



ACCEPTABLE LEVEL OF SAFETY PERFORMANCE /SAFETY PERFORMANCE INDICATORS MONITORING PROCEDURE

1. SCOPE:

This procedure is used by the SACAA and Service Providers to monitor safety performance indicators (SPIs) and the acceptable level of safety performance (ALoSP).

In the event that this procedure conflicts with any other policies/frameworks and or procedures currently in effect, the more restrictive policy/framework/procedure governs.

The development of any future procedures will specifically identify and replace any superseded portions of current procedures.

2. OBJECTIVE:

The objective of this procedure is to provide guidelines on how to monitor the aggregate safety performance indicators from the service providers. It is also used to monitor the national safety targets and the ALoSP and identify the cause of action should the need arise.

3. REFERENCES

REFERENCES	RESPONSIBILITY	MINIMUM RETENTION PERIOD
All Relevant SACAA Policies and Procedures	E:ASO	While valid
CARs Part 140	M:RDKM	While valid
Civil Aviation Act 13 of 2009	M:RDKM	While valid
Relevant SACAA approved ISO Documents and Procedures	E:ASO	While valid
Relevant SACAA forms	E:ASO	While valid
Relevant SACAA technical guidance material (TGMs)	E:ASO	While valid

4. TERMS AND ABBREVIATIONS:

TERM	DEFINITION
Acceptable level of safety performance	The minimum level of safety performance of civil aviation in a State, as defined in the State Safety Programme, or of a service provider, as defined in the safety management system, expressed in terms of safety performance targets and safety performance indicators.
Safety performance	A State's or service provider's safety achievement as defined by its performance targets and safety performance indicators.
Safety Performance Indicator	A data-based safety parameter used for monitoring an assessing safety performance.
State Safety Programme	An integrated set of regulations and activities aimed at improving safety

ABBREVIATION	DESCRIPTION
ALoSP	Acceptable level of safety performance
E: ASO	Executive: Aviation Safety Operation
ICAO	International Civil Aviation Organization
M:RDKM	Manager: Knowledge Management, Research and Development
STO	Safety Management System Technical Officer

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SPI Safety performance indicators
SSP State Safety Programme

5. PROCEDURE GENERAL RESPONSIBILITY

KEY ACTIVITY

SM:CSD

A. CONSISTENCY AND GENERAL OPERATING PROCEDURES

Inspectors, SP

1. The following documents shall be taken into consideration as part of the safety risk analysis process:
 - 1.1. The Civil Aviation Regulations of 2011, as amended.
 - 1.2. Relevant SACAA approved procedures
 - 1.3. SACAA approved Technical Guidance Material
 - 1.4. Source documents (as is applicable: ICAO Doc 9859; ICAO Annex 19)
 - 1.5. State Safety Programme

ALL

B. ALOSP/SAFETY PERFORMANCE MONITORING PROCESS

STO ,Inspectors

1. The ALoSP/safety performance process is activated on an annual basis and each service provider's safety performance will be reviewed on a continuous basis (at least once a year). Please see Annexure "A".

STO ,Inspectors

2. A request for updated safety performance information is sent to the industry on an annual basis.

STO, Inspectors
STO

3. Requested information should be collected using form CA 140-06.
4. Safety performance data is cleaned up, verified and validated.
5. Data is collated and the safety performance management database is updated.
6. Data is analysed to identify compliance with service provider's targets as per their SMS.
7. Data is analysed to identify compliance with SSP National targets and ALoSP.
8. Identify safety risks from reported safety performance data and devise mitigations where required.

STO
SSP Committee
STO

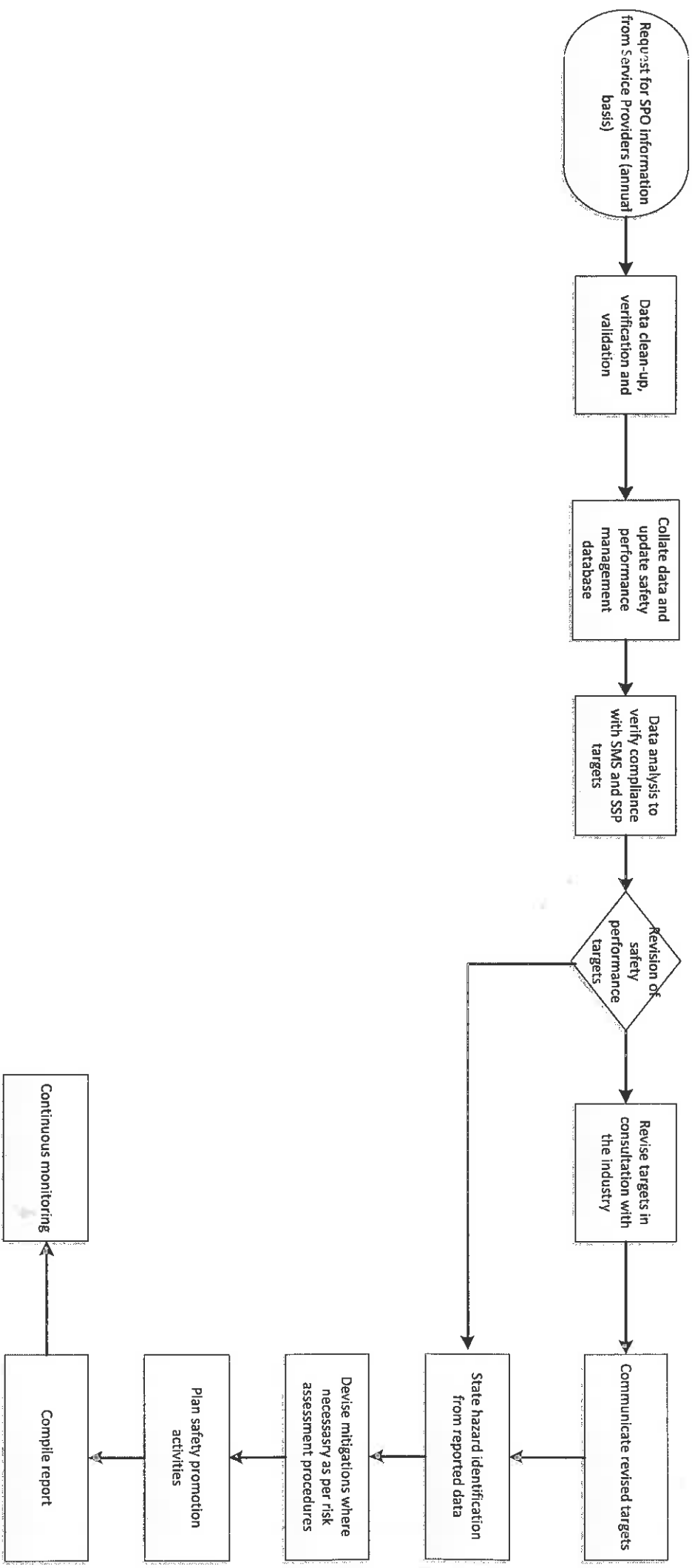
9. Present data to the SSP committee for discussion and decision making.
10. SSP Committee shall revise national safety performance targets where required.
11. Present and discuss performance results with service providers through various initiatives such as workshops and forums on an annual basis.
12. Prepare final report and present to the SSP Committee and Service providers.
13. Plan safety promotion activities based on analysed safety information.
14. Continuously monitor mitigations to ensure compliance with national safety performance targets.
15. End process.

6. CONTINUOUS IMPROVEMENT, MEASUREMENT AND ANALYSIS

This procedure will be verified or continuously improved on in accordance with SACAA Continuous Improvement, Measurement and Analysis GP001 – **Standardised**.

**Acceptable Level of Safety Performance/
Safety Performance Indicators
Monitoring Process**

Annexure A



ACCEPTABLE LEVEL OF SAFETY PERFORMANCE /SAFETY PERFORMANCE INDICATORS MONITORING PROCEDURE

7. NON CONFORMANCE



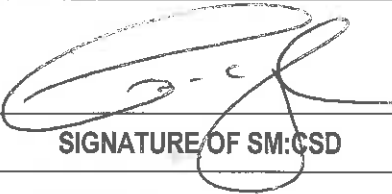

Any deviation from this procedure will be identified and registered with corrective and preventative measures for continual improvement in accordance with SACAA Non Conformance Procedure - GP 005.

8. RECORDS

Each Department / process owner, as identified, is responsible for maintenance and protection of their respective documents. Storage of these documents have to be made with Records Management Department. Records must be identifiable, easily retrievable and must be in compliance with retention times as regulated or required by the organization, statutory or regulatory requirements.

RECORDS	STORAGE LOCATION	RESPONSIBILITY	MINIMUM RETENTION PERIOD
Correspondence	Z drive and RM	M:RM	Indefinite
Source Documents	Z drive and RM	M:RM	Indefinite

9. DOCUMENT AUTHORISATION

DEVELOPED BY: BONGEKILE MTLOKWA		
	BONGEKILE MTLOKWA	13 Feb 2019
SIGNATURE OF SMS TO	NAME IN BLOCK LETTERS	DATE
REVIEWED BY: G MKHONZA		
	G MKHONZA	26/02/19
SIGNATURE OF M:QC&AIR	NAME IN BLOCK LETTERS	DATE
REVIEWED & VALIDATED BY:		
	M STEPHENS	2019/02/26
SIGNATURE OF SM:CSD	NAME IN BLOCK LETTERS	DATE
APPROVED BY:		
	S SEGWABE	2019 -02- 2 8
SIGNATURE OF E:ASO	NAME IN BLOCK LETTERS	DATE