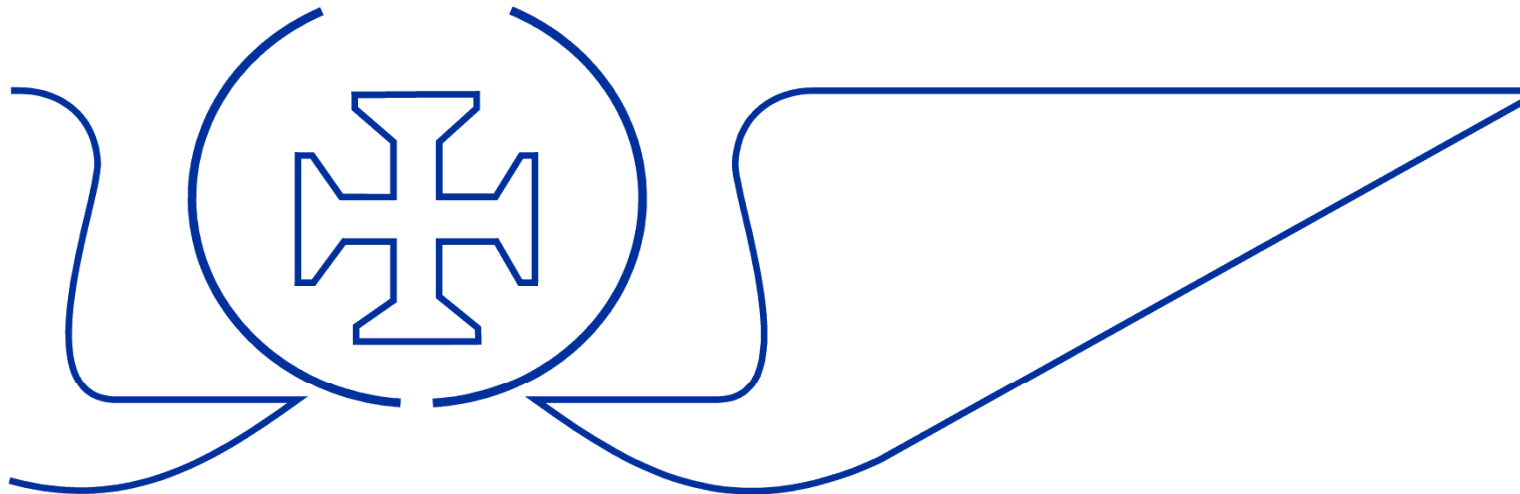




SSP – State Safety Programme Portugal

3rd EASp Summit 18.06.2013

Alexandra Franco
INAC

- Portuguese Scene
- Where we are.
- Future

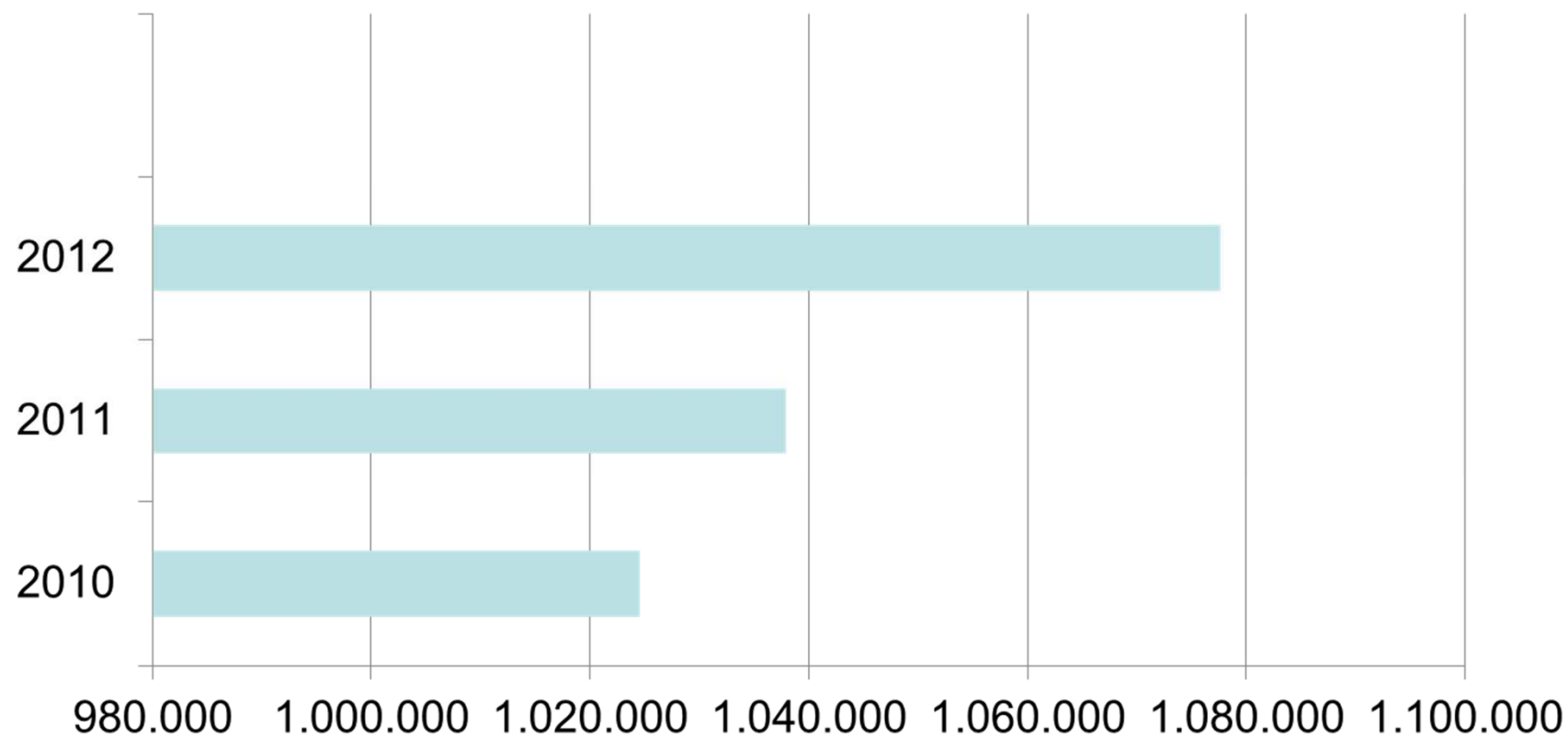




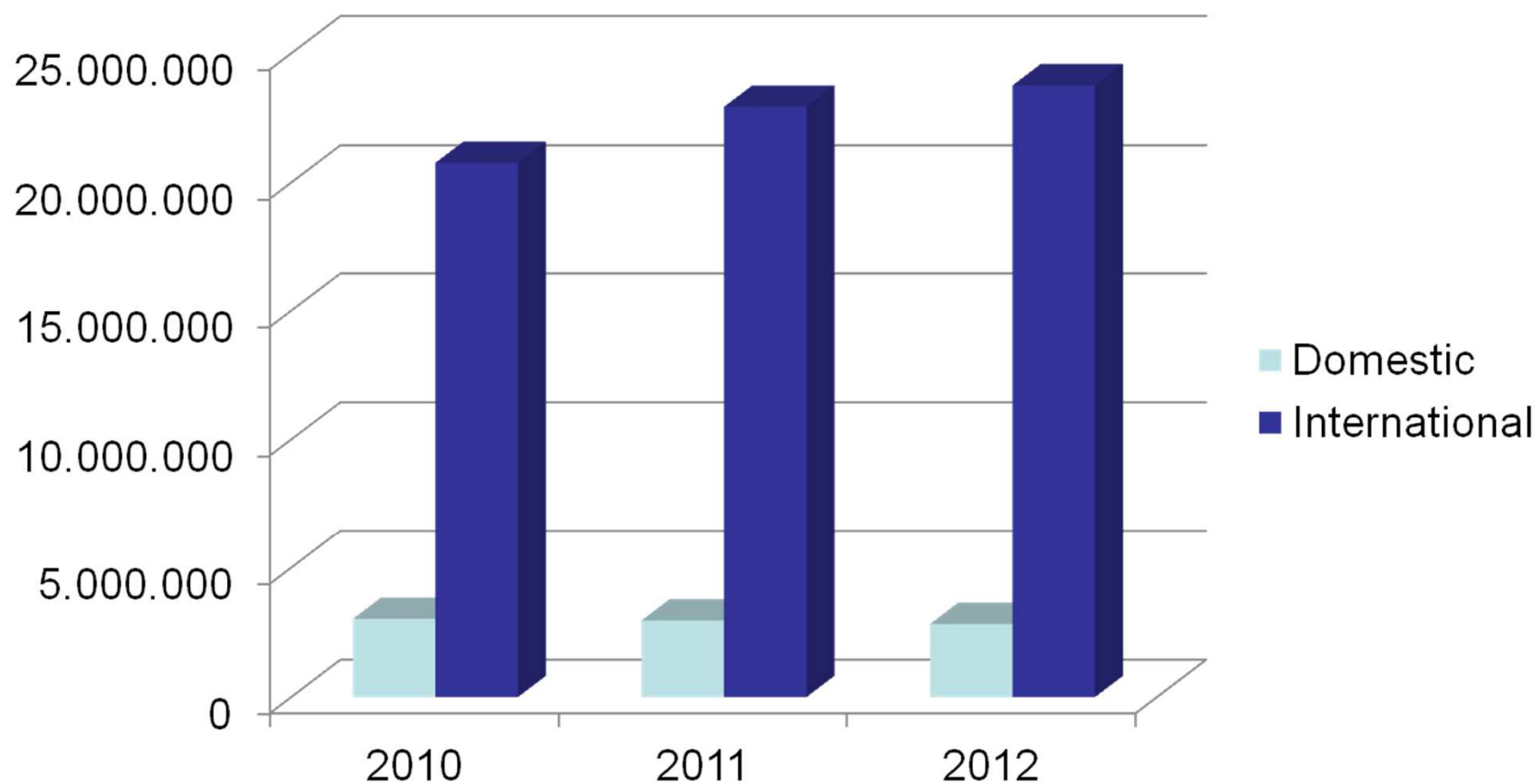
PORTUGUESE CIVIL AVIATION

- 18 Airports
- Principal National Airport – Lisbon (LPPT)
- 61 Heliports
- 14 Aerodromes
- 28 AOC
- 52 License Holders

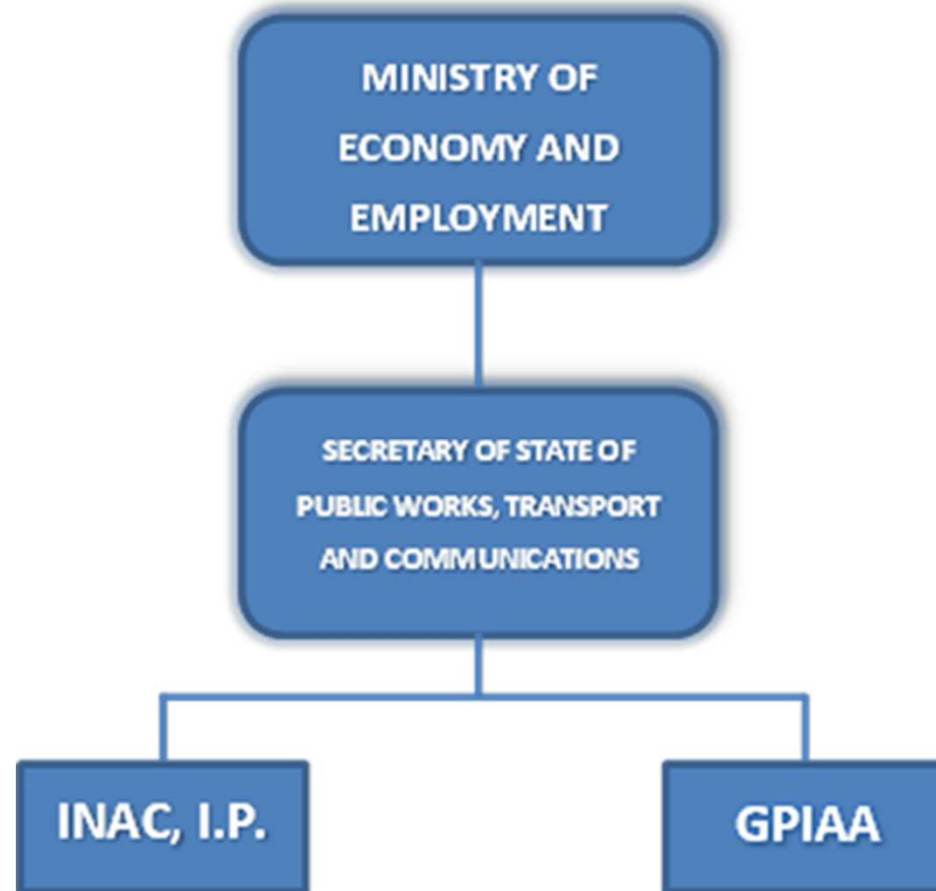
Passengers in LPPT



Comercial Regular Passengers

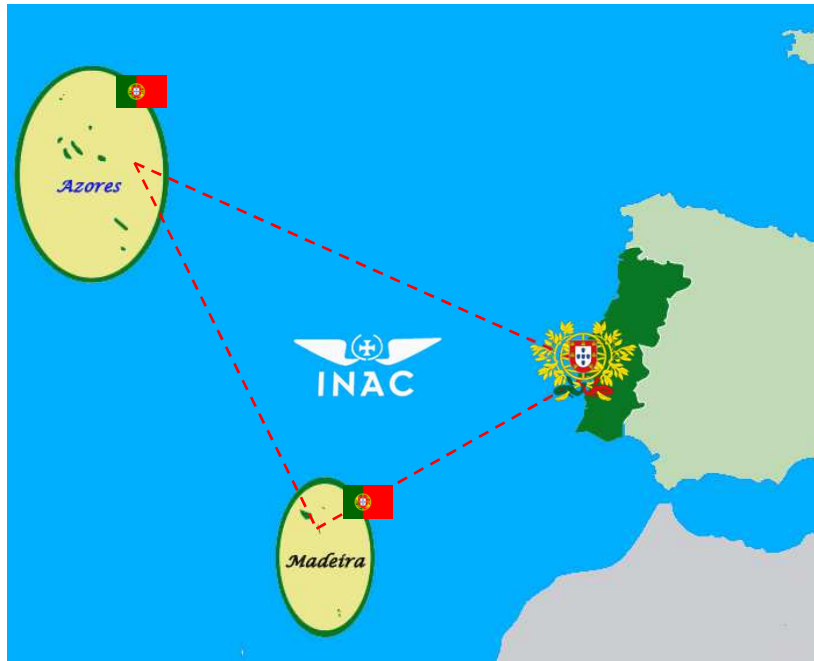


Portuguese State Structure



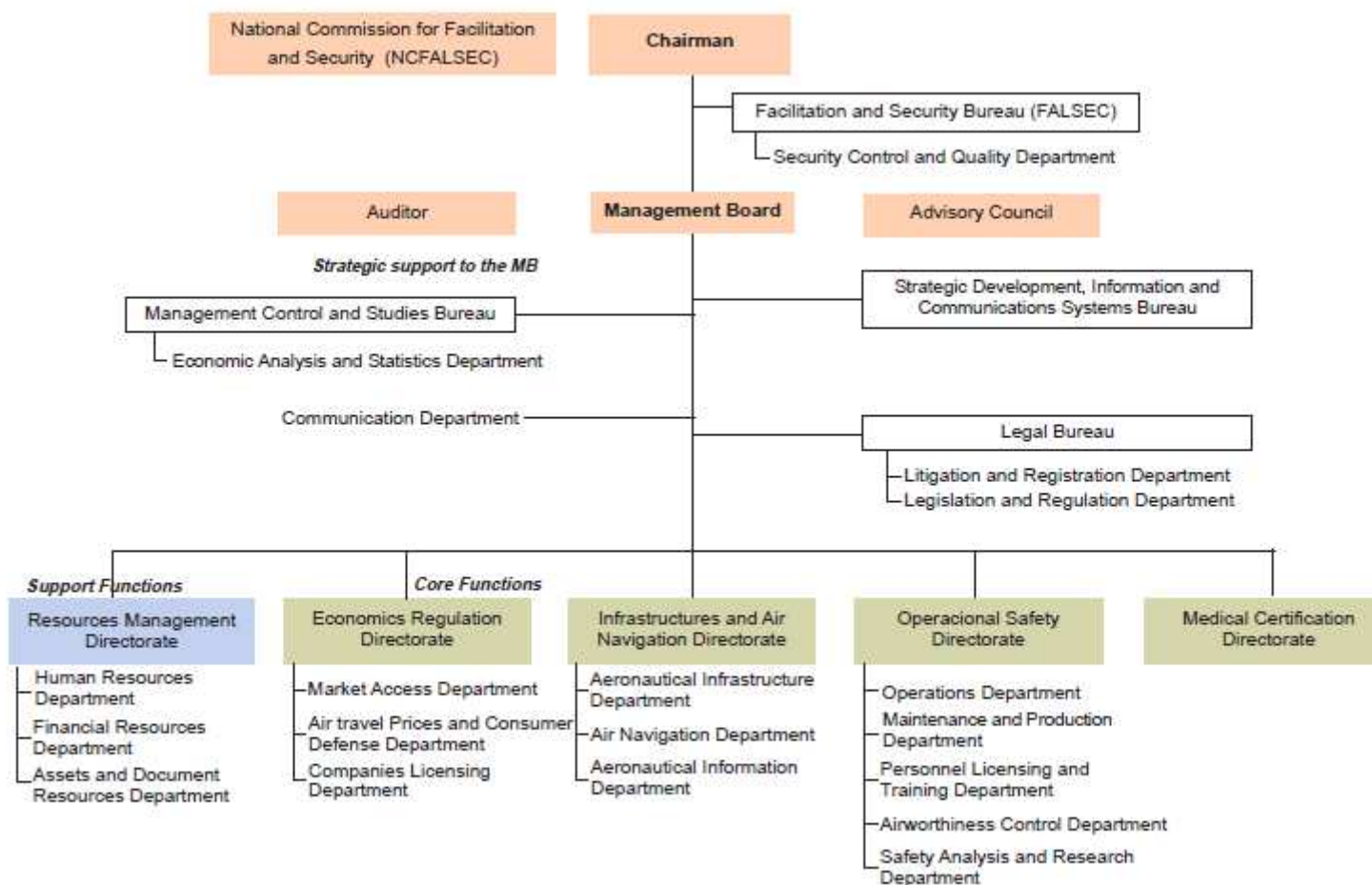
SCOPE AND OTHER AUTHORITIES

The implementation of the SSP covers all Portuguese territory and requires coordination among multiples authorities responsible for individual elements of civil aviation functions in the State, namely:



- **GPIAA** (SAFETY)
- **ANACOM** (ATM)
- **FAP** (SAR)
- **IPMA** (METEO)

INAC, I.P. Structure





PORTUGUESE STATE SAFETY PROGRAMME

- Gap Analysis;
- Action plan;
- PSSP – draft version 1.0, waiting for state approval/ratification
- Training and sensibilization to all staff concerning SMS/SSP
- Promotion – Seminars, workshops and supporting meetings with our stakeholders



SSP Phased Approach Implementation

- Phase 1 – 100%
- Phase 2 – 80%
- Phase 3 – 30%
- Phase 4 – 20%
- We have initiated the safety training and promotion in house and have started meetings with our service providers, in order to help with implementation and control of SMS, under SSP surveillance.



PORTUGUESE SSP STRUCTURE

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4.2 - Aviation legislative framework

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4.4 - Investigation of accidents and incidents

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5 - SAFETY RISK MANAGEMENT

5.1 - Requirements for service provider's safety management systems (SMS)

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5.3 - Acceptable level of Safety

5.4 - Safety Planning

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6.1 - Safety Oversight

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8 - PORTUGUESE SAFETY OBJECTIVES AND SAFETY PERFORMANCE INDICATORS



PORTUGUESE SAFETY POLICY AND OBJECTIVES

“INAC, I.P. has defined safety as its priority, and it will continue to be of prime importance across the aviation sector.

The objective of improving the high level of safety achieved in air navigation, in the face of the expected traffic, demands a continuing policy and settled practices, in this field, within the International Standards.

(...)

INAC, I.P. promotes safety and a favorable operating environment for the aviation business. The Safety Management principles, continuous improvement and a risk-based approach are the main areas of work. The safety responsibilities are shared with the service providers in line with their respective areas of responsibility.

(...)

INAC, I.P. commits itself to keep its resources, expertise and staff required for aviation safety duties at a sufficient level. It also promotes an open reporting culture for safety occurrences in a just environment.

This work will be supported through continuous training and cooperation with our service providers, member states and also international cooperation.” (...)



28 NATIONAL COAs/SMS



FUTURE...



- Portuguese Aviation Safety Plan to be published at the end of 2013 (this plan follows EASp, and will be updated every year)
- Continuous improvement of SSP;
- Mentoring our stakeholders in implementing/updating their SMS.





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