



## Why Does the State Need a SSP?

Beyond the ICAO requirement for States to have and maintain a SSP, there are many benefits to having a SSP for the State, industry, and even the traveling public.

It highlights the importance of safety management at the state level; enhances safety by consolidating safety management provisions applicable to multiple aviation domain; facilitates the evolution of safety management provisions; and more.

## Who Does the SSP Apply to?

The Annex 19 SSP SARPs are applicable to States, which in turn shall apply requirements to implement SMS to:

- Approved training organizations
- Air operators
- Approved maintenance organizations
- Organizations responsible for the type design or manufacture of aircraft, engines, and propellers
- Air traffic services
- Certified aerodromes and international general aviation operators

**SMS:** a systematic approach to managing safety, including the necessary organizational structures, accountability, responsibilities, policies and procedures.



## Protection of Safety Data and Safety Information

An effective SSP relies on having a clear and consistent framework in place for the use and protection of safety data, safety information and related sources. Annex 19 also encourages the sharing and exchange of safety information.

## SSP Implementation

SSP implementation is a gradual process that aims to enhance existing State Safety Oversight (SSO) and Safety Management processes. It generally involves major changes to the way the regulator conducts and organizes the aviation industry.

Implementation is made up of many tasks for the State, industry, and other relevant organizations. The process is also influenced by the size and maturity of the air transportation system and state oversight capacity.

Compliance with applicable ICAO SARPs remains the foundation on which SSPs are established.



## Key Resources & Capabilities

### HOW TO SUPPORT A SUCCESSFUL SSP AND SMS IMPLEMENTATION : RECOMMENDATIONS FOR REGULATORS

- <https://www.skybrary.aero/bookshelf/books/2604.pdf>

### SAFETY MANAGEMENT INTERNATIONAL COLLABORATION GROUP (SM ICG) WEB PAGE; HOSTED BY SKYBRARY

- [https://www.skybrary.aero/index.php/Safety\\_Management\\_International\\_Collaboration\\_Group\\_\(SM\\_ICG\)](https://www.skybrary.aero/index.php/Safety_Management_International_Collaboration_Group_(SM_ICG))

### SKYBRARY AVIATION SAFETY, STATE SAFETY PROGRAMME WEB PAGE

- [https://www.skybrary.aero/index.php/State\\_Safety\\_Programme](https://www.skybrary.aero/index.php/State_Safety_Programme)

### ICAO SAFETY MANAGEMENT WEB PAGE

- <https://www.icao.int/safety/SafetyManagement/Pages/default.aspx>

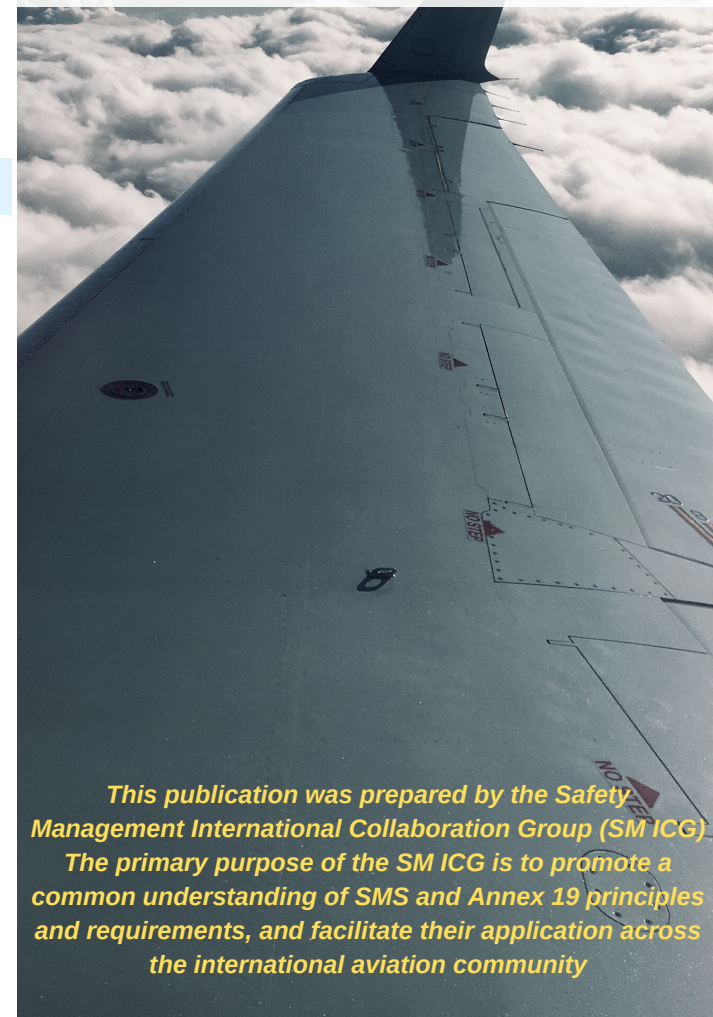
### ICAO SAFETY MANAGEMENT MANUAL

- <https://www.unitingaviation.com/publications/9859/#page=6>



# THE STATE SAFETY PROGRAMME (SSP)

## ICAO ANNEX 19 - SAFETY MANAGEMENT




*This publication was prepared by the Safety Management International Collaboration Group (SM ICG). The primary purpose of the SM ICG is to promote a common understanding of SMS and Annex 19 principles and requirements, and facilitate their application across the international aviation community*

# The State Safety Programme

A State Safety Programme (SSP) is an integrated set of regulations and activities aimed at improving safety. It facilitates proactive strategies and systemic responses to safety risks; and creates a framework to facilitate data-informed, evidenced based decision-making.

The Foreword in International Civil Aviation Organization (ICAO) Annex 19 - Safety Management, highlights that the foundation of a proactive safety strategy is based on the implementation of a SSP which systematically addresses risk.



## ICAO Annex 19 - Safety Management

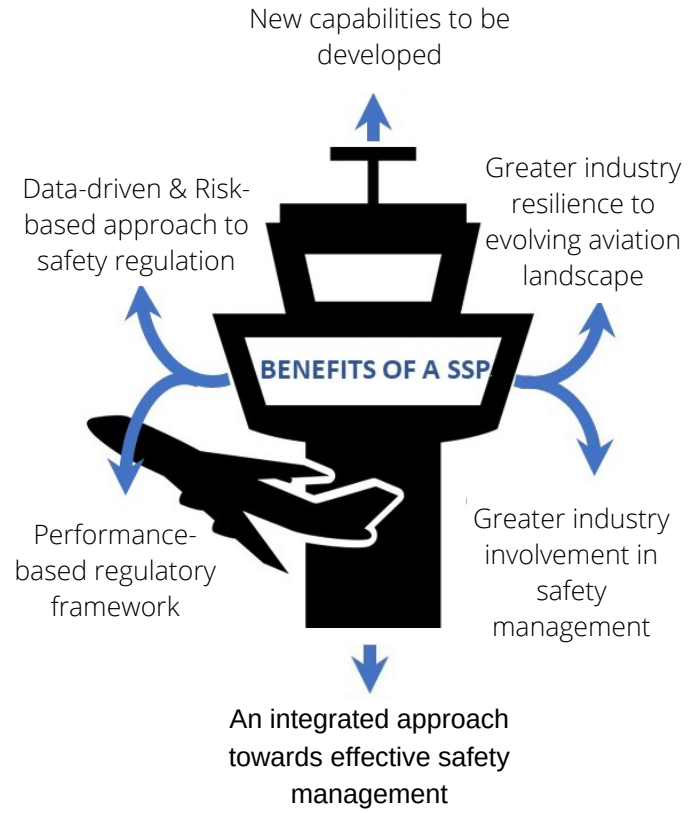
Given the rapid growth and increasing complexity of our global aviation system, having a dedicated Annex for Safety Management is now considered critical to aviation safety. That is why Annex 19 was created: it is a single Annex dedicated to safety management processes important to aviation safety.

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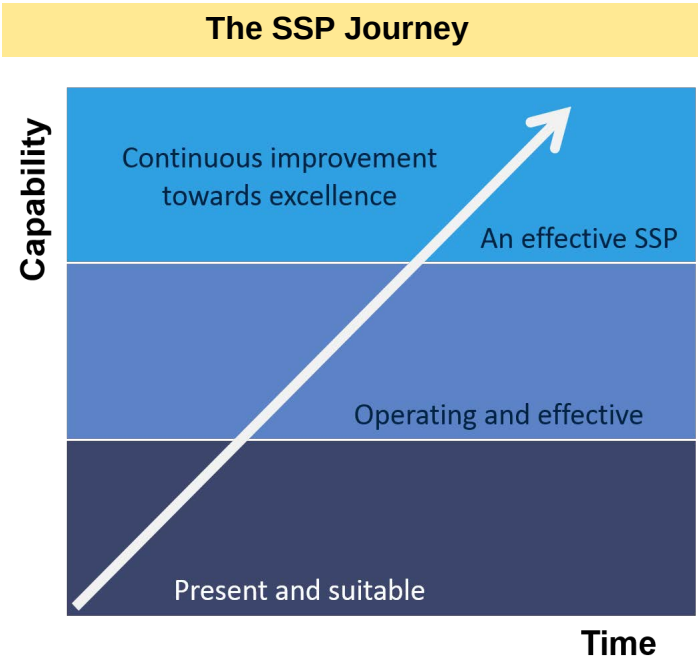
## Safety Management, SMS & SSP: In Practice at the State Level

Annex 19 is one of ICAO's Standard and Recommended Practices (SARPs). States follow SARPs to ensure they conform to global civil aviation expectations.

Safety Management SARPs support the continued evolution of a proactive strategy to improve safety performance. The foundation of this strategy is based on the implementation of a SSP, in agreement with the implementation of the safety management systems (SMS) by the service providers.







*It's not a book or publication ... it's a journey*



# SSP Framework Components

Annex 19 outlines the safety management provisions for States and their associated SSP activities.



-  **State Safety Policy, Objectives & Resources:** Defines how a State will manage and support safety throughout its aviation system
-  **State Safety Risk Management:** Augments reactive methods of analyzing the causes of an incident/accident with proactive processes to identify safety hazards and mitigate potential safety risks
-  **State Safety Assurance:** Aims to assure the State that their functions are achieving their intended safety objectives and targets
-  **State Safety Promotion:** Internal and external communication of safety information to support the development of a positive safety culture

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## SSP & Global Initiatives

The global framework for enhancing safety management is achieved through ICAO's Global Aviation Safety Plan (GASP). The GASP sets out a continuous safety prioritization and improvement strategy for States and regions, and guides the harmonized development of regional and national safety planning.

A core part of the GASP's strategy is that **States implement SSPs, effective safety oversight systems, and safety capabilities** necessary to support future aviation systems.