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STATE OF LIBYA

MINISTRY OF TRANSPORT

**Libyan Civil Aviation
Authority**

State Safety Programme (SSP)

Director General Order No. (167)

Table of Contents

1. APPLICABILITY.	1
2. ESTABLISHMENT OF A LIBYAN STATE SAFETY PROGRAMME.....	1
3. RESPONSIBILITY FOR DEVELOPMENT AND IMPLEMENTATION OF A LIBYAN STATE SAFETY PROGRAMME.	1
4. SIZE AND COMPLEXITY OF A LIBYAN STATE SAFETY PROGRAMME.	1
5. ACCEPTABLE LEVEL OF SAFETY PERFORMANCE.	1
6. ORGANIZATIONS REQUIRED IMPLEMENTING SAFETY MANAGEMENT SYSTEMS.	1
7. REQUIREMENTS TO BE SATISFIED BY A SAFETY MANAGEMENT SYSTEM OF AN ORGANIZATION.	2
8. APPLICATION OF SAFETY MANAGEMENT PRINCIPLES IN MEDICAL ASSESSMENT	2
9. ESTABLISHMENT OF A SAFETY OVERSIGHT SYSTEM.	2
10. ESTABLISHMENT OF AVIATION REPORTING SYSTEMS.	2
11. COMPLIANCE WITH MANDATORY AVIATION OCCURRENCE REPORTING SYSTEM AND USE OF VOLUNTARY AVIATION REPORTING SYSTEM.....	3
12. OTHER MEANS OF CAPTURING SAFETY INFORMATION AND PROCESSING.	3
13. ESTABLISHMENT OF A SAFETY DATABASE.....	3
14. PREVENTIVE ACTION TO ADDRESS ACTUAL OR POTENTIAL SAFETY DEFICIENCIES.....	3
15. PROTECTION OF SAFETY DATA.....	3
16. EXCHANGE OF SAFETY INFORMATION AMONG STATES.	3
17. SAFETY INFORMATION SHARING NETWORKS.....	3
18. DEFINITIONS.....	4

State Safety Programme

1. Applicability.

These Regulations shall be applicable to safety management functions related to or in direct support of safe operation of civil aircraft.

2. Establishment of a Libyan State Safety Programme

There shall be established a Libyan State Safety Programme which may be refer to as '**State Safety Programme (SSP)**' consisting of the following components for the management of safety in order to achieve an acceptable level of safety performance in civil aviation in Libya.

- (a) State Safety Policy and Objectives;
- (b) State Safety Risk Management;
- (c) State Safety Assurance; and
- (d) State Safety Promotion.

3. Responsibility for development and implementation of a Libyan State Safety Programme.

Libyan Civil Aviation Authority (LYCAA) shall be responsible for the development of a Libyan State Safety Programme in conformity with the Standards and Recommended Practices contained in Annex - 19 "Safety Management" to the Convention and any other relevant guidance material issued by the International Civil Aviation Organization (ICAO) and for its effective implementation.

4. Size and Complexity of a Libyan State Safety Programme.

The Libyan State Safety Programme shall commensurate with the size and complexity of the civil aviation activities in Libya. The guidance material provided by the International Civil Aviation Organization (ICAO) maybe used in the development and maintenance of such a programme.

5. Acceptable Level of Safety Performance.

There shall be established the Acceptable Level of Safety Performance to be achieved by Libya in conformity with the applicable guidance material published by the International Civil Aviation Organization (ICAO).

6. Organizations required implementing Safety Management Systems.

An organization holding a Licence, Permit or Certificate of Approval issued by the Director General of Libyan Civil Aviation Authority as the case may be to engage in one or more of the following civil aviation activities in Libya or any other organization which is required by Annex 19 "Safety Management" to the Convention and stipulated by the Director General of Civil Aviation (DGCA) in terms of an Implementing Standard, shall implement a Safety Management System.

- (a) Operators of aeroplanes or helicopters authorized to conduct commercial air transport;
- (b) Approved maintenance organizations;
- (c) Approved training organizations;

- (d) Organizations responsible for the type design or manufacture of aircraft;
- (e) Air traffic services provider
- (f) Operators of certified aerodromes;

7. Requirements to be satisfied by a Safety Management System of an organization.

The Safety Management System of an organization mentioned in item (6), shall:

- (a) Be established in accordance with the framework elements contained in Annex 19 to the Convention and supplementary safety management provisions contained in other Annexes to the Convention which are specific to individual organizations depending on the activities engaged in;
- (b) Be appropriate with the size of the organization and the complexity of its aviation operations, services or products.
- (c) As a minimum include:
 - I. a process to identify actual and potential safety hazards and assess the associated risks;
 - II. a process to develop and implement remedial action necessary to maintain an acceptable level of safety; and
 - III. provisions for continuous monitoring and regular assessment of the appropriateness and effectiveness of safety management activities.
- (d) Be acceptable to the Director General of Civil Aviation (DGCA).

8. Application of Safety Management Principles in Medical Assessment

Basic safety management principles applicable to the medical assessment process of licence holders shall be in conformity with the Annex 1 - 'Personnel Licensing' to the Convention and other guidance material published by the International Civil Aviation Organization (ICAO).

9. Establishment of a Safety Oversight System.

Director General of Libyan Civil Aviation as the case may be shall establish a Safety Oversight System satisfying the requirements stipulated in the Annex 19 - 'Safety Management' to the Convention.

10. Establishment of Aviation Reporting Systems.

There shall be established by the Director General of Libyan Civil Aviation:

- (a) A Mandatory Aviation Occurrence Reporting System for collection of information on all occurrences which include accidents, serious incidents or any other incidents as specified by him.
- (b) A Voluntary Aviation Reporting System for collection of information on actual or potential safety breaches, deficiencies, hazards or concerns that may not be captured by the Mandatory

Aviation Occurrence Reporting System. A voluntary aviation reporting system shall afford protection to the sources of the information and be non-punitive.

11. Compliance with Mandatory Aviation Occurrence Reporting System and use of Voluntary Aviation Reporting System.

Each organization specified in item (6) and relevant operational personnel employed by such organization, shall comply with the Mandatory Aviation Occurrence Reporting System specified in item (10 (a)). Such organizations or personnel shall make use of the Voluntary Aviation Reporting System for reporting to the Director General of Civil Aviation any safety breach, deficiency, hazard or concern relating to civil aviation.

12. Other means of Capturing Safety Information and Processing.

Libya Civil Aviation Authority may establish any other safety data collection systems to collect and process safety information that may not be captured by the Aviation Reporting Systems provided under item (10).

13. Establishment of a Safety Database.

Libya Civil Aviation Authority shall in conformity with the applicable Standards and Recommended Practices establish and maintain a safety database to facilitate the effective collection and analysis of information on actual or potential safety deficiencies obtained, including that from its Aviation Reporting Systems, and to determine any action required for the enhancement of civil aviation safety.

14. Preventive Action to address actual or potential safety deficiencies.

Director General of Libyan Civil Aviation may follow the identification of preventive or remedial action required to address actual or potential civil aviation safety deficiencies, implement recommended action in conformity with the applicable Standards and Recommended Practices, and establish a process to monitor implementation and effectiveness of the responses.

15. Protection of Safety Data.

Director General of Libyan Civil Aviation as the case may be shall not make available or use safety data referenced in item (10), for other than safety - related purposes, unless exceptionally, a court of law in Libya determines in accordance with the applicable legislation, the value of its disclosure or use in any particular instance, outweighs the adverse impact such action may have on aviation safety.

16. Exchange of Safety Information among States.

If the Director General of Libyan Civil Aviation, in the analysis of the information contained in its database, identifies safety matters considered to be of interest to other States, he may forward such safety information to such States as soon as possible.

17. Safety Information sharing networks.

Director General of Libyan Civil Aviation may promote the establishment of safety information sharing networks among users of the aviation system and facilitate the free exchange of information on actual or potential safety

State Safety Programme (SSP)

deficiencies. Standardized definitions, classifications, and formats as needed to facilitate data exchange maybe developed in this respect in association with the applicable guidance material published by the International civil aviation Organization.

18. Definitions.

When the following terms are used in relation to Safety Management, they shall have the following meanings:

Operational personnel: Personnel involved in aviation activities who are in a position to report safety information. Such personnel include, but are not limited to: flight crews; air traffic controllers; aeronautical station operators; maintenance engineers; personnel of aircraft design and manufacturing organizations; cabin crews; flight dispatchers, apron personnel and ground handling personnel.

Safety: The state, in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level.

Annex: Annex - 19 "**Safety Management**" to the Convention.

Convention: The Convention defined in the Libyan Civil Aviation Law No. 6 (2005).

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

Safety performance: A State of a service provider's safety achievement as defined by its safety performance targets and safety performance indicators.

Safety performance indicator: A data-based parameter used for monitoring and assessing safety performance.

Safety performance target: The planned or intended objective for safety performance indicator(s) over a given period.

Safety risk: The predicted probability and severity of the consequences or outcomes of a hazard.

State Safety Programme (SSP): An integrated set of regulations and activities aimed at improving civil aviation safety in Libya.