SSP Implementation

➢ As with any major project implementation exercise, SSP implementation involves many tasks and subtasks to be completed within a set timeframe.

➢ The number of tasks, as well as the scope of each task, is dependent upon the maturity of the State's safety oversight system.

➢ In most States, several organizations and entities are involved in the development and implementation of an SSP.

➢ Development of an implementation plan can help to facilitate this process.

Scalability Considerations

➢ The understanding of the size and complexity of a State's aviation system and the interactions between the entities involved in implementing SSP.

➢ State are required to implement an SSP, but how the requirements are met will depend on the size and complexity of their aviation system.

➢ The SSP will also have regards for the number of service providers in each aviation domain, their size and complexity and regional environment.

ICAO SAFETY

System Description

The development of a system description is part of the SSP implementation planning process. It should include an overview of the organizational structures and interfaces:

a) the structure of the existing aviation regulatory framework, including the various State aviation authorities;

b) safety management roles and responsibilities of the various regulatory organizations;

c) platform or mechanism for coordination of the SSP amongst the organizations; and

d) an internal review mechanism at the State level and within each organization.

SSP Gap Analysis

➢ A gap analysis should be conducted before developing an SSP implementation plan.

➢ The gap analysis aims to gain a detailed understanding of the gap between the existing State structures and processes, and those required for an effective SSP implementation in the State.

➢ For many States, the gap analysis reveals that considerable safety management capability already exists. The challenge, typically, is to refine, realign and bolster these existing capabilities.

➢ The areas or processes identified as requiring action form the basis of the SSP implementation plan.

SSP Gap Analysis

➢ Create, view, update, and share a **State Safety Programme (SSP) Project** with your Team

➢ **Questions** to be completed **to determine gap** and support the development of an SSP Implementation Plan

➢ Should be used **in combination with the SSP Foundation App**

➢ Sharing with others is optional, but **information is used for ICAO to monitor SSP implementation**

ICAO SAFETY

SSP Implementation Plan

➢ The implementation of SSP aims to progressively enhance the existing State Safety Oversight (SSO) and Safety Management processes. The appropriate tasks / subtasks are prioritized and documented in an action plan.

➢ An SSP implementation plan, together with the SSP top-level (exposition) document, provide the "blueprints" which guides the State's journey toward effective SSP, and continuous improvement of safety performance.

➢ These two key documents should be made readily accessible to all relevant personnel to ensure everyone involved is aware of the SSP and its plans for implementation.

Coordinating the SSP

➢ 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.

SSP Coordination Group

➢ 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.

➢ Appointment of a coordination group will facilitate good communication, avoid duplication of effort and conflicting policies and ensure effective and efficient SSP implementation.

➢ The State may also find it beneficial to allocate the day-to-day planning and management of the SSP implementation to a person, a department or a team. Such a person, department or team can ensure that the various aspects work together to deliver the State's safety objectives.

ICAO   SAFETY

Conclusions

1. **SSP implementation involves many tasks and subtasks** to be completed within a set timeframe.

2. **The understanding of the size and complexity** of a State's aviation system and the interactions between the elements is fundamental to planning the SSP.

3. **The State should describe the aviation system** and the various State aviation authorities in a civil aviation system description as part of the SSP implementation planning process.

4. **Development of a plan** for the implementation process is therefore crucial.

5. **Even if a State has already begun implementing SSP**, the points mentioned above should be considered for a cross check.

ICAO

North American
Central American
and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
Headquarters
Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok

THANK YOU