



SAFE SKIES.
SUSTAINABLE FUTURE.

ICAO

STATE SAFETY PROGRAMME (SSP) IMPLEMENTATION WORKSHOP

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Presentation Overview

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01

Development and implementation of the state safety policy and objectives

The first SSP component defines how a State will manage safety throughout its aviation system. It includes determining the requirements, obligations, functions and activities of the different State aviation authorities related to the SSP, as well as the broad safety objectives to be achieved. The State safety policy and objectives should be documented to provide clear expectations and keep the safety management efforts of the State's CAA, and those of other State aviation authorities, focused on maintaining and improving safety performance.



Development and implementation of the state safety policy and objectives

An Effective implementation of an SSP requires commitment by the State's senior management and support of personnel at all levels. State safety policies and State safety objectives are high-level statements endorsed by the State aviation authorities. Combined, they guide safety behaviour and resource allocation. The State safety policy and objectives should be published and reviewed periodically to ensure they remain relevant and appropriate to the State.

What should a State Safety Policy consider?



Regulatory Compliance



Continuous Improvement



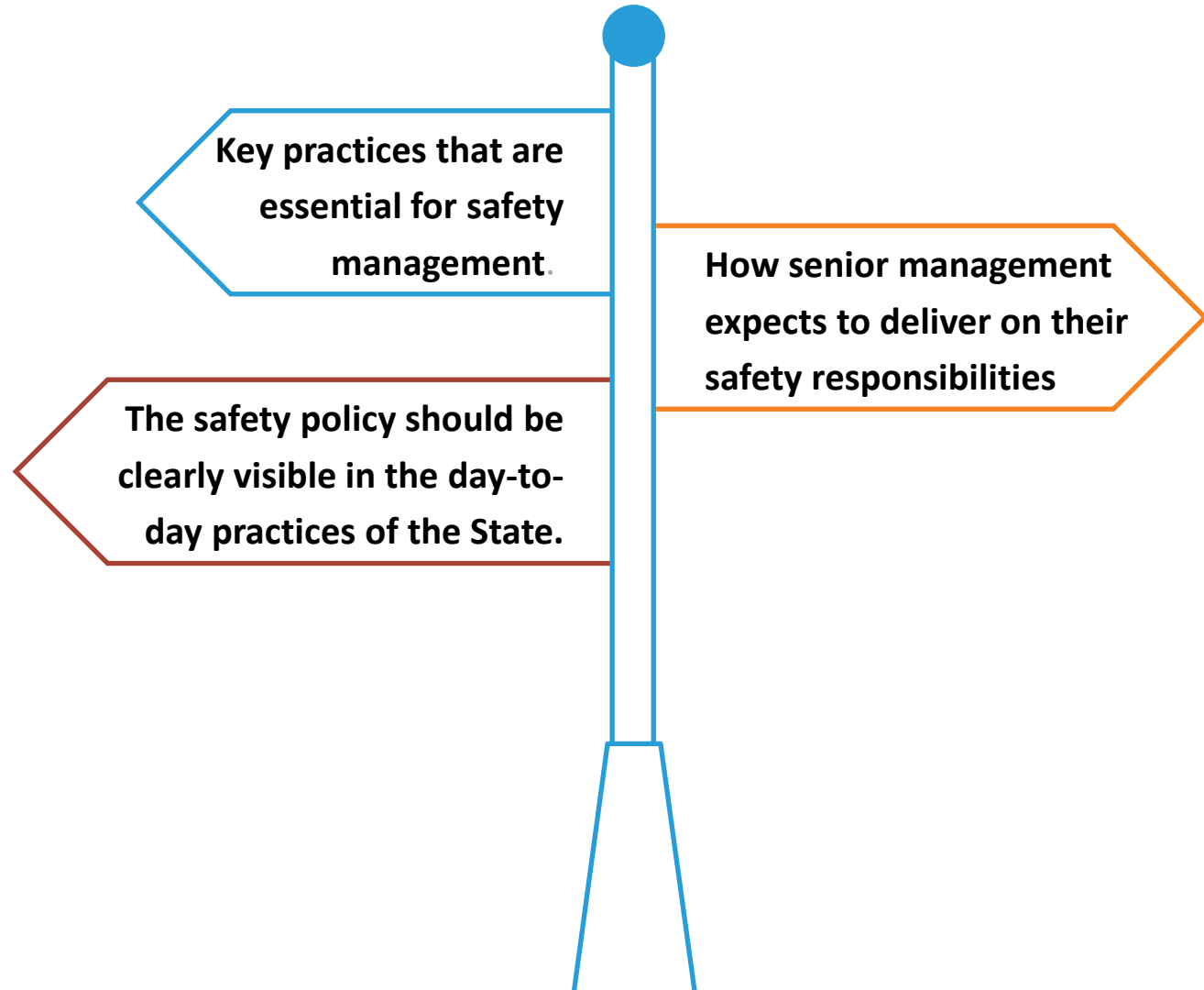
Collaboration



Transparency and Accountability

Development and implementation of the state safety policy and objectives

What the safety policy should address?





“What if we don’t change at all ...
and something magical just happens?”

An example of a State Safety Policy (1)

The UK State Safety Programme (SSP) sets out how the UK approaches aviation safety. It has been set up to protect people from aviation safety risks and to maintain the UK as one of the safest aviation systems in the world.

To achieve this, the UK is committed to:

- reinforcing the UK's position as a global leader in aviation safety
- continuously improving aviation safety through collaborative working, including with our international partners
- achieving the State safety objectives.

An example of a State Safety Policy (2)



In support of this commitment the UK will:

- effectively manage aviation safety risk and to maintain or set up the necessary organisational structures and mechanisms to do so
- sustain current levels of safety for UK citizens, and seek to continuously improve them
- comply with international safety requirements and ensure that if any differences are necessary, the reasons are well understood
- maintain a world class aviation infrastructure including airspace, airports and air traffic services
- target and co-ordinate proportionate regulatory oversight and intervention on a basis of risk exposure and safety performance
- manage resource and co-operation between stakeholders in order to deliver the best results for UK citizens
- actively seek out emerging risks and take proactive action to minimise the impact on the aviation system
- promote a positive safety culture across the UK aviation industry
- follow the principles of 'Just Culture', as detailed in UK Reg. (EU) 376/2014
- apply an [enforcement policy](#) to protect consumers and the public by encouraging compliance with rules applicable to civil aviation and to deter non-compliance

What is an objective

An objective is something you plan to achieve. An objective is the point of something.

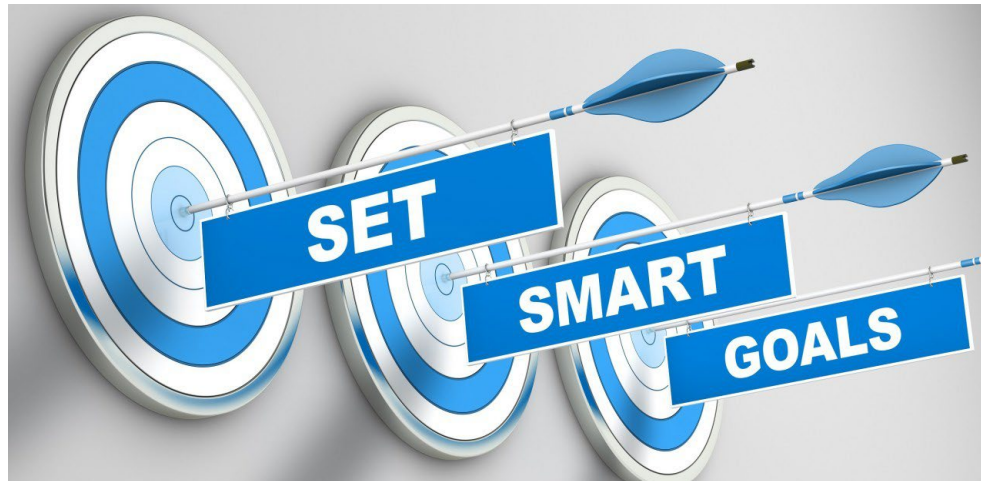
What is a state safety objective

A brief, high-level statement of safety achievement or desired outcome to be accomplished by the State Safety Programme

State safety policy and objectives

The development of safety objectives starts with a clear understanding of the highest safety risks in the aviation system. Safety risk in the aviation system is influenced by many different factors, such as the size and complexity of the aviation system as well as the operational environment.

What keys aspects should be considered in the State's Safety objectives?



Reduce the number of aviation accidents and incidents by XX%



Enhance the surveillance and inspection capabilities of the regulatory authority to ensure compliance with safety regulations and standards.



Improve safety culture within the aviation industry



Implement data-driven safety initiatives by analyzing safety data and trends to identify emerging risks



Exercise 1

The participants will identify internal strengths and weaknesses in their CAAs related to safety practices, as well as external opportunities and threats.

Based on their analysis and brainstorming, collaboratively develop at least five (5) safety objectives that capitalize on strengths, and address the weaknesses.

Develop a presentation and assign a leader to deliver to the workshop audience your analysis. You have 30 minutes.

02 Development and implementation of enforcement policy.

Developing and implementing an enforcement policy involves establishing guidelines and procedures to ensure compliance with laws, regulations, or CAA policies. Here's a structured approach to this process:

- Assessment of Regulations
- Identify Objectives
- Risk Assessment
- Establish Guidelines
- Training and Awareness
- Enforcement Actions
- Consistency and Transparency
- Review and Evaluation
- Adaptation to Changes
- Collaboration and Cooperation

ENFORCEMENT POLICY

Under the Pakistan State Safety Programme (SSP), the Pakistan Civil Aviation Authority is responsible for oversight of certificate holders/ service providers operating in an SMS environment.

This enforcement policy is promulgated under the statutory authority in Ordinance 1960 &1982 of Islamic Republic of Pakistan.

1.1 PURPOSE:

- 1.1.1 The enforcement policy of Pakistan Civil Aviation Authority is aimed at promoting compliance with aviation safety regulations and requirements through enforcement functions in an equitable manner.
- 1.1.2 The implementation of safety management systems (SMS) requires Pakistan CAA to have an equitable and discretionary enforcement approach in order to support the SSP-SMS framework.
- 1.1.3 The enforcement policies and procedures of Pakistan CAA allow service providers to deal with, and resolve, certain events involving safety deviations, internally, within the context of the service provider's SMS and to the satisfaction of the authority.
- 1.1.4 Intentional contraventions of Pakistan Civil Aviation Ordinance 1960 &1982 and the National Civil Aviation Regulations of Islamic Republic of Pakistan will be investigated and will be subject to conventional enforcement action where appropriate. There must be clear provisions in the enforcement framework for due consideration to distinguish between premeditated violations and unintentional errors or deviations.
- 1.1.5 The enforcement policy statement and associated enforcement procedures apply to service providers operating in accordance with National Civil Aviation Regulations regarding Personnel licensing; Operation of aircraft (International commercial air transport — Aeroplanes & Helicopters), Airworthiness; Air traffic services, Aerodromes (Aerodrome design and operations).
- 1.1.6 The intent of the enforcement policy is to promote a "just culture" an atmosphere in which people are encouraged, for providing essential safety-related information-but in which they are clear about where the line must be drawn between acceptable and unacceptable behavior.

1.2 POLICY:

- 1.2.1 All applicable service providers will establish, maintain, and adhere to an SMS that is commensurate with the size, nature and complexity of the operations authorized to be conducted under its their approval/certificate.
- 1.2.2 To maintain this enforcement policy that supports the implementation of SMS, the inspectors of Pakistan Civil Aviation Authority will maintain an open communication channel with service providers.
- 1.2.3 No information derived from safety data collection and processing systems (established under an SMS), relating to reports classified as confidential, voluntary or equivalent category shall be used as the basis for enforcement action.
- 1.2.4 No Information derived from safety data collection and processing systems (established under an SMS) relating to reports used or disclosed for purposes other than safety improvement.

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Exercise 2

Policy Gap Analysis: Read in groups the enforcement policy and framework. Based on the previous slides conduct an analysis to identify areas where the policy may be lacking, outdated or strengths (if applicable), and propose revisions or additions to address these gaps.

Break into groups, and develop a brief gap analysis to share with the class. We will have 15 minutes for this exercise.

03

State system
and functions

The establishment of relevant authorities or government agencies, as appropriate, supported by sufficient and qualified personnel and provided with adequate financial resources for the management of safety. The State authorities or agencies shall have stated safety functions and objectives to fulfil their safety management responsibility.

For a State to fulfil its obligations as outlined in the Chicago Convention, the national legislation should provide for an appropriately organized, funded and empowered civil aviation system, structured to effectively fulfil the tasks that it is expected to undertake. In practice, it is necessary that the State establish an appropriate and practical organization and employ the needed personnel, including technical personnel and support staff, to carry out its safety oversight functions and duties.



Question?

Do you think the SSP should be establish in your national legislation?

Set your answer here:

[www. Menti.com](http://www.Menti.com)

Code: 2800 3310

Organization responsible for coordinating the SSP

03 State system and functions

State's safety management responsibilities can be discharged by multiple aviation authorities within the State, for example, the CAA and an independent AIA. States should clarify which authority within the State is responsible for coordinating the maintenance and implementation of the SSP. Many States assign this role to the CAA, given that the CAA is normally responsible for most of the SSP responsibilities. The roles and responsibilities of all the authorities involved should be identified and **documented**.

04 SSP coordination group, functions, and activities

The State should establish a suitable coordination group with representation from the impacted aviation authorities with responsibilities related to the implementation and maintenance of the SSP, including Accident Investigation Authorities as well as military aviation authorities. Appointment of a coordination group will facilitate good communication, avoid duplication of effort and conflicting policies and ensure effective and efficient SSP implementation.

This group is a form of committee chaired by the head of the organization responsible for coordinating the SSP.

SSP coordination group, functions, and activities

Examples functions of the SSP coordination group:

- Policy Development
- Coordination and Collaboration
- Resource Allocation
- Monitoring and Evaluation
- Information Sharing
- Training and Capacity Building
- Regulatory Compliance



SSP coordination group, functions, and activities

Examples daily activities of the SSP coordination group:

- Regular Meetings
- Strategic Planning
- Workgroup Formation
- Data Analysis and Reporting
- Partnership Development

Overall, the SSP Coordination Group serves as the central coordinating body responsible for guiding, overseeing, and enhancing the implementation of the SSP to improve safety outcomes within the State.





Exercise 3

The participants will facilitate a brainstorming session on opportunities for enhancing their SSP coordination, functions, and activities.

The purpose of this exercise is to encourage you to generate ideas for improving communication, streamlining processes, increasing stakeholder engagement, and leveraging resources more effectively.

Prioritize and discuss actionable ideas for implementing continuous improvement initiatives within the SSP Coordination Group.

Share your thoughts with the workshop.

Will have 20 minutes for this exercise.



Thank You!