



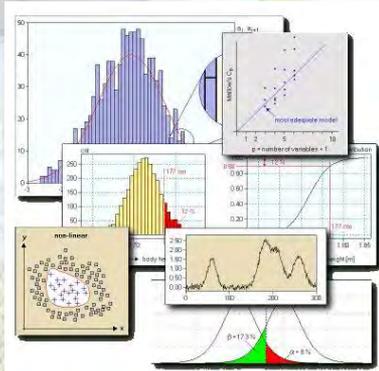
50th CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION ASIA AND PACIFIC REGIONS

**Implementation of the USOAP through a
CMA Process and SSP –
Road Map for Hong Kong, China**

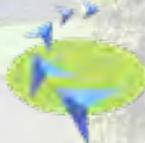
(Presented by Hong Kong, China)

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State Safety Programme	
Components	
1.	State Safety Policy and Objectives
2.	State Safety Risk Management
3.	State Safety Assurance
4.	State Safety Promotion



Background of ICAO USOAP CMA and SSP

→ New Global Safety Initiatives

- USOAP CMA on 1 Jan 2013
- Annex 19 – Safety Management in Nov 2013



→ Obligations on States

- Active participation in USOAP CMA activities
- Proactive safety management through SSP



1. ICAO Developments



2. Implementation Road Map for Hong Kong, China



Implementation Strategies of Hong Kong, China

→ Re-organize existing resources to enable a more focused effort on CMA and SSP implementation.



→ A new office – “ Strategic Safety Office” established to

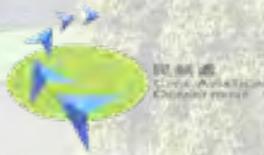
- Coordinate CMA implementation and online update.
- Consolidate various SSP activities.



Implementation Strategies of Hong Kong, China

1. USOAP CMA – since January 2013

- Formulate a **CMA Action Plan** outlining all the action items and activities
- A **CAD CMA Coordination Working Group** as led by **the NCMC** established.
- Action items include :
 - To formulate **action plan & strategies**
 - To conduct **internal audits** on safety oversight system.
 - To apply **risk-based approach** and accord priority to higher risk items.



Implementation Strategies of Hong Kong, China

2. SSP – Annex 19

→ 2009

- SSP for Hong Kong, China endorsed by DGCA

→ 2009 to 2012 –

- Keep track of latest developments
- Active participation in ICAO SSP Workshop / Course; and
- Safety Promotion and internal SSP briefings and training



Implementation Strategies of Hong Kong, China

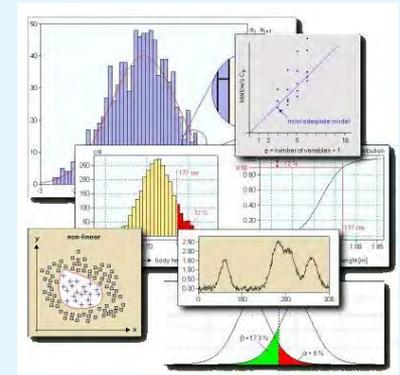
2. SSP – Annex 19

→ 2013 -

- Establish an integrated mechanism for safety data collection and evaluation
- Create SSP working group to review safety performance & formulate strategies.
- Promote safety culture & experience sharing.
- Report regularly to management & parties concerned.

Objectives

- To enable continuous improvement of safety standards, efficiency & sustainability of the air transportation system.



Challenges faced by States/Administrations

→ Pressure on States to keep pace with

- Continuous air traffic growth
- New certification/operational requirements due to technological advancement
- New safety initiatives

→ Often under limited resources.



Challenges faced by States/Administrations

→ Strategies

- Re-organize existing resources to enable a more focused effort on CMA and SSP activities to be provided.
- Sensible action priorities be set and executed in a coordinated manner.
- Procedures for constant review & update of action plan.



Action by the Conference

- Note the latest developments of ICAO in respect of USOAP CMA and the new Annex 19;
- Support the work of ICAO in the implementation of USOAP CMA and achievement of uniform application of ICAO provisions for safety management;
- Note the actions by Hong Kong, China, to proactively take on the additional responsibilities and challenges that are also being faced by all other Member States; and
- Share experience in USOAP CMA and Annex 19, in the light of the ever changing operating environment and continuous traffic growth in the Asia-Pacific Region.



Thank you !

