

REPUBLIC OF ZAMBIA

Civil Aviation Requirements - State Safety Programme (SSP)

1. Statutory basis

These requirements are promulgated under the authority of the Director of Civil Aviation pursuant to Air Navigation Regulations under the proviso of Regulation 4 sub Regulation 1 Aviation (Rules of the Air).

2. Scope

These requirements specifies the State Safety Programme (SSP) in accordance with **Annex 1** (Personnel Licensing), **Annex 6** (Operation of Aircraft Part I and III), **Annex 8** (Airworthiness of Aircraft), **Annex 11** (Air Traffic Services), **Annex 13** (Accident Investigation) and **Annex 14** (Aerodromes).

These requirements shall apply to the Department of Civil Aviation and the Accident Investigation Branch over the entire air space of Zambia.

3. Applicability

Effective 31st December 2009, Zambia shall have in place a state safety programme (SSP) as required under Zambia Civil Aviation Requirements (ZCARs).

4. References

ICAO Annexes 1, 6, 8, 11, 13 and 14

ICAO Doc 9859, Second Edition (Safety Management Manual)

Advisory Circular No. 123 (Safety Management System)

UKCAA CAP784

5. Definitions

Accident: An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which:

- a) a person is fatally or seriously injured as a result of being in the aircraft being in direct contact with any part of the aircraft including parts which have become detached from the aircraft or direct exposure to jet blast *except* when the injuries

- are from natural causes, self inflicted or by other persons, or when injuries are to stowaways hiding outside the areas normally available to passengers and crew; or
- b) the aircraft sustains damage or structural failure which: adversely affects the structural strength, performance or flight characteristics of the aircraft and would normally require major repair or replacement of the affected component, except for engine failure or damage when the damage is limited to the engine, its cowlings or accessories or for damage limited to propellers, wing tips, antennas, tyres, brakes, fairings, small dents or punctures holes in the aircraft skin or;
 - c) the aircraft is missing or is completely inaccessible.

Acceptable Levels of Safety (ALoS): The reference against which the oversight authority, the aviation industry and the public can determine the safety performance of the aviation system.

Director: Means the Director of Civil Aviation appointed in terms of Chapter 444 of the laws of Zambia.

Hazard: a condition or an object with the potential to cause injuries to personnel, damage to equipment or structures, loss to material, or reduction of ability to perform a prescribed function.

Incident: An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

Risk: as in safety risk is the assessment, expressed in terms of predicted probability and severity, of the consequences of a hazard, taking as reference the worst foreseeable situation

Safety Management System (SMS): an organized approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.

State Safety Programme (SSP): an integrated set of regulations and activities aimed at improving safety. It includes specific safety activities that must be performed by the State, and regulations and directives promulgated by the State to support fulfilment of its responsibilities concerning safe and efficient delivery of aviation activities in the State.

Standard and Recommended Practice: Any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air

navigation and to which Contracting States will conform in accordance with the Convention;

in the event of impossibility of compliance, notification to the Council is compulsory under Article 38. **Recommended Practice:** Any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity or efficiency of international air navigation, and to which Contracting States will endeavour to conform in accordance with the Convention.

5.1. State safety policy and objectives

5.1.1. **General requirements** - These requirements are hereby promulgated in accordance with relevant ICAO SARPs. ICAO Standards now require States to establish a State Safety Programme (SSP) in order to achieve an Acceptable Level of Safety (ALoS). Zambia SSP has been developed using the ICAO framework and guidance materials.

5.1.2. **Organizational structure, accountabilities and responsibilities** - The Republic of Zambia has identified, defined and documented the requirements, responsibilities and accountabilities regarding the establishment and maintenance of the SSP including a clear statement about the provision of the necessary resources for the implementation of the SSP.

5.1.3 The Director of Civil Aviation shall be the Accountable Executive for the SSP and shall coordinate as appropriate, the activities of the various State aviation organizations encompassed under SSP

5.1.4 The Accountable Executive of the SSP shall have authority on major financial issues related to State aviation organization that has been designated as placeholder for the SSP.

5.1.5 The DCA shall establish an SSP implementation and coordination team

5.1.6 The DCA shall develop and implement a State safety policy

5.2 Accident and Incident Investigation - The Republic of Zambia has according to Relevant provisions in ANR establishes an independent accident and incident investigation team appointed

by the Director of Civil Aviation, the sole objective of which is the prevention of accidents and incidents, and not the apportioning of blame or liability.

5.3 Enforcement policy

5.3.1 The DCA shall promulgate an enforcement policy that establishes the conditions that

1. allow service providers to deal and resolve, events involving certain safety deviations internally, within the SMS environment to the satisfaction of the appropriate Zambian authority;
2. allow the Zambia to define the conditions under which to deal with safety deviations through established enforcement procedures;
3. ensure that no information derived from an internal reporting process or a flight data monitoring process established under a SMS will be used as evidence for enforcement action.

5.4 State safety risk management

5.4.1 Safety requirements for service provider's SMS - The DCA shall establish the requirements which govern how service providers will identify hazards and manage safety risks.

5.4.2 SMS requirements shall include specific operating regulations and implementation policies for service providers' SMS and be periodically reviewed to ensure they remain relevant.

5.4.3 Agreement on service provider's safety performance

5.4.4 The DCA shall agree with individual service providers on the safety performance of their SMS

5.4.5 The agreed safety performance of individual service providers SMS shall be periodically reviewed to ensure it remains relevant and appropriate to the service providers

5.4.6 The agreed safety performance of the SMS shall be

1. Commensurate to the complexity of individual service provider's specific operational contexts

2. Commensurate with the availability of individual service provider's resources to address safety risks

5.5 State safety assurance

5.5.1 Safety Oversight - The DCA shall establish mechanisms to ensure that the identification of hazards and the management of safety risks by service providers follow established ZCARS controls

5.5.1.1 These mechanisms shall include inspections, audits and surveys to ensure that

1. regulatory safety risk controls are appropriately integrated into the service providers' SMS
2. regulatory safety risk controls are being practiced as designed
3. the regulatory controls have the intended effect on safety risks

5.5.2 Safety data collection, analysis and exchange

5.5.2.1 The DCA shall develop and establish means to

1. capture data on hazards and safety risks at both an individual and aggregate level within Zambia
2. store data on hazards and safety risks at both an individual and aggregate level within Zambia

5.5.2.2 The DCA shall develop and establish means to

1. extract information from the stored data
2. exchange safety information with service providers and/or other States as appropriate

5.5.2.3 The DCA shall establish and maintain a safety library to store documentation

5.5.2 Safety data driven targeting of oversight on areas of greater concern or need -

The DCA shall establish procedures to prioritize inspections, audits and surveys towards those areas of greater safety concern or need, as identified by the analysis of data on hazards, their consequences in operations, and the assessed safety risks.

5.6 State safety promotion.

5.6.1 Internal training, communication and dissemination of safety information

5.6.1.1 The DCA shall develop and maintain a safety training programme that ensures that personnel are trained and competent to perform the SSP duties

5.6.1.2 The scope of the safety training shall be appropriate to each individual's involvement in the SSP

5.6.1.3. An SSP training programme for staff shall be developed around the four components of the SSP

5.6.1.4 The SSP training programme shall include SMS training for the staff involved in the acceptance and oversight of the service provider's SMS

5.6.1.5 The State shall develop and maintain formal means for internal safety communication

5.6.1.6 The State shall establish means to communicate safety related issues internally

5.6.2 External training, communication and dissemination of safety information

5.6.2.1 The State shall

1. provide guidance material on SMS safety training for the service providers
2. develop and maintain formal means for external safety communication
3. establish means to communicate safety related issues externally