Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
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Federal Department of the Environment, Transport,
Energy and Communications DETEC

Federal Office of Civil Aviation FOCA

SWISS STATE SAFETY PROGRAM

Executive Summary

The Convention on International Civil Aviation has 19 annexes which contain the fundamental standards and recommendations for international civil aviation. Section 3 of Annex 19 of the ICAO contains standards and application recommendations in relation to the safety management of a State. This also includes the establishment and maintenance of a State's safety programme (State Safety Programme SSP), which enables integrative regulation of safety. The SSP is based on the so-called eight critical elements (CEs) of safety supervision and is sub-divided into the four components of safety management (see Figure 1). The SSP indicates how and with what resources from the supervisory authority (including the Swiss Transportation Safety Investigation Board (STSB) and CASO) the safety objectives which are desired in Swiss aviation can be achieved. The present version of the SSP replaces the 2017 version and describes, among other things, the regulatory environment in terms of standards and national/international obligations (ICAO, EASA, Eurocontrol) for the Federal Office of Civil Aviation (FOCA) as well as the existing activities in relation to safety supervision of participants in civil aviation.

The SSP is subordinate to the Aviation Policy Report (APP) as an overall strategy and takes priority over the Swiss Aviation Safety Plan (SASP) and other guidelines which contain specific procedural instructions.

The figure below illustrates the structure and set-up of the SSP in terms of a Plan/Do/Check/Act control loop. The SSP is accordingly sub-divided into four sections:
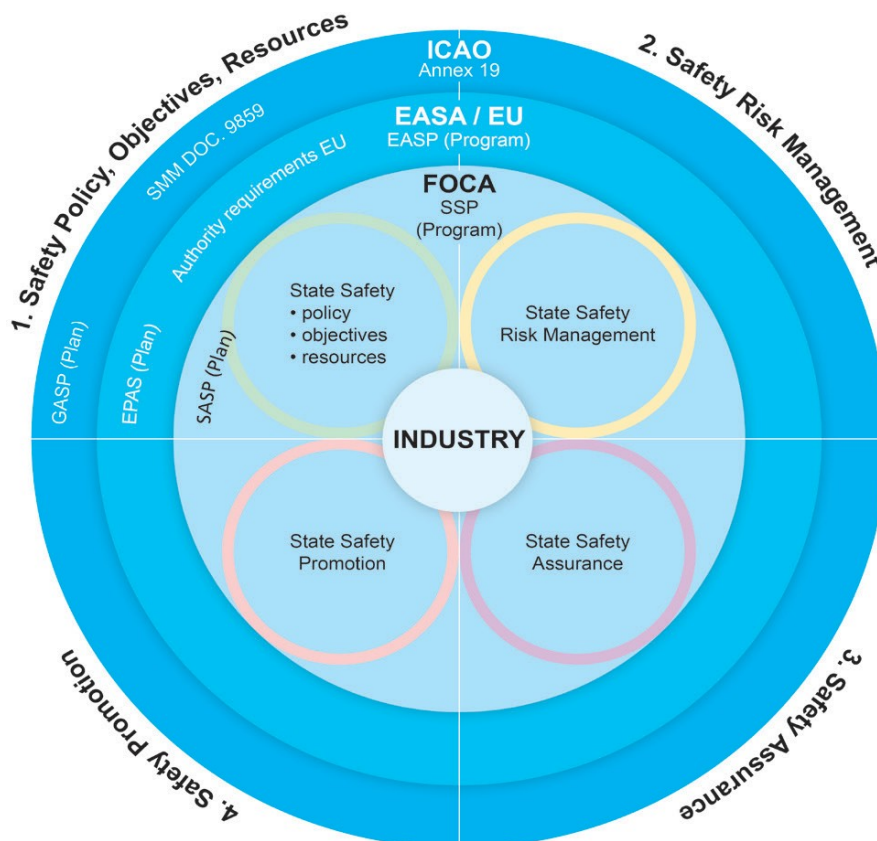

Figure 1: State Safety Management System

Section 1 (upper left quadrant) shows how safety is regulated and supervised in Switzerland. This includes statutory provisions and the enforcement of the law in Switzerland as well as international positioning within the aviation environment. In addition, this section explains how the posited safety objectives from FOCA's performance mandate are achieved. The second part of this section describes the tasks, resources and existing instruments and bodies within the supervisory authority.

Section 2 describes the actual core task of safety and risk management: the identification of hazards and the resulting scenarios with risk assessments, derived from a multiplicity of data for information acquisition. This information is used to maintain a risk portfolio across Swiss aviation and to define the management of these risks including mitigation measures. Among other things, reference is made to the reporting system and action concerning confidential reporting (EU Regulation 2014/376 on Occurrence Reporting und Just Culture) in Swiss aviation.

Section 3 indicates how, by means of audits and inspections, the prevailing safety level among industry partners is examined on the basis of standards and performance. In the process, the current situation (the results of the examination) is compared to the target situation (Acceptable Level Of Safety Performance) and counter-measures are introduced if necessary.

Good safety levels in civil aviation can be achieved only if relevant and accurate information is passed on internally as well as externally in the correct form and via appropriate channels.

Chapter 4 indicates the existing internal and external (national and international) channels of communication.

Leadership during the development and publication of the SSP is exercised by the FOCA; the Civil Aviation Safety Office (CASO) of the Federal Department of the Environment, Transport, Energy and Communications (DETEC) and the STSB are involved in the development work. Implementation of the processes described in the programme takes place via authorities, aviation companies and individual participants. The Safety and Risk Management unit (SRM) of the FOCA is responsible on behalf of the senior management for the ongoing updating of the SSP and makes the appropriate resources available. Moreover, the SRM ensures co-ordination with the other involved parties, in particular the Swiss Transportation Safety Investigation Board (STSB) and the SRM of the Military Aviation Authority (MAA). Any adaptations are highlighted in the context of an annual audit and decided on by the senior management.