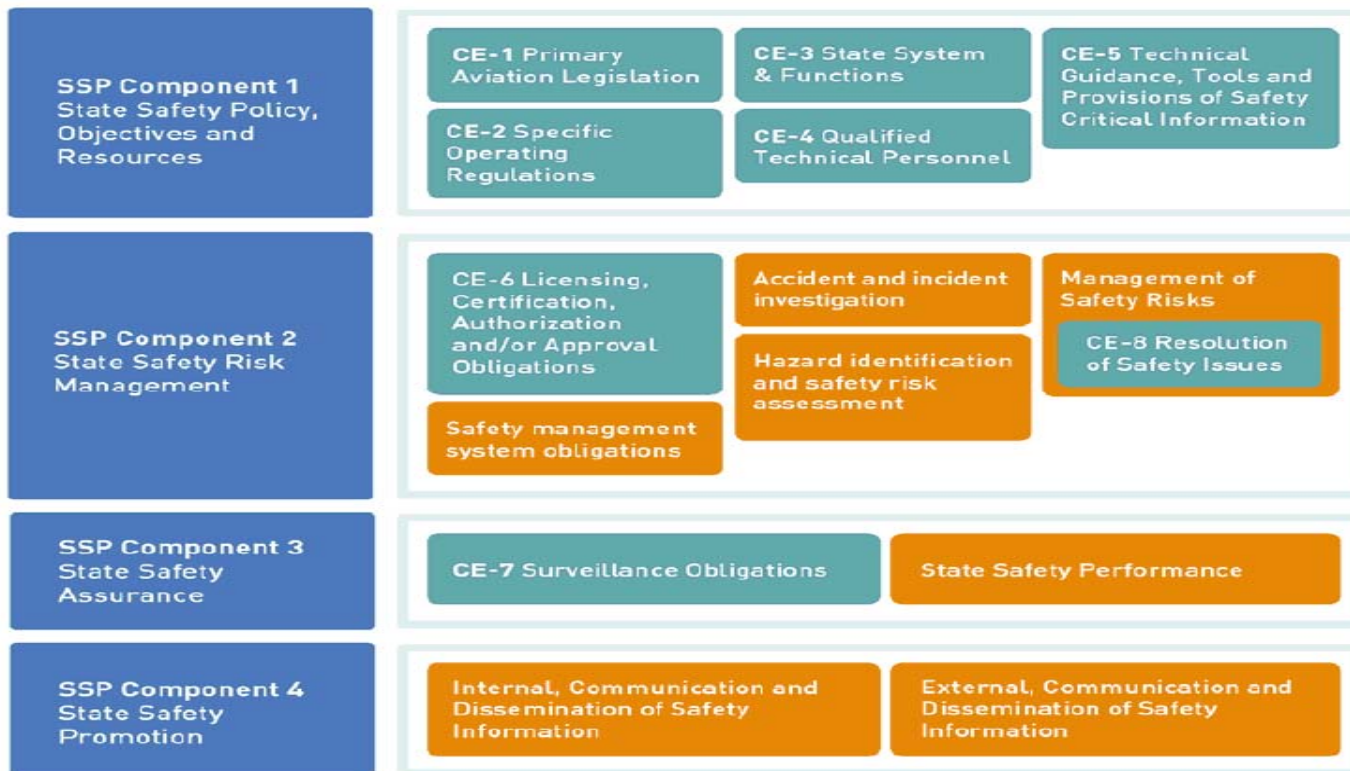


## 4. State Safety Promotion



ICAO

## State Safety Programme – Correlations and inter-dependencies



## Integrated State Safety Programme



## New activities involved with SSP Implementation

### Such as but not limited to:

- Development of safety policy and safety objectives
- Management systems evaluation
- Evaluation of Hazard identification processes
- Evaluation of Risk Assessments
- Assessment of SMS effectiveness
- Monitoring of safety performance
- Risk-based surveillance programme
- Development of safety performance indicators (SPIs)
- Development of Safety Performance dashboard
- Identification of safety trends
- Promotion of a positive safety culture
- Protection of safety data and safety information
- Enforcement policy
- Mechanisms for sharing and exchange of safety information





## SSP

- Data is a key ingredient for a successful SSP.
- Considerable guidance provided by ICAO.
- Risk Based.
- Results oriented.
- ...but success dependent on collaboration.
  - Safety focused culture
  - Data sharing

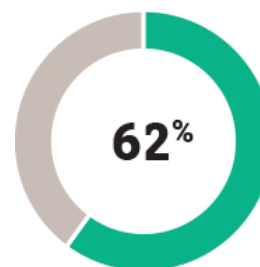
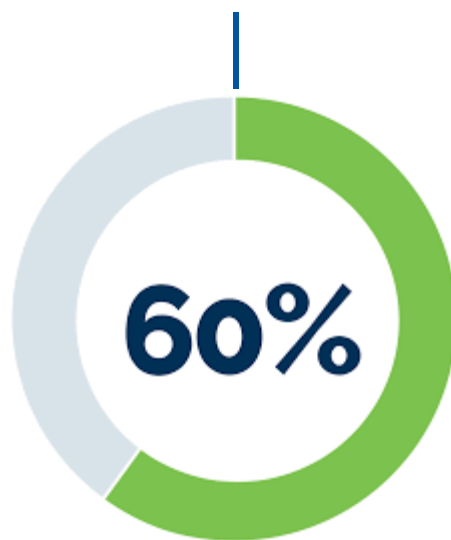


## Issues with 60% threshold in the GASP

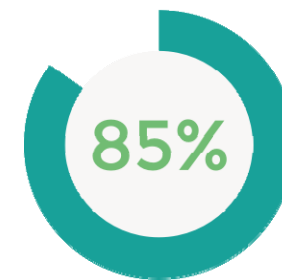
cannot begin  
implementing  
SSP???



timid about  
crossing



may still have issues that  
impact the SSP  
implementation







## NOTICE !!



**States** are encouraged to begin their *journey* with **clear identification of the SSP Foundation PQs** to enable effective SSP implementation.

**You can get started today!**



# iSTARS

## Integrated Safety Trends Analysis and Reporting System

Some of the Apps that are useful for our subject:

- ✓ SSP Foundation
- ✓ SSP Gap Analysis
- ✓ Safety Margin
- ✓ State Safety Briefing 2018

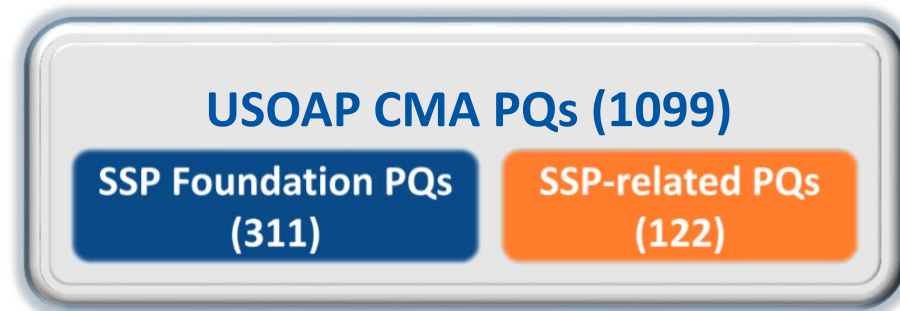
The screenshot displays the iSTARS 3.0 user interface. At the top, the ICAO logo and 'iSTARS 3.0 Integrated Safety Trend Analysis and Reporting System' are visible. Below the header is a navigation menu with links: MY APPS, CATALOGUE, GROUP MANAGER, SPACE-EXCHANGE, WORKSHOP, NEWS, MY ACCOUNT, CONTACT US, and PROFILE. The main content area is organized into several sections:

- Latest News:** A list of three news items with dates and 'Read +' links: '04 AUG PDF generator service interruption', '20 JUL REVISÉD Upcoming Maintenance (29-30 July)', and '19 JAN Register your Runway Safety Team'.
- Welcome to iSTARS 3.0:** A welcome message to a user named Elizabeth, stating 'You have installed 29 apps'. It includes a link to 'View the Catalogue...' and a note that the user is on a free account.
- Most Installed Apps:** A section with a 'Go to my Apps >' link.
- Analysis Workshop:** A section featuring an 'Analysis Workshop' icon and text: 'Unleash all your Safety Data's Potential. Whether you have reactive (accidents) or proactive (low consequence events, audits, inspections, etc.) data, this workshop will help you make the best use out of it.'
- Latest Applications:** A grid of application icons: SSP Readiness, ASAP Prioritisation, Global Aviation Training, Safety Margins, USQAP Report, and Solution Center. A 'View full catalogue >' link is also present.
- Tweets:** A section titled 'Tweets by @icao' showing a tweet from @ACIWorld about #AVSEC2017 and a YouTube video thumbnail for AVSEC.



## SSP Foundation PQs

- **A sub-set of 311 PQs** out of 1,099 PQs have been identified as **directly related to an effective** State Safety Programme (SSP) implementation.
- **The SSP Foundation PQs** are considered important **for effective SSP implementation.**





## Evolution of SMM



The 4th edition of the SMM is available for download from ICAO-NET



# SSP Design – MoUs

## Memoranda of Understanding

- Coordinate on a range of aviation safety management issues between agencies through the use of formal arrangements called memoranda of understanding (MOU).
- MOUs aim to ensure responsibilities and communications protocols are clearly articulated between relevant agencies.
- Enhance aviation safety by facilitating cooperation between the agencies while maintaining their independence and capacity to perform their separate but complementary functions.

HOW DO YOU REGULATE THEM?

SSP – SMS Regulations



| ICAO

UNITING AVIATION

*SSP implementation*

# Leadership and Direction

Responsibilities & Accountability

*Guiding Principles*

Business Objective

**Safety Objective**

System Objectives



## Leadership and Direction

### Responsibilities & Accountability

- Leadership* - Executive Commitment
- Responsibility & Accountability* - Management Must Take Charge of Safety
- Intelligent Design* - Design the System to Serve Your Organization's Needs
- Processes* - Monitor and Improve
- Internal Assessment* - Critically Assess the System



## Leadership and Direction

Responsibilities & Accountability

### *Major impediment-*

**Who is responsible for SSP (CE-3)?**

**Are the people Qualified and Experienced to do the job (CE-4)?**





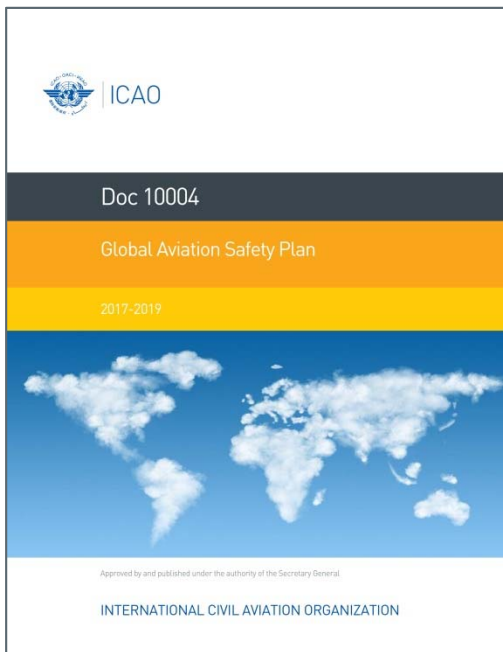
## Risks/barriers to achieve our goal

- Effective Implementation of SARPs
- Operational Risks (ICAO's priorities)
- Current and emerging issues





# GASP 2017-2019/GANP 2016-2030



**GASP objectives and associated timelines**

**Global aviation safety roadmap diagram**

**Aviation System Block Upgrades (ASBU) Methodology**

**Technology Roadmaps and Module Dependencies**





# GASP 2020-2022

What is coming new?



**Developing a Regional Aviation Safety Plan (RASP)**

**Developing a National Aviation Safety Plan (NASP)**

**Relationship between NASP and SSP**

