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AIC

11/12
(Pink 54)

04 Dec 2012

Document No:
TCAA/FRM/ANS/AIS-30

Title: AIC

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The following circular is promulgated for information, guidance and necessary action

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Director General

IMPLEMENTATION OF THE STATE SAFETY PROGRAMME

The International Civil Aviation Organization (ICAO) standards require States to establish and maintain a State Safety Programme (SSP) in order to achieve an Acceptable Level of Safety (ALoS). The standards, also, explicitly require States to establish an ALoS to be achieved, as a means to verify and maintain satisfactory safety performance of the aircraft and aerodromes operators, air navigation service providers, approved maintenance organizations, approved training organizations in regard to their established Safety Management Systems (SMS). The ALoS is determined for the purpose of attaining State safety objectives depending on the size, complexity and safety performance of the State. The concept of establishing an ALoS attempts to complement the traditional approach to safety management based on prescriptive regulatory compliance. The SSP is defined as an integrated set of regulations and activities aimed at improving safety.

The requirement for an SSP recognizes that States as well as operators, the approved organizations and air navigation service providers have safety responsibilities, accountabilities and provides a framework within which are required to establish SMS.

Currently, ICAO standards for an SSP are included in *Annex 1 — Personnel Licensing, Annex 6 — Operation of Aircraft, Annex 8 — Airworthiness of Aircraft, Annex 11 — Air Traffic Services, Annex 13 — Aircraft Accident and Incident Investigation and Annex 14 — Aerodromes*. These Annexes are normally termed as *safety-related Annexes*.

The Authority initiated the process and activities for implementation of the State Safety Programme (SSP) in 2010 as a means to comply with the ICAO requirement in regard to SSP. The Authority's SSP is built upon four components and eleven elements of the ICAO framework described in details in *ICAO document 9859 – Safety Management Manual (2nd Edition 2009)*.

This Aeronautical Information Circular is issued to inform civil aviation operators and service providers in Tanzania, first, on the existence of the SSP and secondly as a directive towards the operators and service providers to establish and maintain their SMS in accordance with the relevant Civil Aviation Regulations and ICAO Standards and Recommended Practices (SARPs).