



ICAO

UNITING AVIATION

NO COUNTRY LEFT BEHIND



# iSTARS Application State Safety Briefing





ICAO

UNITING AVIATION

NO COUNTRY LEFT BEHIND



# State Safety Briefing

Summary of State Safety Indicators - 2018 version



Overview of various state safety indicators by State with email as PDF - 2018 version

High level Report

NOTE: Information for Afghanistan, Iraq, Kiribati and Somalia is not available at this time.



## State Safety Briefing 2018

Summary of State Safety Indicators - 2018 version

Create and view an overview of various safety indicators and results for each Member State. An example using Canada in RASG-PA is shown below.

[Click here](#) to view the data sources and update frequency for this app.

**NOTE: Information for Afghanistan, Iraq, Kiribati and Somalia is not available at this time.**

[Click here](#) to view tips and tricks plus guidance of how to use the State Safety Briefings application.

Select a State  and a Group containing that State  Email as PDF

Create own group  
in Group Manager

Select State  
in dropdown

Select group  
in dropdown

Email as PDF



## Performance Dashboard

Indicator	Target	Value	Achieved
<b>USOAP EI</b> <i>USOAP overall E(I)(%)</i>	60%	94.96%	Yes
<b>Significant Safety Concerns (SSCs)</b> <i>Number of SSCs</i>	0	0	Yes
<b>Fatal Accidents</b> <i>Number of fatal accidents in last 5 years</i>		0	✓
<b>Aerodrome Certification</b> <i>Validated status of USOAP Protocol Questions (PQ) 8.081, 8.083 and 8.086</i>	Satisfactory	Unsatisfactory	No
<b>State Safety Programme (SSP) Foundation</b> <i>Percentage of SSP Foundation protocol questions (PQs) validated by USOAP or submitted as completed</i>	100%	98.51%	No
<b>State Safety Programme (SSP)</b> <i>Level of SSP implementation</i>	Level 2	Level 3	Yes
<b>IOSA</b> <i>Number of IOSA certified operators</i>	>0	5	Yes
<b>FAA IASA</b> <i>IASA categorisation</i>	Cat 1	Cat 1	Yes
<b>EU Safety List</b> <i>Number of operational restrictions</i>	Unrestricted	Unrestricted	Yes
<b>PBN</b> <i>Percentage of international instrument runways with PBN approaches</i>	100%	97.01%	No
<b>Global Aviation Training Activities</b> <i>Number of courses delivered or developed by TRAINAIR PLUS Members in the last 12 months</i>	>0	0	No
<b>Corrective Action Plan Update</b> <i>Number of updates in the last 12 months on the Online Framework (OLF)</i>	>0	0	No
<b>Positive Safety Margins</b> <i>Number of areas (Operations, Air Navigation, Support) with a positive Safety Margin</i>	3/3	3	Yes

Note: The targets are agreed global or regional performance targets, as applicable. Fatal accidents are by State of Occurrence or State of Operator on scheduled commercial flights with aircraft over 5.7t for the last 5 years.

## Performance Dashboard

Indicator	Target	Value	Achieved
<b>USOAP EI</b> <i>USOAP overall E(I)(%)</i>	60%	73.27%	Yes
<b>Significant Safety Concerns (SSCs)</b> <i>Number of SSCs</i>	0	0	Yes
<b>Fatal Accidents</b> <i>Number of fatal accidents in last 5 years</i>		0	✓
<b>Aerodrome Certification</b> <i>Validated status of USOAP Protocol Questions (PQ) 8.081, 8.083 and 8.086</i>	Satisfactory	Satisfactory	Yes
<b>State Safety Programme (SSP) Foundation</b> <i>Percentage of SSP Foundation protocol questions (PQs) validated by USOAP or submitted as completed</i>	100%	92.22%	No
<b>State Safety Programme (SSP)</b> <i>Level of SSP implementation</i>	Level 2	Level 2	Yes
<b>IOSA</b> <i>Number of IOSA certified operators</i>	>0	1	Yes
<b>FAA IASA</b> <i>IASA categorisation</i>	Cat 1	NR	
<b>EU Safety List</b> <i>Number of operational restrictions</i>	Unrestricted	Unrestricted	Yes
<b>PBN</b> <i>Percentage of international instrument runways with PBN approaches</i>	100%	100%	Yes
<b>Global Aviation Training Activities</b> <i>Number of courses delivered or developed by TRAINAIR PLUS Members in the last 12 months</i>	>0	NA	
<b>Corrective Action Plan Update</b> <i>Number of updates in the last 12 months on the Online Framework (OLF)</i>	>0	4	Yes
<b>Positive Safety Margins</b> <i>Number of areas (Operations, Air Navigation, Support) with a positive Safety Margin</i>	3/3	3	Yes

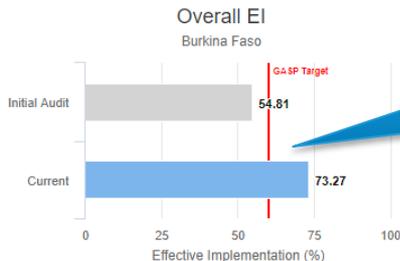
Note: The targets are agreed global or regional performance targets, as applicable. Fatal accidents are by State of Occurrence or State of Operator on scheduled commercial flights with aircraft over 5.7t for the last 5 years.



# USOAP Results



Burkina Faso has achieved the target of 60% EI, as suggested by the Global Aviation Safety Plan (GASP) by 2017.

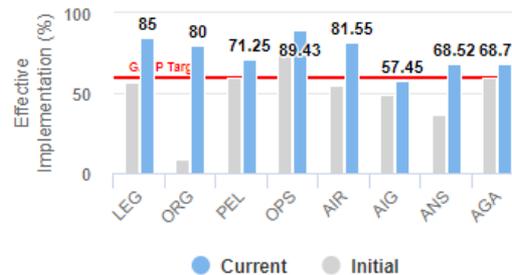


Compare initial and actual

7 areas and 5 critical elements are above the target of 60% EI.

## EI by Area

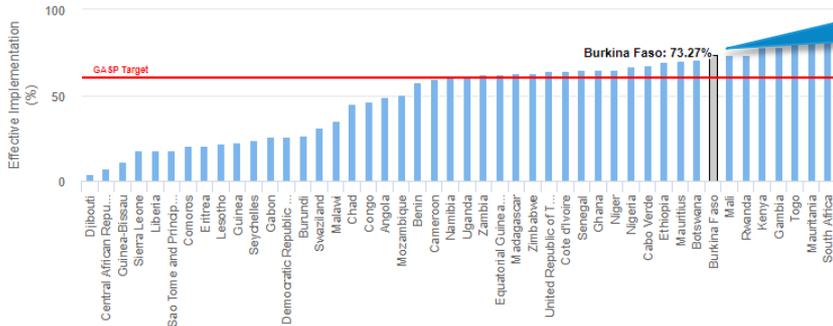
Burkina Faso



Burkina Faso is ranked 8/46 in RASG-AFI with respect to overall effective implementation. Within this group, 52.17% have reached the target of 60% EI with an average EI of 50.31%. Burkina Faso rates above the average of RASG-AFI.

## USOAP Audit Results

Burkina Faso in RASG-AFI



Compare to the group

	LEG	ORG	PEL	OPS	AIR	AIG	ANS	AGA
CE-1	2							
CE-2	1		2		1		2	
CE-3		2		1		5	6	2
CE-4			3	4	2	5	14	4
CE-5			2	2	3	18		6
CE-6			5	5	8		8	20
CE-7			7	1	4		13	11
CE-8			4		1	12	8	7

Protocol findings by Area and Critical Element intersection



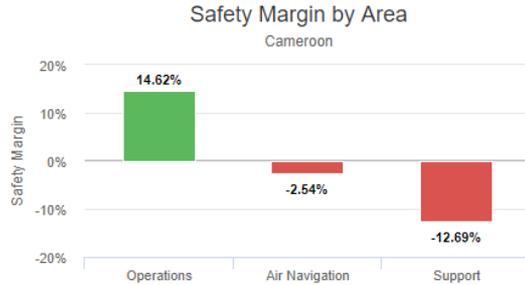
## Safety Margins

Safety Margins provides a risk-based prioritization of operational, air navigation and support related USOAP areas. In each of the 3 functional areas, a State is given a target effective implementation score which is calculated based on a global linear regression of traffic versus effective implementation of all ICAO Member States.

A State with a positive safety margin would be considered to have sufficient regulatory controls in place to cover its existing traffic volume with a negative safety margin would be considered to have an insufficient oversight system taking into consideration its traffic volume.



Cameroon has a positive Safety Margin in only one area.  
In the area of support (LEG/ORG/AIG), the EI should be increased at least by 12.69%.  
In the area of air navigation (ANS/AGA), the EI should be increased at least by 2.54%.



Summarized report on the Safety Margin

## State Safety Programme (SSP) Implementation

Implementation of the State Safety Programme (SSP) is included in the priorities of the Global Aviation Safety Plan, in particular for States with an EI above 60%. ICAO tracks the implementation of SSPs via the SSP Gap Analysis tool on iSTARS. States are invited to use this tool to perform their GAP analysis, define action plans and benchmark their progress.

ICAO measures SSP implementation in levels as follows:

Level 0: States not having started a GAP analysis
Level 1: States having started a GAP analysis
Level 2: States having reviewed all the GAP analysis questions
Level 3: States having defined an action plan for all non implemented questions
Level 4: States having closed all actions and fully implemented their SSPs



Cameroon is at level 2.



The data used to evaluate those levels is self-reported by the State and not validated by ICAO.



ICAO

UNITING AVIATION

NO COUNTRY LEFT BEHIND



# What information can you retain



- **Safety indicators on agreed targets**
- **Make informed decision based on data**
- **Identify areas of main concern. Prioritize**



## Find Me...



- **Select your State**

- Find on the dashboard indicators where the target has not been achieved
- Find by which audit area and by which critical element you have the most findings



ICAO

UNITING AVIATION

NO COUNTRY LEFT BEHIND



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