



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

SSP/3 — WP/05
17/11/22

**Third State Safety Programme (SSP) Meeting for the NAM/CAR Regions
(NAM/CAR/SSP/3)**

Mexico City, Mexico, 17 – 18 November 2022

Agenda Item 6: SSP Implementation Assessments (SSPIAs) - Canada Experience

SSP IMPLEMENTATION ASSESSMENTS (SSPIAs) - CANADA EXPERIENCE

(Presented by the Secretariat)

| EXECUTIVE SUMMARY | |
|---|---|
| This Working Paper presents insight information regarding the State Safety Programme Implementation Assessment (SSPIA) beta test deployed in Canada, their experience and lessons learned to be taken into consideration by the States for future SSPIAs in our region. | |
| Action: | Please see Section |
| <i>Strategic Objectives:</i> | <ul style="list-style-type: none">• Strategic Objective 1 – Safety |
| <i>references</i> | <ul style="list-style-type: none">• Second NAM/CAR/SSP meeting report |

1. Introduction

1.1 The State Safety Programme Implementation Assessment (SSPIA) is a performance-based activity under the USOAP CMA framework, where ICAO assesses the level of maturity of a State Safety Programme (SSP) by conducting a systematic and objective review of the State's implementation and maintenance of its SSP.

1.2 SSPIAs are conducted by using a set of SSP PQs and associated maturity level matrix. Developed based on relevant ICAO provisions, the SSP PQs are organized by assessment area, and each PQ is associated with one of four SSP components to enable a performance-based assessment of the level of maturity attained for each PQ

2. SSP PQ Classification and areas covered

2.1 The SSP PQs are classified according to four applicable SSP components, which are as follows:

- 1) State safety policy, objectives and resources;
- 2) State safety risk management;
- 3) State safety assurance; and
- 4) State safety promotion

2.2 The eight assessment areas covered in SSPIAs are as follows:

- 1) SSP general aspects (GEN);
- 2) Safety data analysis — general aspects (SDA);
- 3) Personnel licensing and training (PEL) — approved training organization (ATO) aspects only;
- 4) Aircraft operations (OPS);
- 5) Airworthiness of aircraft (AIR) — approved maintenance organization (AMO) aspects only;
- 6) Air navigation services (ANS) — air traffic services (ATS) aspects only;
- 7) Aerodromes and ground aids (AGA); and
- 8) Aircraft accident and serious incident investigation (AIG).

3 Objective

3.1 The principal objective of this WP is to present Transport Canada Experience and lessons learned to be taken into consideration by the States for future SSPIAs in our region.

4. Canada's SSP Journey.

Canada's Transition from prescriptive regulation/compliance, to a risk Managed performance-based aviation safety program.

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|---------------|--|
| 1920 - 1970's | Prescriptive Reactive regulatory processes |
| 1980's | Human Factors (HF) |
| 1990's | Quality Management Systems (QMS) |
| 1996 | Canadian Aviation Regulations (CARs) introduced. <ul style="list-style-type: none"> • Introduction of Performance based regulatory philosophy |
| 2000's | Risk Management |
| 2003 - 2010 | Safety Management Transformation <ul style="list-style-type: none"> • Safety Management Systems (SMS) • Integrated Management Systems (IMS) • Enterprise based Organization Structure |
| 2015 | Regulatory Review/Transformation |
| 2016 | Annex 19 SSP Foundation |
| 2021 | TCCA SSP Manual |

5 SSPIA Lessons Learned by ICAO

5.1 Transport Canada submitted lessons learned to ICAO for consideration which aimed to improve the future conduct of SSPIAs:

- Improvements to SSPIA assessment team preparedness recommended to ICAO
- Improvements regarding the functionality of the OLF recommended to ICAO
- Opened a dialogue about clarifying maturity-level questions to streamline State responses for future SSPIAs
- Assisted ICAO with identifying overlapping areas between GEN PQs and technical areas
- Highlighted opportunities for improvement for PQ/Sub PQ formatting
- Shared State experience to improve future ICAO mission planning such as time allocations for introductions, requests for evidence and assessment debriefing

6. Recommendations for SSPIA Success

- a) establish a tracking process for PQ responses
- b) review PQs and sub-PQs from the gen and technical areas before distribution to SMEs
- c) test the OLF very early in the SSPIA process
- d) ensure specific references are provided for evidence
- e) identify any potentially sensitive evidence for the state

6. Suggested Actions

6.1 The Meeting is invited to:

- a) take note of the proposed presented information and work towards achieve a successful evaluation actively participating in the SSP WG; and
- b) evaluate the possibility of applying this information in the States.