INTERNATIONAL CIVIL AVIATION ORGANIZATION

TENTH MEETING OF DIRECTORS GENERAL OF CIVIL AVIATION FOR THE AFRICA - INDIAN OCEAN REGION (AFI-DGCA/10)

Libreville, Gabon, 15-16 July 2024

Agenda item 4: Regional performance status

Challenges relating to the State Safety Programme (SSP)
(Presented by Gabon)

<table>
<tr><td colspan="2" align="center">**SUMMARY**</td></tr>
<tr><td colspan="2">This Paper presents the challenges identified at the outset of State Safety Programmes (SSPs) in several States in the AFI region. They are consistent and should be taken into consideration by States that have not yet implemented their SSP. These discussions could be further analysed and integrated into the development of global strategies for improving security to help achieve the objectives linked to the implementation of SSPs by 2025.

Actions required : The meeting is invited to :
a) take note of the information presented in this working document; and
b) take account of these considerations when drawing up State Safety Programmes (SSPs).</td></tr>
<tr><td>Strategic Objectives :</td><td>This working paper focuses on civil aviation safety</td></tr>
<tr><td>Financial Implications</td><td>Not applicable</td></tr>
<tr><td>References</td><td>ICAO Annex 19: Safety Management
ICAP Doc 9859: Safety Management Manual
ICAO Doc 10004: GASP</td></tr>
</table>

1. INTRODUCTION

1.1 The Chicago Convention, as set out in its Annex 19, as well as the aviation regulations in several States in the AFI Region, require the establishment and maintenance of a SSP to discharge the State's responsibilities for the oversight and management of aviation safety. The aim is to strengthen existing safety oversight processes with additional elements based on risk, performance and safety, and to facilitate the effective implementation of a Safety Management System (SMS) by the aviation industry.

1.2 To this end, the States have begun to draw up their SSPs. However, despite the years that have passed, the objective of having a 100% L4 SSP for all has not yet been achieved. Several States in the AFI region are struggling to move beyond the project phase, despite numerous support initiatives by ICAO and other partners.

1.3 In fact, several complex and multifaceted challenges have been identified and must be taken into account from the initiation phase of the project by the States. Thus, several teams responsible for coordinating this project share, in the light of their experience, ten (10) challenges that the States of the region should take up to ensure the proper conduct of the establishment of the SSP and to achieve the global and regional objective of implementing a national security programme.

2. DISCUSSION

2.1 Some gap analyses have been initiated by Civil Aviation Authorities (CAAs) and action plans have been developed, but this has often not been done in coordination with all relevant stakeholders, which may mitigate the rate of progress of each State in the ICAO SSP tools;

2.2 In some cases, the SSP is still simply the production of a manual, when what is needed is a review of the entire supervision system to ensure that safety management is integrated into the system;

2.3 he specialist groups responsible for initiating work on the SSP are often not formally established, which would prevent effective management of members' workloads and impact on the coordination and effectiveness of the establishment of the SSP;

2.4 The objective of establishing a 100% L4 SSP by 2025: the periods foreseen for the adoption, publication and entry into force of the latest amendment to Annex 19 and the absence of a corresponding compliance checklist may require further guidance from ICAO to States in the analysis of compliance with the provisions of the SSP and SDCPS and their transposition into the legislative and regulatory texts being amended in the context of the establishment of the SSP;

2.5 The difficulty of amending primary and other legislation in order to incorporate the provisions and functions relating to the SSP and SDCPS, applicable to the Civil Aviation Authority and all interested parties;

2.6 The tasks and responsibilities of SSP coordination within the Civil Aviation Authorities are often downplayed when the SSP is drawn up, and few resources are allocated to it as a result, impacting on the workload, particularly for the implementation of the SSP. In addition, the amendment of job descriptions for technical staff must also be considered;

2.7 The funding of the SSP is an issue that is often misunderstood and recurs regularly. In this respect, the safety fees established, the management autonomy granted to the State entities involved in the SSP and the supervision activities regularly carried out are all aspects which are sometimes in place and which should be considered;

2.8 Few practical workshops aimed at building the capacity of experts from the States in the region are held to draw up the SSP. In addition, it is sometimes not the

members of the project teams who are sent by the States to these experience-sharing meetings, which are crucial for the establishment of the SSP;

2.9 The prerequisites for States that have not yet drawn up a national safety programme, such as the publication of their National Aviation Safety Plan (NASP) and the processing of basic PQs by 2024, are all challenges to be considered in the project to implement a national safety programme;

2.10 Within the framework of capacity building or assistance linked to the SSP, the SDCPS implementation project should be addressed as early as possible in order to better design the State's security management activities.

3. FOLLOW-UP BY THE MEETING:

3.1 Encourage States to review their SSP implementation plans in order to consider, inter alia, all relevant stakeholders;

3.2 Raise awareness among Civil Aviation Authorities and other major stakeholders of the SSP concept and the systemic approach to achieving an SSP;

3.3 Encourage States to formalise and support project teams made up of experts in each of the areas of safety oversight in addition to other resource persons, as appropriate;

3.4 Raise States' awareness of the need to amend legislation and introduce new functions for the Civil Aviation Authority and the entities involved in the SSP;

3.5 Encourage Civil Aviation Authorities to assess resource requirements, in particular for the implementation of new safety management activities within the Authority and to support the coordination of the SSP within the State; and

3.6 Increase awareness and assistance for the implementation of SDCPS within States.

— — — — — — — —