INTERNATIONAL CIVIL AVIATION ORGANIZATION

Fifth Meeting of the Regional Aviation Safety Group for AFI region (RASG-AFI/5)

(Accra, Ghana, 29 July – 2 August 2019)

Agenda Item 3: ICAO No Country Left Behind (NCLB)

3.1 Update on the AFI Plan Activities and Projects – State Safety Programme (SSP) Project

(Presented by the Secretariat)

SUMMARY
This paper provides an update on the status of implementation of the AFI Plan State Safety Programme (SSP) project, approved by the AFI Plan Steering Committee at its 17th meeting in May 2016 and aimed to provide support to AFI States to establish and implement their SSP in accordance the GASP and Annex 19 provisions and in line with the established regional target. Actions to be taken by the meeting are under paragraph 3.

Strategic Objectives	This Working Paper relates to the Safety Strategic Objective of ICAO.
References	• Global Aviation Safety Plan (Doc 10004) • Annex 19 • AFI Plan Steering Committee Meeting Reports

1.   INTRODUCTION

1.1   According to the 2017-2019 edition of the Global Aviation Safety Plan (GASP), ICAO Doc 10004, States that have an effective implementation (EI) of the critical elements (CEs) of a State safety oversight system of 60% or greater should implement State Safety Programme (SSP) in the near term (by the year 2017).

1.2   The GASP mid-term (2022) objective calls for States with mature safety oversight systems to progress toward full implementation of SSP and therefore implementation of Safety Management Systems (SMS) by service providers (by the year 2022).

1.3   Consistent with the GASP, the Ministerial Conference on Aviation Safety in Africa, held in Abuja, Nigeria, in July 2012, adopted a set of aviation safety targets for Africa (Abuja safety targets) including the requirement for AFI States to implement State Safety Programmes (SSP) and ensure that all Service Providers implement a Safety Management System (SMS) by the end of 2015. This target has been missed and has since been revised and aligned with the deadlines established in the 2017-2019 edition of the GASP.

1.4   The AFI Plan responded with the SSP project, that was approved by the 17th Meeting of the its Steering Committee (SC17), aimed at supporting States in their efforts to improve aviation safety by implementing safety management principles that proactively address emerging safety risks. At the inception of the project in June 2016, only 24 AFI States have achieved the EI threshold of 60% and thus considered eligible for SSP implementation.

1.5   The SSP Project supports AFI States in their efforts to establish and implement SSP through the conduct of SSP Gap Analyses, development of SSP Implementation Plans and assistance in the conduct of State self-assessments using the SSP-related Protocol Questions (PQs).

2.   DISCUSSION

2.1   The State Safety Programme (SSP) implementation project was developed to support AFI States based on the establishment of a sound safety oversight system as evidenced by their attainment of the 60% EI. Such States are encouraged to further promote aviation safety by embracing safety management principles with a view to proactively address emerging safety risks by using consistent, data-informed approaches to implement smarter, system-level, risk-based safety oversight.

2.2   The project was initially launched for a duration of 24 months with the following beneficiary States: Botswana, Burkina Faso, Cabo Verde, Cameroon, Cote d'Ivoire, Ethiopia, Gambia, Ghana, Kenya, Madagascar, Mali, Mauritania, Mauritius, Morocco, Namibia, Niger, Nigeria, Senegal, South Africa, Sudan, Togo, Tunisia, Uganda, and Zimbabwe.

2.3   ICAO conducts SSP Implementation assistance missions, in addition to or concurrently with Regional Office Safety Team (ROST) missions, in the form of fact-finding, advisory and assistance in the review of the SSP Gap Analysis Questions and development of the SSP Implementation Plans in coordination with the beneficiary State,.

2.4   The SSP Implementation assistance missions initially focused on the evaluation of the SSP pre-requisite Protocol Questions as identified by the SSP Foundation Tool available on iSTARS. This sub-set of questions are considered as the foundation for a State Safety Programme (SSP) implementation. They provide an indication on the robustness of the overall safety oversight system with special emphasis on the implementation CEs.

2.5   With more AFI States attaining the 60% EI threshold (32 at end of June, 2019), the SSP Project Document was revised to incorporate newly eligible States as well as the revised approach to SSP implementation based on satisfactory implementation of SSP Pre-requisite Protocol Questions.

2.6   To date, SSP Implementation assistance missions have been conducted and culminated in the development of SSP Implementations plans for the following States: Cabo Verde, Cameroun, Cote d'Ivoire, Equatorial Guinea, Gambia, Kenya, Mali, Mauritania, Botswana, Togo, Zambia and Zimbabwe. In addition, remote guidance and assistance provided to States through monitoring of their performance on the Online Framework (OLF).

2.7   The meeting may wish to recall that Annex 19, Amendment No.1 will become applicable in November 2019.

3   ACTION BY THE MEETING

3.1   The meeting is invited to:

a)   Note the information contained in this paper;

b)   Recognize and encourage the efforts being made by ICAO through implementation of various projects aimed at progressively improving safety in Africa, including the AFI Plan SSP project;

c)   Call on AFI States to continue their efforts to implement their SSP in accordance the GASP and Annex 19 provisions and in line with the established regional target; and

d)   Call on States and stakeholders to maintain their commitment and support towards the implementation of the AFI Plan and its objectives.

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