SSP and coordination with SIA

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SSP: Definition (A19 second edition)

SSP: *'An integrated set of **regulations** and **activities** aimed at improving safety'*

States **shall establish a safety programme** in order to achieve an acceptable level of
safety in:

- ➢   the design and manufacture of aircraft, engines and propellers
- ➢   the operation of aircraft
- ➢   the maintenance of aircraft
- ➢   the provision of air traffic services
- ➢   aerodrome operations
- ➢   etc… (groundhandling in the future?)

The ICAO SSP framework

4 COMPONENTS ~ SMS framework

14 ELEMENTS

State safety policy, objectives and resources

- Primary aviation legislation
- Specific operating regulations
- State system and functions
- Qualified technical personnel
- Technical guidance, tools and provision of safety-critical information

State safety risk management

- Licensing, certification, authorization and approval obligations
- Safety management system obligation
- Accident and incident investigation
- Hazard identification and safety risk assessment
- Management of safety risks

State safety assurance

- Surveillance obligations
- State safety performance

State safety promotion

- Internal communication and dissemination of safety information
- External communication and dissemination of safety information

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3.1 -> State Safety Programme

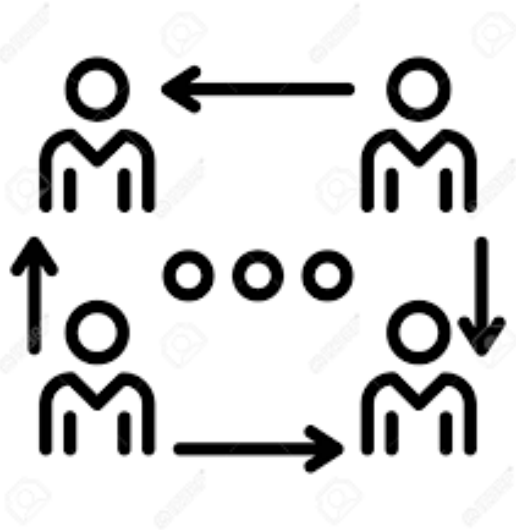| SSP component 1 State safety policy, objectives and resources | CE-1 Primary aviation legislation | CE-3 State system and function | CE-5 Technical guidance, tools and provisions of safety critical information |
| | CE-2 Specific operating regulations | CE-4 Qualified technical personnel | |

3.1 States shall establish and maintain an SSP that is commensurate with the size and complexity of the State's civil aviation system, but may **delegate safety management-related functions and activities to another State**, Regional Safety Oversight Organization (RSOO) or Regional Accident and Incident Investigation Organization (RAIO).

3.3 State Safety Risk Management (SRM)

SSP component 2
State safety risk management

CE-6 Licensing certification, authorization and/or approval obligations

Safety management system obligations

Accident and incident investigation

Hazard identification and safety risk assessment

Management of safety risks

CE-8 Resolution of safety issues

State Safety Programme – EASA and SSP (1/2)

→ Legal basis: [Reg. (EU) 2018/1139](), articles 7 and 8

Article 7

State Safety Programme

1. Each Member State shall, in consultation with relevant stakeholders, establish and maintain a State safety programme for the management of civil aviation safety in relation to the aviation activities under its responsibility (the 'State Safety Programme'). That programme shall be commensurate with the size and the complexity of those activities and shall be consistent with the European Aviation Safety Programme.

2. The State Safety Programme shall include at least the elements related to State safety management responsibilities described in the international standards and recommended practices.

3. The State Safety Programme shall specify, taking into account the objectives set out in Article 1 and the level of safety performance referred to in Article 6(3), the level of safety performance to be achieved at national level in respect of the aviation activities under the responsibility of the Member State concerned.

Article 8

State Plan for Aviation Safety

1. The State Safety Programme shall include or be accompanied by a State Plan for Aviation Safety. Based on the assessment of relevant safety information, each Member State, in consultation with relevant stakeholders, shall identify in that plan the main safety risks affecting its national civil aviation safety system and shall set out the necessary actions to mitigate those risks.

2. The State Plan for Aviation Safety shall include the risks and actions identified in the European Plan for Aviation Safety that are relevant for the Member State concerned. The Member State shall inform the Agency of the risks and actions identified in the European Plan for Aviation Safety that it considers not to be relevant for its national aviation safety system and the reasons thereof.

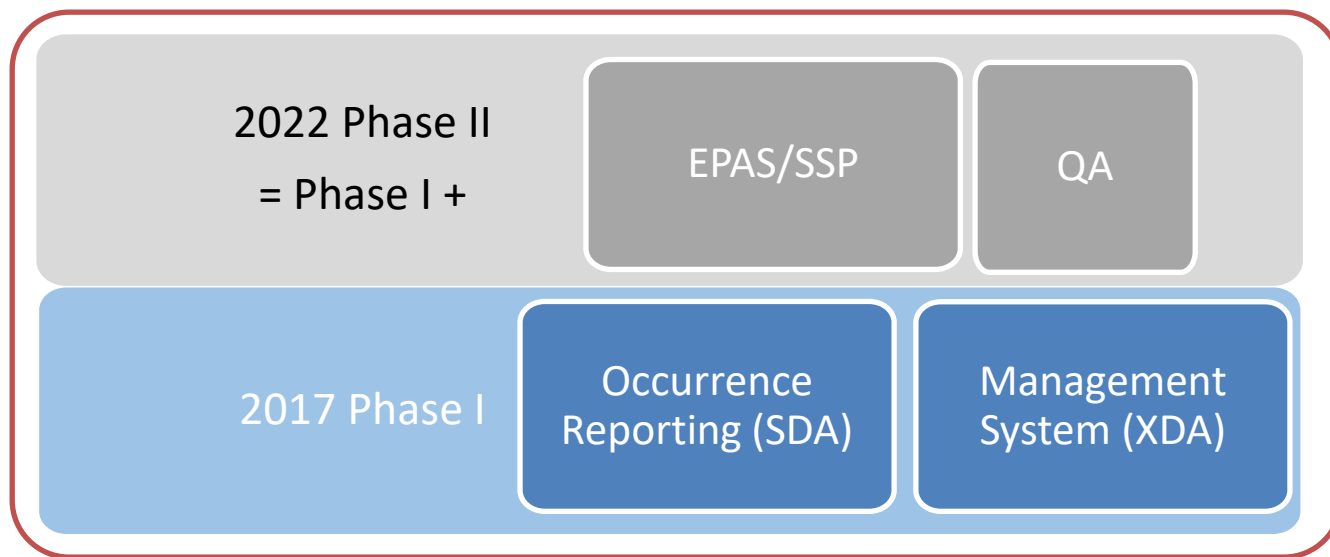→ Level of performance in EPAS (= EU GASP/GAMP) or SES performance scheme

→ Need for a SPAS (= NPAS)

Assessment of GEN SSP & SPAS implementation
Top-down approach

SYS domain

Assessment of <u>systemic enablers for aviation safety management</u>

| 2022 Phase II = Phase I + | EPAS/SSP | QA |
| 2017 Phase I | Occurrence Reporting (SDA) | Management System (XDA) |

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SYS scope

→ Regulation (EU) 2018/1139 – Basic Regulation, including implementation of SSP and SPAS

→ Selected authority requirements of ACW, OPS, ADR, ATCO, ATM/ANS, CAMO

→ Selected articles of Regulation (EU) No 376/2014 on reporting, analysis and follow-up of occurrences in civil aviation

→ SYS does not match 1 to 1 ICAO SSPIA (AIG is out of scope)

Example of EASA SSPIA PQ – here GEN.2

02 SSP Coordination - Involvement of all relevant State authorities in the SSP under the lead of appropriate governing body

Topic	SSP Coordination - Involvement of all relevant State authorities in the SSP under the lead of appropriate governing body					
References	**EASA/ICAO Number**	**EASA/ICAO References**		**Links/SSP component**		
	SYS.SSP.GEN.02/ SSP.GEN.02	Reg. (EU) 2018/1139 Art. 7 and 8 ICAO Annex 19 - 3.1 & 3.2 ICAO Annex 19, Appendix 1, Chapter 3		SMM 8.3.6 State Safety Policy, Objectives and Resources		
Question						
How does the State ensure that the relevant State authorities are involved in the implementation and maintenance of the SSP?						
State self-assessment level (0 to 3)	*Provide self-assessed level (0 to 3)*	☐ 0 – Not present	☐ 1 – Not present but being worked on	☐ 2 – Present	☐ 3 – Present and effective	
	General justification of self-assessed level, in addition to criteria marker justifications below					
Level 2 – Present Note: Absence of justification in the fields below means that the criteria marker (and consequently the corresponding assessed level) is not met.						**EASA assessment (satisfactory yes/no)**

			EASA assessment (satisfactory yes/no)
2.1 The State has: **a) identified and coordinated all relevant State entities having a role in the State safety management (e.g. Civil Aviation Authorities, Accident Investigation Authority, Licensing Authority, Military Aviation Authority, body in charge of the administration of Reg. (EU) 376/2014 and the analysis of the databases); and** **b) determined their role in the SSP implementation and maintenance.**	*If the self-assessed level is **2 or 3**, provide justification for how the State meets this criteria marker, including detailed references (document name, paragraph/page references) to supporting document(s).*		
2.2 The coordination group (or groups), as identified above (or the governing body in SYS.SSP.GEN.01, if appropriate in terms of size and complexity) addresses both strategic and operational aspects of State safety management.	*If the self-assessed level is **2 or 3**, provide justification for how the State meets this criteria marker, including detailed references (document name, paragraph/page references) to supporting document(s).*		
2.3 The coordination group(s) meetings have defined objectives and established meetings frequency.	*If the self-assessed level is **2 or 3**, provide justification for how the State meets this criteria marker, including detailed references (document name, paragraph/page references) to supporting document(s).*		
Level 3 – Present and effective *Note: Absence of justification in the fields below means that the marker (and consequently the corresponding assessed level) is not met.*			**EASA assessment (satisfactory yes/no)**
3.1 There is evidence that all relevant State entities actively participate in the SSP coordination group(s) on a regular basis and in a continuous manner.	*If the self-assessed level is **3**, provide justification for how the State meets this criteria marker, including detailed references (document name, paragraph/page references) to supporting document(s).*		

3.2 Other avenues are being explored and utilised to facilitate the involvement and active participation of the various relevant State authorities, in the implementation and maintenance of the SSP.	*If the self-assessed level is **3**, provide justification for how the State meets this marker, including detailed references (document name, paragraph/page references) to supporting document(s).*	
3.3 There is evidence that the SSP coordination group(s) addresses both strategic and operational aspects in a comprehensive and balanced manner; and that these are also addressed adequately and at the appropriate level.	*If the self-assessed level is **3**, provide justification for how the State meets this marker, including detailed references (document name, paragraph/page references) to supporting document(s).*	
3.4 The SSP coordination group(s) meets regularly, based on the predetermined frequency, and there is evidence that the objectives of these meetings are achieved.Important meeting outcomes are: **a) communicated within the State authorities having a role in State safety management; and** **b) used for the State Safety promotion.**	*If the self-assessed level is 3, provide justification for how the State meets this marker, including detailed references (document name, paragraph/page references) to supporting document(s).*	

EASA Assessment of maturity level					EASA assessment comments
0	**1**	**2**	**3**	**4**	

Conclusion

→ Alignment with ICAO limits duplication

→ Global approach at State level of the SSP

→ SIA are core components of the SSP/ SPAS

→ General trend to provide more crediting of the Maturity Level of the State

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