

CAYMAN ISLANDS STATE SAFETY PROGRAMME BRIEF

1. Introduction

This brief serves to introduce the Cayman Islands State Safety Programme (SSP), Issue 3.0, dated 30 August 2021. Together with the Cayman Islands Safety Policy, this Controlled Document is available in electronic format and on the CAACI web site. Printed versions are uncontrolled.

The CAACI welcomes comment and criticism of its documents and any comments, suggestions or recommendations should be directed for the attention of the Director-General of Civil Aviation at civil.aviation@caacayman.com

2. Background

ICAO Annex 19, Safety Management Systems, first published in July 2013 and effective from 14th November 2013 requires that each State develops an SSP designed to manage safety within its civil aviation industry to achieve an Acceptable Level of Safety Performance (ALoSP). The second edition of Annex 19 dated July 2016 supported by Doc 9859 fourth edition 2018) redefines and refines the original requirement.

3. Definition of State

In normal ICAO usage, the word “State” refers to the Contracting State which in this instance would be the United Kingdom. However, bearing in mind that an SSP is to be commensurate with the size and the complexity of its aviation activities, it is clear that the UK’s State Safety Programme would not only be significantly different from that of its Overseas Territories but it might also be inappropriate. Consequently, it has been decided that each OT will be responsible for producing its own, bespoke, SSP which will be attached to the UK document to demonstrate how the UK and the OTs meet their safety obligations.

4. Definition of Acceptable Level of Safety Performance (ALoSP)

The level of safety performance agreed by State authorities to be achieved for the civil aviation system in a State, as defined in its State Safety Programme, expressed in terms of safety performance targets and safety performance indicators.

5. Definition of State Safety Programme

ICAO Annex 19 (page 1-3) defines an SSP as:

“an integrated set of regulations and activities aimed at improving safety”.

6. Content of a State Safety Programme

The content of an SSP is described in detail in the supporting ICAO Doc 9859. Chapter 8 of Doc 9859 identifies the four component parts of an SSP with each part comprising a number of elements as follows:

6.1 Component 1
State Safety Policy, Objectives and Resources

Primary Aviation Legislation;
Specific Operating Regulations;
State Systems and Functions;
Qualified Technical Personnel; and
Technical Guidance, Tools and Provision for Safety-Critical Information.

6.2 Component 2
State Safety Risk Management

Licensing, Certification, Authorisation and/or Approval Obligations;
Safety Management System Obligations;
Accident and Incident Investigation;
Hazard Identification and Safety Risk Assessment;
Management of Safety Risk;
Resolution of Safety Issues.

6.3 Component 3
State Safety Assurance

Surveillance Obligations;
State Safety Performance.

6.4 Component 4
State Safety Promotion

Internal Communication and dissemination of safety information;
External Communication and dissemination of safety information.

The above is but an overview of the content and ICAO requires considerable detail to satisfy each individual element.

7. The Cayman Islands State Safety Programme

The Cayman Islands SSP has been under development for some years and is still not fully complete in terms of some elements of the components listed in section 6 above. In addition, for it to be a useful and effective Safety Programme it relies on the participation and cooperation of its industry partners in developing their own, individual Safety Performance Indicators (SPI) and associated Safety Performance Targets (SPT). In doing so, our partners should consider that these should be:

- i) appropriate to the size and complexity of the organisation; and,
- ii) provide value to the organisation in terms of identifying safety risk.

In the coming months, the CAACI will be seeking to understand industry's progress towards achieving both SPIs and SPTs.

8. Gap Analysis

Having said that the Cayman Islands SSP is not fully complete yet, progress towards completion is under constant review through a gap analysis process based on the requirements of succeeding editions of ICAO Doc 9858, the Safety Management Manual. The current version of the gap analysis

was updated in August 2021 and can be found in Appendix C to the Cayman Islands' SSP document Issue 3.0 and reflects the revised SSP questions issued by ICAO in 2019.

The purpose of the gap analysis was simply to establish where the Cayman Islands met the ICAO criteria in relation to an SSP and to identify the areas that remained to be addressed.

The latest gap analysis demonstrates that much progress has been made since the inception of the SSP project. Many of the required elements are in place, others are partially in place and being developed towards completion and only a few elements remain to be addressed.

In the gap analysis summary the elements in place were identified in green, those partially in place in orange and those yet to be addressed, in red.

9. Outline Work Programme

Following completion of the latest gap analysis, a revised work programme has been developed and this is identified in Appendix D to the Cayman Islands' SSP document Issue 3.0.

The programme is described in three periods, each containing a number of tasks and it is anticipated that it will be completed by 30 June 2023. Although tasks are associated with a specific period, in reality work will continue on each concurrently.

Co-operation with Industry Partners

The responsibility for ensuring a safe operating environment is a shared one between industry and the regulator. The successful implementation of the SSP, which supports a safe operating environment, will require the participation of both the CAACI and its industry partners across the globe. Going forward, the Authority's oversight activities will focus on the progress that our industry partners are making towards the implementation of Safety Management Systems which apply Safety Performance Indicators and Safety Performance Targets.