



*International Civil Aviation Organization*

**Aerodrome Safety & Planning Implementation Group**

**Seventh Meeting (ASPIG/7)**  
**(Riyadh, Saudi Arabia, 6 – 10 April 2025)**

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**Agenda Item 2: Regional Performance Framework for Aerodrome Safety**

**KSA SSP AGA Working Group (WG) and the National Aviation Safety Committee (NASC)**

*(Presented by the State of Saudi Arabia)*

**SUMMARY**

This Working Paper presents the Kingdom of Saudi Arabia State Safety Program and discusses the State Safety Program's and the National Aviation Safety Committee's (NASC) governance model. Additionally, describes, the interface between the SSP AGA Working Group and NASC.

**REFERENCES**

- ICAO Annex 19
- ICAO Doc 9859
- KSA State Safety Programme
- KSA National Aviation Safety Plan

**1. INTRODUCTION**

1.1 The Kingdom of Saudi Arabia's (KSA) State Safety Program (SSP) is an integrated framework of regulations and activities designed to enhance aviation safety. It serves as a management system for regulating, overseeing, and managing aviation safety in KSA, aligned with the size and complexity of the Saudi aviation industry.

1.2 The implementation of KSA's SSP follows the guidelines set in ICAO Annex 19. This framework ensures the continuous development of safety initiatives and the effective management of aviation safety at all levels. KSA's SSP is aligned with:

- Saudi National Aviation Safety Plan (NASP)
- Middle East Regional Aviation Safety Plan (MID-RASP)
- ICAO Global Aviation Safety Plan (GASP)

1.3 All aviation industry organizations in KSA are key stakeholders in the SSP. They contribute by implementing and maintaining their own Safety Management Systems (SMS) and sharing safety data and information with the SSP.

1.4 This paper outlines the SSP governance model, detailing the interface between the SSP AGA Working Group (WG) and the National Aviation Safety Committee (NASC).

## 2. DISCUSSION

### *KSA State Safety Program Governance Structure*

2.1 The National Aviation Safety Committee (NASC) oversees the SSP, while implementation is carried out by SSP Working Groups (SSP-WGs), including:

- Aircraft Operations (OPS)
- Airworthiness of Aircraft (AIR)
- Air Navigation Services and Meteorology (ANS & MET)
- Aerodrome and Ground Aids (AGA)

### *National Aviation Safety Committee (NASC)*



2.2 The NASC consists of representatives from government agencies, including military bodies, who play a critical role in KSA's aviation system. The AGA SSP Working Group comprises Subject Matter Experts (SMEs) from Aerodrome Operators and Ground Handling Service Providers.

### *Role of GACA in NASC*

2.3 The General Authority of Civil Aviation (GACA) is responsible for implementing the SSP in coordination with other government agencies, including the National Transportation Safety Center (NTSC). The NASC serves as a high-level forum for senior officials to discuss, establish, and approve aviation safety policies and governance.

2.4 The NASC, chaired by the SSP Accountable Executive (H.E. President of GACA), meets four times a year and is responsible for:

- Determining the acceptable level of safety risk in KSA’s aviation system.
- Ensuring the effective implementation of the SSP to manage aviation safety risks.
- Monitoring overall safety performance in the KSA aviation system.
- Ensuring adequate resources for SSP implementation.
- Overseeing the SSP implementation plan.
- Identifying and addressing aviation safety issues.
- Endorsing the State Safety Policy, SSP document, State Safety Objectives, and NASP
- Promoting the continuous improvement of the SSP and aviation safety culture in KSA

#### *SSP Working Groups (SSP-WGs)*

2.5 The SSP-WGs provide technical and operational expertise to ensure accurate risk assessment and recommendations for NASC. While they do not have direct governance authority, they play a key role in advising the relevant General Departments responsible for industry oversight.

#### *Responsibilities of SSP-WG*

2.6 The SSP WG are responsible for:

- Ensuring the effective implementation of KSA’s SSP.
- Reviewing safety data, trends, and SSP implementation plans.
- Assessing other SSP-related sources of information.
- Providing high-level recommendations and mitigation strategies to NASC
- Submitting interim (quarterly) and final (six-monthly) reports to NASC

#### *Enhancing Aviation Safety in KSA*

2.7 To strengthen the SSP’s effectiveness, KSA has introduced several initiatives, including:

- State Safety Programme (SSP)
- SSP Implementation Plan
- National Aviation Safety Plan (NASP)
- NASP Implementation Plan

#### *SSP Implementation Plan*

2.8 Developed through collaboration among GACA, NTSC, and aviation industry stakeholders, the SSP Implementation Plan defines actions, ownership, and achievable target dates to ensure its successful execution.

#### *National Aviation Safety Plan (NASP)*

2.9 The NASP serves as KSA’s strategic roadmap for aviation safety, outlining:

- National safety issues
- Safety goals and targets
- Safety Enhancement Initiatives (SEIs)
- The NASP Implementation Plan, ensuring transparent monitoring of safety initiatives by all responsible stakeholders.

*Interfaces Between NASC and SSP AGA Working Group*

2.10 Under the SSP Governance Structure (Level 3), GACA is required to establish SSP working groups to facilitate the exchange of aviation safety-related data and analysis among KSA SSP stakeholders.

*Expertise Required for the SSP AGA WG*

2.11 The AGA WG include experts with the following competencies:

- Experience in State safety oversight, safety management, and SSP implementation.
- Industry representatives involved in SMS or operational safety.
- Proficiency in safety performance and risk management principles.

*Objectives of the SSP AGA WG*

2.12 The AGA WG supports the SSP by:

- Reviewing safety data to identify risks.
- Detecting safety issues not identified through the occurrence reporting system.
- Submitting meeting minutes to NASC with recommendations and action items.
- Escalating significant safety concerns to Level 2 (NASC Secretariat).
- Monitoring progress on National Aviation Safety Plan (NASP) actions.

*SSP AGA WG Working Arrangements*

2.13 The SSP AGA working arrangements encompasses, but not limited to, the following:

- **Meetings:** Conducted quarterly.
- **Reporting:** Issues and risks are escalated to NASC through the NASC Secretariat.
- **Key Areas that may be Addressed to NASC:** Includes, but not limited to, Aerodrome Runway Safety Teams and Wildlife Hazard Management, if safety concerns arise regarding these topics, they are escalated to the National Aviation Safety Committee, where senior government and organizational representatives are present and can take immediate action or make necessary decision, if required.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to note the information in this paper.