



State Safety Programme (SSP) 2021 Bangladesh



Civil Aviation Authority of Bangladesh

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The Bangladesh Aviation State Safety Programme (SSP) is a living document. If, as a result of development in or due to an amendment to the scope and functions of the applicable legislation and international standards and recommended practices, changes occur that will necessitate revision of this programme, it will be amended.

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THE BANGLADESH AVIATION STATE SAFETY PROGRAMME 2021

FOREWORD BY ACCOUNTABLE EXECUTIVE

Aviation safety is of paramount importance to the sustainability of the civil aviation industry in a safe and expeditious way while taking note of the impacts of it in the environment. Aviation activities are growing steadily and following the trend the industry activities are becoming more complex creating new safety risks. These safety risks need to be addressed proactively to ensure that this significant expansion is carefully managed and supported through strategic regulation and infrastructure.

At the top of the ICAO agenda is the management of aviation safety to ensure growth and sustainability. The safety management (Annex 19) requires each contracting State to establish a State Safety Programme (SSP). An SSP is a management system for the regulation and administration of aviation safety by each State.

The main objective of the SSP is the overall management and improvement of aviation safety by the State to achieve an Acceptable Level of Safety Performance (ALoSP) in civil aviation within the State. The SSP is an integrated set of regulations and activities aimed at improving safety. It combines elements of both performance-based and prescriptive approaches to the management of aviation safety and is built around the following four components: (a) State Safety Policy, Objectives and Resources; (b) State safety risk management; (c) State safety assurance; and (d) State safety promotion.

An SSP sets the requirements for the service providers in a State to establish and maintain a Safety Management System (SMS). States are also responsible for the approval and oversight of service providers' SMS.

Bangladesh, as an ICAO Member State, is committed to establishing and implementing an effective SSP, that delivers an ALoSP with the engagement of support personnel at all levels. This SSP document sets the strategy of developing aviation safety management functions in Bangladesh and outlines its key safety principles, safety objectives, roles, responsibilities, structures and the necessary processes to effectively implement this strategy. Our approach to regulating and managing aviation safety in Bangladesh is consistent with that established by ICAO in the Global Aviation Safety Plan (GASP).

All aviation stakeholders should work closely and cooperatively to identify safety hazards and mitigate those inherent risks. We all have significant roles to play in developing, implementing the SSP and enhancing safety management. In this regard, the CAAB is working closely with the industry to foster safety and just culture to facilitate the implementation of SMS. SMS is implemented by the industry, and the role of the CAAB is to provide an enabling environment for effective implementation. The CAAB therefore monitors and assesses the effectiveness of the SMS.

As the safety regulator of civil aviation, the Civil Aviation Authority of Bangladesh (CAAB) is committed to upholding a safe aviation environment in Bangladesh. As the Accountable Executive, the Chairman, CAAB is committed to ensuring sufficient financial and human resources to implement an effective SSP. Through SSP implementation, the CAAB will be able to continuously improve its safety oversight capabilities to support the safe growth of the aviation industry in Bangladesh.

We are aware that aviation will be the most important and an integral enabler in Bangladesh's economic recovery from COVID-19 aftereffects. CAAB, as the Regulator will always remain flexible and adaptable so that our aviation safety system meets the challenges and embrace the opportunities that lie ahead. Our ultimate goal is to continue to improve aviation safety to safeguard the well-being of the aviation community, air travelers, and the public.

This safety programme will be reviewed every three years and updated as appropriate. This document and the associated appendices are approved by the undersigned.

Air Vice Marsha Mafidur Rahman Chairman Civil Aviation Authority of Bangladesh (Bangladesh SSP-Accountable Executive)

BANGLADESH STATE SAFETY POLICY STATEMENT

The Civil Aviation Authority of Bangladesh (CAAB) promotes and regulates aviation safety in Bangladesh. The CAAB is committed to developing, implementing, and consistently improving strategies and processes so that Bangladesh civil aviation achieves the highest level of safety performance. The Chairman CAAB is the Accountable Executive who represents Bangladesh regarding commitments made in the name of Bangladesh.

The Bangladesh aviation safety regulatory system plays an important role in ensuring that Bangladesh has a safe, efficient and competitive aviation industry. To this end the CAAB will:

- Develop national regulations and other guiding documents for the management of safety in line with international safety requirements and standards;
- Define and document the responsibilities and accountabilities of all personnel in developing and maintaining the SSP;
- Conduct prioritized, data-driven and risk-based oversight activities using both performance-based and compliance-based methods;
- Proactively identify aviation safety risks through risk management systems and continually improve safety performance.
- Collaborate and consult with the aviation industry to address safety matters and continuously enhance aviation safety; and oversee the implementation of SMS by service providers;
- 6. Promote the adoption of a positive safety culture "just culture" among service providers that fosters an effective SSP through promotion of voluntary and confidential reporting systems at the service provider as well as State level;
- 7. Monitor and measure the safety performance of the aviation system continuously through Bangladesh aggregate safety performance indicators and service providers' safety performance indicators, as well as the result of performance-based and compliance-oriented oversight activities;
- Encourage safety information collection, analysis, and exchange amongst all relevant industry organizations and service providers, with the intent that such information is to be used for safety management purposes only;
- Prioritize sufficient financial and human resources for safety management and oversight; and
- **10.** Hire and equip staff with proper skills and expertise to discharge their safety oversight and management responsibilities competently.

Air Vice Marshal Md Mafidur Rahman Chairman Civil Aviation Authority of Bangladesh (Bangladesh SSP-Accountable Executive)

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ACRONYMS AND ABBREVIATIONS

AC	Advisory Circular
AD	Airworthiness Directive
ADREP	Accident/Incident Data Reporting
AIP	Aeronautical Information Package
Annex(s)	Annexes to the Convention on International Civil Aviation
AOC	Air Operators' Certificate
AP RASP	Asia Pacific Regional Aviation Safety Plan
ARFFS	Aviation Rescue and Fire Fighting Service
ASRTM	Aviation Safety Reporting Tracking Management
ATC	Air Traffic Control
ATM	Air Traffic Management
ANOs	Air Navigation Orders
BAF	Bangladesh Air Force
BMD	Bangladesh Meteorology Department
CA Act	Civil Aviation Act 2017 (Act no. 18 of 2017)
CAA Act	Civil Aviation Authority Act 2017 (Act no. 03 of 2017)
CAR	Civil Aviation Rules 1984
CPD	Civil Aviation Procedure Document
CAAB	Civil Aviation Authority of Bangladesh
CEs	Critical Elements
Chicago Convention	Convention on International Civil Aviation
Chicago Convention	Convention on International Civil Aviation
Chicago Convention ELT	Convention on International Civil Aviation Emergency Locator Transmitters
Chicago Convention ELT GANP	Convention on International Civil Aviation Emergency Locator Transmitters Global Aviation Navigation Plan
Chicago Convention ELT GANP GASP	Convention on International Civil Aviation Emergency Locator Transmitters Global Aviation Navigation Plan Global Aviation Safety Plan
Chicago Convention ELT GANP GASP ICAO	Convention on International Civil Aviation Emergency Locator Transmitters Global Aviation Navigation Plan Global Aviation Safety Plan International Civil Aviation Organization
Chicago Convention ELT GANP GASP ICAO JRCC	Convention on International Civil Aviation Emergency Locator Transmitters Global Aviation Navigation Plan Global Aviation Safety Plan International Civil Aviation Organization Joint Aviation and Maritime Rescue Coordination Centre
Chicago Convention ELT GANP GASP ICAO JRCC MOU	Convention on International Civil Aviation Emergency Locator Transmitters Global Aviation Navigation Plan Global Aviation Safety Plan International Civil Aviation Organization Joint Aviation and Maritime Rescue Coordination Centre Memorandum of Understanding
Chicago Convention ELT GANP GASP ICAO JRCC MOU NASP	Convention on International Civil Aviation Emergency Locator Transmitters Global Aviation Navigation Plan Global Aviation Safety Plan International Civil Aviation Organization Joint Aviation and Maritime Rescue Coordination Centre Memorandum of Understanding National Aviation Safety Plan
Chicago Convention ELT GANP GASP ICAO JRCC MOU NASP NOTAM	Convention on International Civil Aviation Emergency Locator Transmitters Global Aviation Navigation Plan Global Aviation Safety Plan International Civil Aviation Organization Joint Aviation and Maritime Rescue Coordination Centre Memorandum of Understanding National Aviation Safety Plan Notices to Airmen
Chicago Convention ELT GANP GASP ICAO JRCC MOU NASP NOTAM SAR	Convention on International Civil Aviation Emergency Locator Transmitters Global Aviation Navigation Plan Global Aviation Safety Plan International Civil Aviation Organization Joint Aviation and Maritime Rescue Coordination Centre Memorandum of Understanding National Aviation Safety Plan Notices to Airmen Search and Rescue
Chicago Convention ELT GANP GASP ICAO JRCC MOU NASP NOTAM SAR SARPS	Convention on International Civil Aviation Emergency Locator Transmitters Global Aviation Navigation Plan Global Aviation Safety Plan International Civil Aviation Organization Joint Aviation and Maritime Rescue Coordination Centre Memorandum of Understanding National Aviation Safety Plan Notices to Airmen Search and Rescue Standards and Recommended Practices
Chicago Convention ELT GANP GASP ICAO JRCC MOU NASP NOTAM SAR SARPS SEI	Convention on International Civil Aviation Emergency Locator Transmitters Global Aviation Navigation Plan Global Aviation Safety Plan International Civil Aviation Organization Joint Aviation and Maritime Rescue Coordination Centre Memorandum of Understanding National Aviation Safety Plan Notices to Airmen Search and Rescue Standards and Recommended Practices Safety Enhancement Initiative
Chicago Convention ELT GANP GASP ICAO JRCC MOU NASP NOTAM SAR SARPS SEI SMM	Convention on International Civil Aviation Emergency Locator Transmitters Global Aviation Navigation Plan Global Aviation Safety Plan International Civil Aviation Organization Joint Aviation and Maritime Rescue Coordination Centre Memorandum of Understanding National Aviation Safety Plan Notices to Airmen Search and Rescue Standards and Recommended Practices Safety Enhancement Initiative Safety Management Manual (Doc 9859)
Chicago Convention ELT GANP GASP ICAO JRCC MOU NASP NOTAM SAR SARPs SEI SMM SMS	Convention on International Civil Aviation Emergency Locator Transmitters Global Aviation Navigation Plan Global Aviation Safety Plan International Civil Aviation Organization Joint Aviation and Maritime Rescue Coordination Centre Memorandum of Understanding National Aviation Safety Plan Notices to Airmen Search and Rescue Standards and Recommended Practices Safety Enhancement Initiative Safety Management Manual (Doc 9859) Safety Management System
Chicago Convention ELT GANP GASP ICAO JRCC MOU NASP NOTAM SAR SARPs SEI SMM SMS SOM	Convention on International Civil Aviation Emergency Locator Transmitters Global Aviation Navigation Plan Global Aviation Safety Plan International Civil Aviation Organization Joint Aviation and Maritime Rescue Coordination Centre Memorandum of Understanding National Aviation Safety Plan Notices to Airmen Search and Rescue Standards and Recommended Practices Safety Enhancement Initiative Safety Management Manual (Doc 9859) Safety Management System Safety Oversight Manual (Doc 9734)
Chicago Convention ELT GANP GASP ICAO JRCC MOU NASP NOTAM SAR SAR SAR SEI SMM SMS SOM SSP	Convention on International Civil Aviation Emergency Locator Transmitters Global Aviation Navigation Plan Global Aviation Safety Plan International Civil Aviation Organization Joint Aviation and Maritime Rescue Coordination Centre Memorandum of Understanding National Aviation Safety Plan Notices to Airmen Search and Rescue Standards and Recommended Practices Safety Enhancement Initiative Safety Management Manual (Doc 9859) Safety Management System Safety Oversight Manual (Doc 9734) State Safety Programme
Chicago Convention ELT GANP GASP ICAO JRCC MOU NASP NOTAM SAR SARPs SEI SMM SMS SOM SSP	Convention on International Civil Aviation Emergency Locator Transmitters Global Aviation Navigation Plan Global Aviation Safety Plan International Civil Aviation Organization Joint Aviation and Maritime Rescue Coordination Centre Memorandum of Understanding National Aviation Safety Plan Notices to Airmen Search and Rescue Standards and Recommended Practices Safety Enhancement Initiative Safety Management Manual (Doc 9859) Safety Management System Safety Oversight Manual (Doc 9734) State Safety Programme SSP Coordination Group
Chicago Convention ELT GANP GASP ICAO JRCC MOU NASP NOTAM SAR SARPs SEI SMM SMS SOM SSP SSP-CG SSP-IPT	Convention on International Civil Aviation Emergency Locator Transmitters Global Aviation Navigation Plan Global Aviation Safety Plan International Civil Aviation Organization Joint Aviation and Maritime Rescue Coordination Centre Memorandum of Understanding National Aviation Safety Plan Notices to Airmen Search and Rescue Standards and Recommended Practices Safety Enhancement Initiative Safety Management Manual (Doc 9859) Safety Management System Safety Oversight Manual (Doc 9734) State Safety Programme SSP Coordination Group State Safety Programme Implementation Project Team

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INTRODUCTION

Bangladesh Aviation State Safety Programme (SSP) is the primary publication used to ensure the effectiveness of Bangladesh aviation safety system. It is a summary of all safety-related activities and provides detail on relevant legislation, systems and processes that support Bangladesh aviation safety system. This document describes the State Safety Programme for Bangladesh in accordance with the four components that form the fundamentals of an SSP. The SSP is structured in accordance with provision and guidance contained in the International Civil Aviation Organization's (ICAO) Annex 19 – Safety Management (Annex 19), Doc 9859 – Safety Management Manual (SMM) and Doc 9734 – Safety Oversight Manual (SOM).

Detail about the interrelationship of SSP with other domestic and global safety documents is detailed in Figure 1.





The NANP is currently under development which outlines our current Air Traffic Management (ATM) system, and the roles and responsibilities of government agencies and industry. Along with the Airspace Policy, the NANP will help determine national ATM policy objectives, and provides guidance to Bangladesh Government agencies and industry on future ATM planning and investment. The NANP will subject to a regular review cycle to ensure that it remains contemporary and will continue to demonstrate clearly how Bangladesh meets the requirements of the ICAO Global Air Navigation Plan 2020–2022 (GANP).

The NASP demonstrates Bangladesh commitment to continuously improve the safety of aviation operations through the implementation of defined Safety Enhancement Initiatives (SEIs), to achieve national aviation safety goals and ensure aviation activities are conducted at an acceptable level of safety performance. The NASP is informed by outputs of the SSP's safety risk management activities and international aviation developments. The NASP demonstrates how Bangladesh meets the requirements of the ICAO Global Aviation Safety Plan 2020–2022 (GASP) and the ICAO Asia Pacific Regional Aviation Safety Plan 2020–2022 (AP-RASP).

Implementation of the SSP will be monitored by the SSP Coordination Group (SSP-CG) through the SSP Implementation Project Team (SSP-IPT). The SSP-CG meeting is chaired by the Member –Flight Standard and Regulations (FSR).

The SSP will be reviewed every three years and updated as appropriate, by the SSP-CG, under the leadership of the Chairman CAAB –the SSP Accountable Executive, and in consultation with all SSP agencies, various workings groups, industry and community stakeholders.

The SSP is established, integrated and implemented according to the eight ICAO Critical Elements (CEs) of the State safety oversight system and ICAO's four components of an SSP, as established in Chapter 8 of the SMM. The critical elements constitute the foundation of SSP. Bangladesh alignment to the ICAO safety planning and management framework is depicted in Figure 2. Each component is subdivided into elements that comprise the processes or activities undertaken by Bangladesh to manage safety. These elements combine prescriptive and performance-based approaches and support the implementation of Safety Management Systems by service providers.

Figure 2

Bangladesh SSP Critical Element (CE) and SSP component mapping

SSP Components		SSP Ele	ements		
Chapter 1	Section 1.1.2 CE-1 Primary aviation legislation	Sections 1.2 CE-3 State system & function		Section 1.4 CE-5	
SSP component 1 State Safety Policy, Objectives and Resources	Section 1.1.3 CE-2 Specific operating legislation	Sectic CE Qualified tech	on 1.3 :-4 nical personnel	Technical guidance tools and provisions of safety critical information	
Chapter 2 SSP component 2	Section 2.1 CE-6 Licensing, certification authorization and/or approval obligations	Section 2.3 Accident and incident investigation		Section 2.5 Management of safety risks	
State Safety Risk Management	Section 2.2 Safety management system obligations	Section 2.4 Hazard identification and safety risk assessment		Section 2.5.1 CE-8 Resolution of safety issues	
Chapter 3 SSP component 3 State Safety Assurance	Section 3.1 CE-7 Surveillance obligations	Section 3.2 State safety performance		Section 3.3 State management of change	
Chapter 4 SSP component 4 State Safety Promotion	Section 4.1 Internal communication and dissemination of safety information		External com	Section 4.2 munication and dissemination safety information	

1. COMPONENT 1: BANGLADESH SAFETY POLICY, OBJECTIVES AND RESOURCES

This first component of the State Safety Programme (SSP) is composed by five elements (Critical element-1 to Critical element-5) that constitute the structure upon which the SSP is build. It defines how Bangladesh will manage safety throughout its aviation system. It includes requirements, obligations, functions, activities responsibilities and accountabilities of different State aviation authorities related to the SSP, as well as the broad safety objectives to be achieved by the SSP.

1.1 Bangladesh State Safety Policy

Bangladesh State safety policy (Refer to Page no. 2) highlights the Bangladesh intentions, including commitment, and direction to safety and to the promotion of a positive safety culture in the State. The Bangladesh State Policy is complemented by an Enforcement Policy (Refer to CPD-31 RSC)). It is periodically reassessed following the safety information generated by the SSP.

1.2 Bangladesh State Safety Objectives

Bangladesh safety objectives have been established with a clear understanding of the highest safety risks in the Bangladesh aviation system and the national priorities for the management of safety. They are used to provide direction for the establishment and achievement of the overall ALoSP via the selection of appropriate SPI/SPT (refer to Bangladesh NASP). They provide a blueprint for allocating and directing the State's resources. Bangladesh safety objectives are as follows:

- a) Achieve the acceptable level of safety performance;
- b) Lower and reduce the number of accidents and fatalities;
- c) Ensure that Bangladesh safety system as a whole works effectively and that key players are working together in the interests of safety.
- d) Collaborate with domestic and international stakeholders to encourage cooperation for the open reporting of safety concerns and improved information sharing.
- e) Focus safety management activities toward higher risk areas and refine safety oversight models to prioritize safety inspection efforts based on risk.

The Safety Objectives are periodically reviewed following the safety information generated by the SSP.

The State safety policy and objectives are high-level statements endorsed by the Accountable Executive to reflect commitment by Bangladesh towards an effective SSP. Bangladesh aims at achieving a high level of safety performance through effective implementation of safety management functions and oversight in order to achieve zero fatal accidents. To achieve this, Bangladesh will:

- 1. Implement a robust hazard identification and risk mitigation methodology to proactively arrest safety risks.
- 2. Continuously monitor safety performance at state level to ensure the effectiveness of the mitigations and to achieve an Acceptable Level of Safety Performance.
- 3. Build and improve its capabilities, capacities and skill sets necessary for an effective performance of its safety management and safety oversight functions.
- 4. Promote a positive safety culture in the civil aviation sector, share knowledge, lessons learned and exchange safety information within Bangladesh civil aviation sector and with external stakeholders.

1.3 Bangladesh Safety Resources

The CAAB relies on fees and charges (as the main source of revenue) to fund its regulatory and investigation activities. To achieve its safety objectives, sufficient resources (i.e. both the financial and human resources) at different levels are allocated to ensure that the State Safety Policy is implemented and State Safety Objectives are achieved.

The availability of the necessary resources and competencies for SSP implementation are determined using a manpower methodology considering the size and complexity of the aviation sector.

The availability of resources and competencies is periodically reassessed following the safety information generated by the SSP.

1.4 Bangladesh aviation legislative framework

Bangladesh has a national aviation safety legislative framework that regulates its civil aviation activities in all domains of the Universal Safety Oversight Audit Programmes Continuous Monitoring Approach.

A national aviation safety legislative framework and specific regulations define how Bangladesh conducts the oversight and management of aviation safety in Bangladesh. As such, legislation and regulations are safety risk controls. The safety legislative framework and specific regulations are periodically reviewed to ensure they remain relevant and appropriate to Bangladesh.

1.4.1 Bangladesh legislative system

The Bangladesh Parliament has the power to make laws for aviation safety. All of the aviation regulations and legislative instruments are available to the public free of charge on a dedicated Government website "Laws of Bangladesh": http://bdlaws.minlaw.gov.bd/laws-of-bangladesh.html.

All of primary aviation legislations are available to the public free of charge on a dedicated CAAB website: http://www.caab.gov.bd/car84/Act18.pdf and Act3.pdf (caab.gov.bd)

A full list of Bangladesh primary aviation legislation is included at Table 1. Bangladesh aviation regulatory framework comprises of technical guidance, tools and the provision of safety critical information as detailed in Section 1.4.

1.5 Primary aviation legislation (Critical Element-1)

Primary aviation legislation demonstrates our commitment to enacting the requirements of the Chicago Convention on International Civil Aviation (Chicago Convention) and defines Bangladesh governance arrangements for aviation safety.

1.5.1 Civil Aviation Act, 2017 (CA Act)

- Bangladesh ratified the Chicago Convention in 1972 and has been a member of the International Civil Aviation Organization (ICAO) since 21 January 1973. The primary legislation in Bangladesh that gives effect to the Convention is the Civil Aviation Act 2017 (CA Act). The Authority¹ is responsible for administering the CA Act.
- This CA Act provides the basic framework to enable an effective and robust state safety oversight system that is consistent with the provisions of the Chicago Convention and international Standards and Recommended Practices (SARPs) contained in the Annexes to the Convention.
- Under the CA Act, the Chairman CAAB must make an Air Navigation Order (ANO) which articulates the national requirements for the administration of Bangladesh airspace and regulatory requirements set out in the CA Act.
- The CA Act establishes the Aircraft Accident and Incident Investigation Committee (AAIC-BD), which is tasked with undertaking independent investigations into transport accidents and incidents, identifying factors that contribute or affect aviation safety, and communicating improvements through safety action statements and recommendations, in line with Annex 13 to the Chicago Convention.
- The current CA Act came into effect on 19 July 2017 repealing the Civil Aviation Ordinance, 1960 (Ordinance No. XXXII OF 1960).

¹ The Authority refers to the Civil Aviation Authority of Bangladesh (CAAB) established under section 5 of the Civil Aviation Authority Act, 2017 (CAA Act). It comprises a Chairman (as the chief executive officer) and six Members as appointed by the Bangladesh Government. The Authority regulates and promotes safety and security in civil aviation, facilitates the development of civil aviation capabilities, skills and services in Bangladesh, as well as cooperates with AAIC-BD in relation to investigations.

Bangladesh safety policy, objectives and resources

1.5.2 Civil Aviation Authority Act, 2017 (CAA Act)

- Civil Aviation Authority of Bangladesh (CAAB) was established in 1985 by the Civil Aviation Authority Ordinance, 1985 [Repealed] (Ordinance No. XXXVIII of 1985). CAAB was reconstituted under a new *Civil Aviation Authority Act, 2017* (CAA Act), which came into force on 19 February 2017, arising from the restructuring of CAAB.
- The CAA Act empowers CAAB to perform its functions in a manner consistent with Bangladesh obligations under the Chicago Convention, and to regulate safety and exercise regulatory oversight over civil aviation operations in Bangladesh and the operation of Bangladesh aircraft outside Bangladesh.
- CAAB is also legislated as the civil air navigation services provider to provide services on behalf of Bangladesh for air traffic, aeronautical information, aeronautical radio navigation, aeronautical telecommunications, aerodrome operations, as well as which search and rescue (SAR²) which are defined such that they give effect to the Chicago Convention.
- The Bangladesh Air Force (BAF) is tasked with providing SAR services to civil aviation, under the MOU between CAAB and BAF.

1.5.3 Meteorological Act, 2018 (MET Act)

- The Meteorological Act, 2018 (MET Act) establishes the Bangladesh Meteorology Department (BMD) as national weather and climate agency, under the administrative control of the Ministry of Defence.
- The BMD is the designated Meteorological Authority in accordance with Annex 3 to the Chicago Convention.
- M BMD is the aeronautical meteorological service provider for Bangladesh, which is provides MET services to civil aviation, under the LOA between BMD and CAAB.

1.5.4 Civil Aviation Rules 1984 (CAR'84)

- The Civil Aviation Rules, 1984 (CAR'84) is Subsidiary legislation made under Section 15(2) of the Civil Aviation Ordinance, 1960 (XXXII of 1960) which was repealed by the Civil Aviation Act, 2017 (CA Act).
- The CAR'84 prescribes, among other things, the safety regulatory requirements as contained in the various Annexes to the Chicago Convention.
- It also provides the legal basis for the issuance of Technical Requirements and sets out the safety standards that are required in relation to airworthiness of aircraft, licences and ratings of operating crew and maintenance personnel, air traffic control, rules of the air, dangerous goods and many other safety issues. The CAR'84 is promulgated by the Bangladesh Government.

1.6 Specific operating regulations (Critical Element-2)

Bangladesh primary aviation legislation (as outlined in Section 1.1.2) is complemented by a series of aviation safety regulations and supporting legislation to provide specific operating regulations in relation to airspace, air services, air navigation, civil aviation safety, aviation security and safety investigation.

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² The search and rescue (SAR) services in Bangladesh is organized by the CAAB in collaboration with Defense Forces, Maritime Authority, Fire Brigade, Hospitals, Police and other Organizations as may be applicable, under the CAR'84 Rule 232.

Aerial SAR service is provided by Bangladesh Air Force as required. Airlines and private operators may be requested for aerial search if necessary. Maritime SAR service is provided by Bangladesh Navy and other marine authorities as required. Ground SAR service is provided by the Bangladesh Army, Police, Fire Brigade, Hospitals and other departments and organizations when requested.

Primary areas of responsibility to the aviation community include operating the joint aviation and maritime rescue coordination centre (JRCC) and providing one ground station and a Mission Control Centre for the COSPAS-SARSAT satellite distress beacon system.

The Air Navigation Order (ANO) is specific operating regulations contain more detailed mandatory requirements for compliance with the aviation safety standards found in the Annexes to the Chicago Convention, and have been issued for areas such as: aircraft operations, airworthiness of aircraft, aerodrome operations, air navigation services provision, and personnel licencing and training.

All of Bangladesh aviation safety regulations (ANO) are available to the public free of charge on a dedicated CAAB website: www.caab.gov.bd (search under Regulator/Regulations/Air Navigation Order)

1.6.1 Adoption of ICAO SARPs

Bangladesh generally adopts ICAO SARPs and seeks to adopt international best practice approaches, and will notify a difference with ICAO if it is not adopting a particular SARP (in whole or in part). Notifications include an explanation of the basis of the difference and where appropriate, an associated remediation plan, in accordance with Article 38 of the Chicago Convention. A full list of differences is published in the Bangladesh Aeronautical Information Publication (AIP) provided by CAAB's ATM Division. Bangladesh regularly reviews and monitors its differences to SARPs.

The rulemaking process is triggered through various channels such as the introduction of new or amended ICAO SARPs, challenges, priorities, the internal and external feedback and the new aviation developments. The responsible agency for management of each ICAO Annex to the Chicago Convention is shown in Table 13 in Appendix 3.

Table 1	Summary of aviation safety legislation, regulations, instruments a	and other pub	lications
Legislation	Description	Agency	CE
CA Act Civil Aviation Act, 2017 (Act no. 18 of 2017)	The primary legislation in Bangladesh that gives effect to the Chicago Convention. Confers regulatory responsibility on CAAB in relation to the administration and regulation of airspace.	CAAB/AAIC- BD	1
	Establishes a regulatory framework to safeguard against unlawful interference with civil aviation.		
	Establishes AAIC-BDB under MoCAT as the 'no-blame' investigator of aviation accidents and incidents.		
CAA Act Civil Aviation Authority Act, 20 (Act no. 03 of 2017)	Establishes CAAB as the aviation safety and security regulator as well as service providers and sets out CAAB's governance arrangements. Sets out the functions of CAAB in relation to the provision of air traffic services, SAR, CNS, aeronautical information services, aerodrome operations and ARFFS.	СААВ	1
MET Act Meteorological Act, 2018	Establishes the BMD as Bangladesh national weather and climate agency. BMD is tasked with providing aeronautical meteorological services to civil aviation, under the LOA between BMD and CAAB.	BMD	
CAR'84 Civil Aviation Rules 1984	Subsidiary legislation, prescribes the safety regulatory requirements as contained in the various Annexes to the Chicago Convention.	СААВ	2
	Set out the safety standards that are required in relation to airworthiness of aircraft, licences and ratings of operating crew and maintenance personnel, air traffic control, rules of the air, dangerous goods and many other safety issues.		
	Regulate a range of licence and approval conditions, on operators of international air services.		
ANOs Air Navigation Orders	Contain minimum performance standards for specified articles (i.e. materials, parts, processes and appliances) used on civil aircraft.	СААВ	2
	Specific operating regulation made under Civil Aviation Act 2017 and prescribes, among other things, the safety regulatory requirements as contained in the various Annexes to the Chicago Convention. The ANO is promulgated by the		

	Authority. Set out CAAB's directions and instructions in matters of complex detail. They contain technical detail and requirements that complement the requirements in the relevant Civil Aviation Rules 1984 (CAR'84).		
AAIO Aircraft Accident Investigation Order (AIG regulations)	Prescribes the accidents, serious incidents and incidents that must be reported to AAIC-BD, and related matters	AAIC-BD	2
Airworthiness Directives	Address unsafe conditions on aircraft and aeronautical equipment	СААВ	2
MOS Manual of Standards	Comprise specifications made by CAAB pursuant to the relevant Civil Aviation Rules 1984 (CAR'84), of uniform application, determined to be necessary for the safety of air navigation.	CAAB	2

1.7 Bangladesh state safety system and function (Critical Element-3)

1.7.1 Responsibilities and accountabilities

The Bangladesh Government, through the Ministry of Civil Aviation and Tourism (MoCAT), sets the overall aviation policy direction. The Minister is responsible to Parliament for civil aviation matters, in relation to safety.

The major agencies responsible for managing civil aviation safety in Bangladesh are detailed in Table 2.

Agency	Main Role	Ministry
Civil Aviation Authority of Bangladesh (CAAB) – The Regulator & Service Providers	Responsible for coordinating the maintenance and implementation of the SSP	Ministry of Civil Aviation and Tourism
Aircraft Accident Investigation Committee (AAIC –BD)	Responsible for data management and investigation	(MoCAT)
Bangladesh Meteorological Department (BMD)	Responsible for providing the aeronautical meteorological service for Bangladesh	Ministry for Defence (MoD)

Table 2Bangladesh SSP agencies

Civil Aviation Authority of Bangladesh (CAAB) - State civil aviation system and safety oversight functions

The Civil Aviation Authority of Bangladesh (CAAB) is responsible for regulating aspects of the administration of Bangladesh airspace and regulating the safety regulation of civil air operations in Bangladesh territory and Bangladeshi aircraft operating outside Bangladesh territory.

The CAAB is the government entity established under the CA Act 2017 to implement and maintain an effective and sustainable State Safety Oversight SSO system, characterized by the following:

- the promulgation and timely amendment of national regulations and guidance to industry, as well as verifying their effective implementation by service providers in a continuous and systemic manner;
- 🚿 a well-balanced allocation of responsibilities between the State and the industry for civil aviation safety;
- the continuous allocation of the necessary financial and human resources for the State authorities to effectively carry out their responsibilities, functions and activities; and

the maintenance of harmonious relationships, including communication and consultation between the State and the civil aviation industry, while maintaining effective and clearly separate functional roles.



Figure 3 Organizational structure

Regulatory Affairs of CAAB – The Flight Standard and Regulations (FSR) Division

- The Member–Flight Standard and Regulations (MFSR) is the Head of FSR division and has responsibility for civil aviation safety policy development (with periodic review) and coordination and coordinates Bangladesh broader engagement with ICAO, including the management of Bangladesh's obligations under the ICAO USOAP CMA.
- The FSR division is responsible for regulating, certifying, licensing, providing continuous oversight and monitoring of safety performance of service providers (of all domains of USOAP, except AIG) through the following functional business units.
 - The Flight Standard, Regulations and International Affairs (FSR&IA) Division
 - Airworthiness Engineering Division
 - Personnel Licensing (PEL), Exam & Training Division
 - Air Navigation Services (ANS) Inspection Division
 - Aerodrome Standard (AGA) Division
 - The Air Transportation (AT) Division
- Refer to Appendix 5 for the roles and responsibilities of the various business units of civil aviation safety.

Service Providers under CAAB

- The CAAB's service providers operate under the CAA Act, 2017.
- The Member –Air Traffic Management (MATM) of CAAB is responsible for providing the air navigation services (ATS, AIS, Maps & Charts, SAR and CNS) to the Bangladesh aviation industry. MATM is responsible for coordinating the implementation and maintenance of the SMS for Air Traffic Service (ATS). The MATM takes a cohesive and collaborative approach to establish and implement SMS across all ATS Units in delivering an effective SMS for ATS.
- The Member –Operations and Planning (M/OPS &Plan) of CAAB is responsible for the airport operations and planning; and responsible for the provision of ARFFS at major passenger airports in Bangladesh. The

M/OPS &Plan, in coordination with the Chief Engineer, takes a cohesive and collaborative approach to establish and implement SMS across all certified aerodromes in delivering an effective SMS for aerodromes.

- The Chief Engineer of CAAB is responsible for infrastructure development at major passenger airports in Bangladesh.
- The Member (AVSEC) of CAAB is responsible for aviation security.
- The Member (Administration) and Member (Finance) of CAAB is responsible for civil aviation Human Resources management and Finance management respectively.
- More information about CAAB can be found at: <u>www.caab.gov.bd</u>

Aircraft Accident and Investigation Committee of Bangladesh (AAIC-BD)

- The AAIC-BD has a pivotal role in the SSP. It enables the Bangladesh to identify contributing factors, system deficiencies, any potential failures within the aviation system, and to generate the necessary countermeasures to prevent recurrence.
- The AAIC-BD is no blame safety investigation committee that operates under Section 19 of the CA Act and CAR Part XIII. The committee is responsible for the independent investigation of accidents and other safety occurrences (serious incidents) involving civil aircraft in Bangladesh, and takes part in the investigation of accidents and other occurrences (serious incidents) involving Bangladesh-registered aircraft or operator overseas.
- The AAIC-BD is also responsible for data management3, which includes mandatory reporting system for all aviation safety occurrences and operates schemes for voluntary and confidential reporting of aviation safety concerns. Its analysis and research functions derive from this responsibility for the collection and management of aviation safety data.
- This activity contributes to the continuous improvement of aviation safety by identifying active failures and contributing factors of accidents/incidents and providing reports on any lessons learned from analysis of events. This can support development of corrective actions decisions and corresponding allocation of resources and may identify necessary improvements to the aviation system.

1.7.2 Organization responsible for coordinating the SSP

State safety management responsibilities are discharged by multiple aviation authorities within Bangladesh.

- ✓ CAAB is the organization responsible for coordinating the implementation and maintenance of the SSP.
- ✓ AAIC-BD is responsible for data management and investigation.

Bangladesh takes a cohesive and collaborative approach to aviation safety activities across all agencies in delivering an effective SSP.

Bangladesh SSP activities are executed by a coordination committee through a SSP Implementation Project Team (SSP-IPT) and in consultation with all SSP agencies, various working groups other relevant Government agencies, industry, community stakeholders and subject matter experts.

1.7.3 Roles and Responsibilities –Establishment and Maintenance of the SSP

The SSP functions and responsibilities which include acceptance and monitoring of SMS implementation in compliance with CAR'84 is already exercised by the existing business units of the CAAB. The governance structure of the CAAB is commensurate with the complexity of the Bangladesh aviation system.

🚿 The Chairman CAAB is the SSP Accountable Executive (SSP-AE) who, as a minimum, has

- authority and accountability for administration of SSP across entire aviation system;
- authority on human and financial resources for the SSP implementation; and

³ Access to the data and information contained in any safety database(s) used to support SSP activities is granted by the custodian of the database(s). Each custodian will grant access to any personnel who is required to discharge his/her SSP functions and responsibilities provided that such access does not compromise the established principles of protection of safety data, information and related sources.

- authority for certification and oversight of all service providers.
- The Member –Flight Standard and Regulations (MFSR) leads the development and maintenance of Bangladesh SSP, and monitors progress against and reporting on the associated National Aviation Safety Plan (NASP).
- The Director Flight Standard, Regulations and International Affairs (D/FSR&IA) is responsible for the coordination and implementation of SSP.

Details on the associated roles and responsibilities of SSP is outlined in Table 3.

Table 3SSP Roles and Responsibilities

SSP Roles		SSP Responsibilities
1)	SSP – Related Legislation and Regulations	Staff involved in the rule-making and safety information protection activities
2)	SSP Coordination Group Members	Senior managers representing the aviation safety agencies and service providers
3)	SSP Management	Managers within the CAAB responsible for the implementation and management of the SSP
4)	Safety Data Collection and Analysis	Staff responsible for the safety data collection & processing system and the safety analysis
5)	State Safety Performance	Staff responsible for monitoring and measurement of SSP
6)	Safety Risk Management	Staff responsible for carrying out risk assessment and monitoring and managing changes
7)	SMS Assessment and Monitoring	Staff responsible for carrying out the assessment of service providers SMS
8)	Safety Promotion	Staff responsible for safety communication internally and externally
9)	Heads of Departments within CAAB	Managers interfacing with SSP

The obligations, functions and roles of each entity is clearly detailed in the Appendix 5 that helps each responsible office to understand its contribution to meeting each Annex 19 requirements; most importantly, their responsibility for management of safety in the Bangladesh. It is periodically reassessed following the safety information generated by the SSP.

1.7.4 SSP Coordination Group (SSP-CG)

Bangladesh has established a suitable coordination committee (i.e. State Safety Programme Coordination Group (SSP-CG)) with representation from the impacted aviation authorities with responsibilities related to the implementation and maintenance of the SSP.

The appointment of SSP-CG facilitates good communication, avoids duplication of effort and conflicting policies and ensures effective and efficient SSP implementation. This group is a form of committee chaired by the Member (FSR) who leads the Aviation Safety Regulatory Affairs. It is made up of representatives from the AAIC-BD and CAAB and when necessary, industry expert. The Member (FSR) reports the outcomes of the group to the Chairman CAAB – the SSP Accountable Executive (SSP-AE).

The terms of reference for the SSP-CG are under Appendix 4. It is periodically reassessed following the safety information generated by the SSP.

SSP Coordination group (SSP-CG) meeting arrangements

Accountability and/or responsibility: SSP coordination group (SSP-CG) meeting has accountability and/or responsibility for the effective development, management, implementation and performance of the SSP, the NANP and the NASP including monitoring progress against Bangladesh Safety Goals and associated national Safety Enhancement Initiatives (SEIs).

Details on the attendees, chair, frequency and role of the SSP-CG is outlined in Table 4.

Table 4	SSP	coordination	group	(SSP-CG)	meeting

State (SSP) Coordination Meeting	Frequency	Role	Attendees and Chair
State Safety Programme Coordination Group (SSP-CG)	Quarterly	Drives improvement on the performance of State safety programmes within and across civil aviation. Enhances cooperation and coordination across the Govt. agencies responsible for aviation policy, regulation and service provision. Brings together the agencies responsible for aviation policy, regulation and service provision as well as industry participants and subject matter experts. Establishes cooperation and coordination across the different working groups for safety related matters, Example: ICAO Coordination Group, USOAP CMA-WG, National Aviation Safety Plan Working Group (NASP- WG), National Aviation Safety Team (NAST), Aviation Safety Report (ASB) Analysis Group (ASR-AG) etc.	Member (FSR) CAAB –FSR (incl. all Directors) CAAB Service Providers- ATM/CNS/AIS/SAR, AAIC-BD, BAF (ADF), BMD.

SSP Coordination Group meeting – Agenda:

- 1. Review progress of SSP implementation project.
- 2. Develop, update and review the SSP Document;
- 3. Review State safety policy statement.
- 4. Review State safety objectives and their correlation to relevant SPI performance targets, where applicable.
- 5. Review scope/ type of SSP safety performance indicators (SPIs) for each sector.
- 6. Ensure a balance between high consequence and lower consequence indicators, where appropriate.
- 7. Review necessary correlation between SSP aggregate SPIs and service providers' SMS-SPIs, where applicable.
- 8. Review SSP-SPIs' individual target and alert settings criteria, where applicable.
- **9.** Establish the State's (planned/ desired) acceptable level of safety performance (ALoSP) in relation to the package of SSP-SPIs for the current or next monitoring period.
- **10.** Any other business.

Structure: The overall SSP coordination meeting structure is defined in Figure 4.

Figure 4. Bangladesh SSP Coordination⁴ Group (SSP-CG) meetings structure



SSP Implementation Project Team (SSP-IPT) and Coordinator

SSP –IPT is the SSP Project Team established to perform the following functions:

- drive the SSP implementation project from planning to completion
- coordinate the SSP gap analysis process
- develop the SSP implementation plan
- 🚿 ensure adequate SSP training and technical expertise of the team
- monitor and report progress of SSP implementation
- Ied by a SSP Project Coordinator

SSP working groups

- SSP working groups are operational working groups established to address a specific hazard or risk function and draw together specific Government agencies and where needed industry experts.
- Such working groups link into the SSP coordination group (SSP-CG) and can escalate items for further attention through the SSP coordination meeting.
- The SSP-CG may also request advice and information from these working groups.

Details on the chair, attendees, and frequency and role of current SSP working groups are at Appendix 1.

⁴ SSP Placeholder organization is responsible for SSP coordination

^{1.} CAAB is responsible for coordinating the maintenance and implementation of the SSP.

^{2.} AAIC-BD is responsible for data management and investigation.

1.7.5 State agency cooperative agreements

Coordination on a range of aviation safety management issues between agencies occurs through the use of formal arrangements. Most arrangements are set out in a MOU. Arrangements aim to ensure that roles, responsibilities and communications protocols are clearly articulated between relevant agencies.

Table 5 Current domestic arrangements

Agreement	Purpose
Civil and Military Cooperation	Sets out arrangements between Bangladesh aviation agencies (CAAB and BAF) concerning their management of international (including ICAO arrangements) and domestic aviation issues.
CAAB/BAF (MOU)	Promotes aviation safety and airworthiness between CAAB and BAF and provides a high-level basis for cooperation on harmonisation, where practicable, of civil and military regulatory system outcomes to improve safety, efficiency, consistency and capacity.
	Defines the roles and facilitates a cooperative relationship between the parties in carrying out their respective functions of aviation SAR and accident investigations.
	Harmonises systems and services associated with the provision of civil and military ATM and aviation support systems including ARFFS.
CAAB/BMD (LOA)	Sets out arrangements by which meteorological information is provided to CAAB and the industry, and mechanisms to maintain effective cooperation between CAAB and the BMD.

1.7.6 State CAAB staffing requirements

CAAB is responsible for delivering on its legislative requirements to the Minister of Civil Aviation and Tourism. This includes ensuring the organization is sufficiently organized and staffed with qualified personnel capable of providing aviation safety oversight.

1.7.7 Delegation of safety oversight functions and activities

Bangladesh is able to conduct all safety oversight activities effectively and does not delegate any specific safety oversight functions to another organization or State.

1.7.8 Establishment of service providers

The CAAB is the primary regulatory authority for civil aviation safety in Bangladesh. Inspectorates/divisions conducting inspections and surveillance and are located in CAAB HQ and maintain functional separation from the provision of the service by CAAB's own service providers and the BMD.

1.8 Qualified technical personnel (Critical Element-4)

Bangladesh ensures that all technical personnel tasked with safety oversight and accident investigation responsibilities are suitably qualified, experienced and competent to perform the range of complex tasks required of them. The minimum qualification requirements are detailed in the position descriptions of inspectors and investigators for each agency (CAAB and AAIC-BD).

The CAAB has established a training and development schedule and programme for all staff involved in the SSP, with a particular focus on technical training for safety staff, including SMS oversight, to ensure they have the appropriate competency and knowledge. The training programme for safety staff comprises of initial, recurrent, specialized modules, on-job-training. This includes a comprehensive induction programme for personnel, covering generic training on people management, audit, systems and tools, the regulatory environment, SSP and SMS. All AAIC-BD investigators complete formal training in addition to pre-employment qualifications.

To assess the gap in the competency, an employee development plan is created yearly with a particular focus on technical staff having safety duties. Ad-hoc training courses are arranged based on emerging needs. The SSP Coordination Group also supervises the competence of concerned personnel.

1.9 Technical guidance, tools and provision of safety-critical information (Critical Element-5)

The highest priority of Bangladesh is to maintain and enhance aviation safety performance. The safety goals emphasize the importance of industry and Government agencies committing to resource safety management and oversight, as well as equipping staff with the skills and expertise to discharge their responsibilities competently.

To ensure appropriate performance of safety related duties, in all USOAP domains (except AIG), including SSP-related functions and activities and initial acceptance and continuous surveillance of service provider' SMS, CAAB provides its technical staff as well as industry participants and service providers with –

- a clear set of technical guidance (e.g. GM, AOG, CPD, CAC, AMC, forms, handbook, procedures);
- tools (e.g. transportation, offices, telephones and other communication facilities, access to the internet, technical library), ASRTM, e-services, and
- safety critical information (e.g. NOTAM, Airworthiness Directive, CAD, Safety Decision, Alerts).

1.9.1 Technical guidance for aviation safety inspectors and technical experts

- Bangladesh has developed and published technical guidance material (GM) in the area of rule development, delegation of powers to inspectors, grant of licences/certificates/approvals, enforcement, surveillance and Investigation. This includes guidance for inspectors on how to implement regulations and policies leading to certification and how to conduct surveillance activities. The technical guidance assists inspectors and technical experts in implementing national regulations, procedures and practices.
- CAAB maintains up-to-date technical guidance on all area of regulatory activities. That technical guidance is publicly available through the CAAB website: <u>www.caab.gov.bd/Regulator/Guidance</u> <u>Material.</u>

AAIC-BD provides staff with a COMPENDIUM –a comprehensive standardized technical guidance, procedures, tools and equipment to ensure consistent quality outcomes.

1.9.2 Industry regulatory guidance

Bangladesh provides a range of guidance material to industry as support to the implementation of applicable regulations, circulars, instructions and directives, and to ensure industry participants are aware of the legislative requirements and relevant application processes. Current examples are detailed in Table 6.

Table 6Current guidance material

Guidance document title	Description
Civil Aviation Directives (CAD)	Provide guidance and information in a designated subject area or show a method for complying with a related CAR and ANOs. CADs should always be read in conjunction with the CAR and ANOs.
Advisory Circulars (AC)	Provide recommendations and guidance to illustrate a means of complying with the Civil Aviation Rules 1984 and Safety Regulations in terms of ANOs.
Civil Aviation Circulars (CAC)	Provide guidance and information in a designated subject area to support and assistance industry in meeting their regulatory obligations.
Civil Aviation Policy (CAP)	Provide information and guidance to CAAB Training Policy, Surveillance Policy, Enforcement Policy and any other safety policies.
Civil Aviation Procedure Documents (CPD)	Provide information and guidance related to a designated subject area. Explains how the requirements of the CAR and ANOs can be met when applying for a certificate, license, approval or other authorization. CPDs should always be read in conjunction with the CAR and ANOs.
Inspectors Handbook (IHB)	Provide guidance and information in a designated subject area or show inspection process for Aviation Safety Inspectors.
Sample Documents	Provided to assist industry to allow compliance with the CAR and ANO requirements.
Other guidance material (AOG)	Bangladesh has a series of other guidance material designed to support and assistance industry in meeting their regulatory obligations.

1.9.3 Communication of safety critical information

To foster safety in the aviation operational environment, the Bangladesh aviation framework supports the timely and efficient provision of safety-critical information to industry participants. This includes processes and procedures to support the immediate provision of Notices to Airmen (NOTAMs), efficient issuance of Airworthiness Directives (AD), and effectual updates to the AIP.

1.10 Enforcement Policy

As part of its SSP, Bangladesh has established an enforcement policy (Refer to CPD-31 RSC) that:

- Supports and encourages a positive safety culture based on the concept of a just culture;
- Describes how Bangladesh assures protection of safety data and safety information and related sources, especially if information is provided self-incriminating; and
- Specifies the conditions and circumstances under which service providers with an SMS are allowed to deal with and resolve events involving certain safety issues or deviations internally, within the context of their SMS and to the satisfaction of the CAAB, provided that the SMS is in accordance with the SMS framework and shown to be effective and mature.

The states enforcement policy is based on the concept of a just culture.

The enforcement policy through CPD-31 on Resolution of safety concern (RSC) is promulgated under Section 13 of *Civil Aviation Act, 2017* (CA Act). The CAAB is empowered through the Section 11 of Civil Aviation Act, 2017 (CA Act) to implement enforcement measures should a safety concern not be resolved in an effective or timely manner. The enforcement policy applies to persons or service providers that are involved in civil aviation activities.

- The Enforcement Policy is periodically reviewed following the safety information generated by the SSP to ensure that it remains relevant and appropriate to the State for the single purpose of improving safety.
- By using safety management principles, that relationship between CAAB and service providers evolve beyond compliance and enforcement, to a partnership aimed at maintaining or continuously improving safety performance.

1.11 State safety goals, targets and indicators – the NASP

Bangladesh safety goals are derived from the aviation challenges and priorities presented in the Bangladesh National Aviation Safety Plan (NASP⁵). These are based on current and emerging trends shown through detailed analysis of data collected by each of the aviation agencies. The safety goals represent the desired outcome that NASP and SSP aim to achieve. Each safety goal has associated safety performance indicators (SPIs) and safety performance targets (SPTs) used to measure Bangladesh performance in relation to the safety goal. In addition, each safety goal has a series of safety enhancement initiatives and actions Bangladesh intends to undertake to improve State safety performance.

Considered together, the safety goals are each designed to contribute towards an overall acceptable level of safety performance (ALOSP) for Bangladesh.

The Bangladesh NASP will be reviewed by the NASP-WG in coordination with the SSP-CG annually as well as whenever a need arises as a result of information generated through the SSP. The level of achievement of ALoSP will be updated through the annual safety reports which will be published via Information Bulletins.

Further information on Bangladesh safety goals, targets and indicators including the current goals, targets, indicators and acceptable level of safety performance is available in the Bangladesh NASP.

1.12 SSP Documentation

To ensure that all relevant personnel have a common understanding of the State safety management functions and activities, Bangladesh has developed and published this SSP document. This SSP document includes the SSP structure and associated programmes, how SSP's various components work together, as well as the roles and responsibilities of the different State aviation authorities. This SSP document is:

- structured with associated programmes;
- described how its various components work together;
- complemented by existing processes and procedures;
- Intersection of the section of th
- defined the roles of the different SSP agencies
- under the control of the CAAB;
- disseminated via CAAB website; and
- periodically reviewed following the safety information generated by the SSP.

⁵ The NASP sets out how the Bangladesh manages safety risks. It presents Bangladesh strategic direction for the management of aviation safety at the national level. It is used to manage actions associated with the mitigation, monitoring and measuring of specific safety risks and to communicate them to the industry.

2. COMPONENT 2: STATE SAFETY RISK MANAGEMENT

The Safety risk management (SRM) component includes the implementation of:

 \ll SMS by service providers and international general aviation operators including hazard identification and the risk management processes at the State level.

 \checkmark The principles of SRM to CAAB's own activities, with due regards of the interface with service providers SMS. These include activities such as the development of regulations and prioritization of surveillance activities based on assessed risk.

Bangladesh needs to identify potential safety risks⁶ (HRC) to the aviation system. The SRM is a shared responsibility between the industry, service providers and Government aviation agencies, with all participants working together to effectively manage potential safety risks. Therefore, Bangladesh has adopted a proactive approach to:

- identify hazard and safety risk management by mandating a SMS for most sectors in the aviation industry (as detailed in Section 2.2);
- promoting effective hazard identification methods⁷ across industry and the management of potential safety risks.
- identify and address precursors and contributors of accidents, and
- strategically manage safety resources to maximize safety improvements.

This helps ensure critical safety information is escalated to the relevant SSP agency. At the State level, the SSP-CG in collaboration with the Runway Safety Team (RST) is responsible for the identification, assessment and management of risks, and incorporation of those risks (HRC) into the NASP.

2.1 Licensing, certification, authorization and/or approval obligations (Critical Element-6)

At the center of Bangladesh safety regulations is an authorization regime for safety critical aviation activities which involves the issue, by CAAB, of licences, certificates, approvals and authorizations to industry personnel, air operators, service providers and aerodromes.

These approval processes act as the initial risk control to assure service providers and industry participants that they have achieved the required standards to operate safely within the aviation system.

ICAO Related Annexes	Obligations
Annex 1	Personnel Licences
Annex 6	Air Operator Certificates
Annex 6 & 8	Airworthiness Approvals and Certificates
Annex 11	Air Traffic Services Providers
Annex 14	Aerodromes Certificates

Details on CAAB's regulatory structure including licencing and certification requirements are available at: https://www.caab.gov.bd/Regulator/PEL.

⁶ High risk categories (HRC).

⁷ Hazard identification is bases on a combination of reactive and proactive methods safety data collection.

²¹ THE BANGLADESH AVIATION STATE SAFETY PROGRAMME 2021

2.1.1 Personnel licencing

CAAB is responsible for issuing a range of licences, permits and approvals to allow individuals to conduct certain aviation activities. Individuals are required to adhere to the Bangladesh civil aviation laws when engaging such activities. Certification of training organisations, courses and synthetic training devices (FSTD) that support personnel licencing outcomes are detailed in Section 2.1.2.

Personnel licencing records are retained for a period of 10 years in accordance with the CPD 1-02 (PEL), Issue 2.0, Paragraph 4.1.11.

2.1.2 Certification

CAAB has established a system for the certification of aircraft, aviation equipment, air operators, maintenance organisations and international aerodromes. Certification contributes to the safety of the Bangladesh aviation system and to the global aviation network.

Air operators

Operators that intend to conduct commercial air transport (charter or regular public transport), aerial work or flight training for commercial purposes in Bangladesh are required to possess an appropriate Air Operators' Certificate (AOC).

An AOC permits an operator to conduct and manage aviation activities. Air operators are required to adhere to Bangladesh civil aviation laws when engaging in aviation-related activities within the scope of their certification. Regulatory requirements for this process are at Table 9 in Annex 2.

Maintenance organizations

CAAB issues two types of certification for organizations that maintain aircraft. Aircraft and or aeronautical products for passenger transport operations are required to be maintained by organizations approved under CAAB ANO (Airworthiness) Part 145 – Approved Maintenance Organizations.

Aircraft and/or their aeronautical product maintenance organizations not engaged in passenger transport operations are required to be maintained by an organization with a certificate of approval under ANO (Airworthiness) Part 21 – Airworthiness and environmental requirement for products, Parts and appliances.

Aircraft

Bangladesh has implemented a clear and comprehensive airworthiness system to ensure that aircraft are safe for operations and support the safety of the travelling public. Bangladesh regulatory requirements for aircraft are classified as either certification/airworthiness requirements or aircraft registration requirements as defined in Table 10 in Appendix 2.

Aerodromes

The certification requirements for aerodromes are determined by the nature of flight procedures associated with the specific aerodrome. Aerodrome certification, technical and operational requirements are detailed in CAR'84 Rule 260A (4) (C), Rule 260 B and rule 260C. All aerodromes including not certified aerodromes are subject to formal regulatory oversight to ensure aerodrome operational safety.

Synthetic training devices (Simulators)

The certification requirements for Fight Simulation Training Devices (FSTDs), which are used to train flight crew and gain the necessary experience to meet licencing or rating outcomes. FSTDs certification requirements and procedures are detailed in CAAB ANO (OPS) A-7 (A).

Approved Training Organisations (ATOs)

ATOs and their courses that support licensing outcomes for the personnel graduating in to the aviation industry, are required to be certified by CAAB. Certification requirements are detailed in Table 11 in Appendix 2.

2.1.3 Approval process

CAAB is responsible for issuing certificates, licences, registrations and permits as defined in Chapter 2, Section 3–12 of the CA Act. The issuing of certificates, licences, registrations and permits is conducted in accordance the requirements of the respective legislation.

2.2 Safety management system (SMS) obligations

The purpose of an SMS is to provide service providers with a systematic approach to manage safety. It is designed to continuously improve safety performance through the identification of hazards, the collection and analysis of safety data and safety information, and the continuous assessment of safety risks.

An effective SMS demonstrates to the CAAB, the ability of the concerned service providers to manage safety risks and provides for effective management of safety at the State level.

Bangladesh requires the implementation of a SMS in certain aviation industry sectors based on the risks associated with the particular activities undertaken as detailed in Table 7.

Activity	Regulatory Refer	ence	Notes
Air Transport Operations (air operators: aircraft & helicopter)	CAR 84 Rule 123(24)(I) ANO(AT) A-2	to be replaced with ANO19(SM)	ANO-19 (SM) effective 2022 for all air transport operations.
International General Aviation Operations	CAR 84 Rule 123(3)(4)		This SMS regulations require that some categories of service providers, including international general aviation operators, to implement and maintain an SMS that is consistent with ICAO SMS principles.
Aerodromes ANO (.	CAR 84 Rule 260A (4) (C) AD) A-5 (Aerodrome SMS) ANO (AD)		
Air Traffic Service Provider	CAR 84 Rule 226(4) ANO (SMS) A-1		
Approved Training Organization	CAR 84 Rule 123(4)		
Approved Maintenance Organization	CAR 84 Rule 123(37) ANO (AW) Part-145 145.A.65 (D) Appendix V (SMS)		

Table 7 Bangladesh SMS regulatory requirements

Under the CE-5, the CAAB provides industry with a range of support for SMS implementation and regularly maintains guidance material.

2.2.1 Service providers' safety performance

An important element of an effective safety management oversight system is agreement between the safety regulator and service providers on key performance indicators and expected level of performance to be achieved. In Bangladesh this level of performance is in part judged by how a service provider delivers against its SMS. Oversight of a SMS is included in CAAB audit programme for those operators who are mandated to have one.

2.2.2 Initial acceptance and continuous surveillance of an SMS

As per CAR 84 Rule 123 (3) (4), the SMS must be acceptable to the CAAB and also identifies the types of organizations required to implement an SMS. The SMS of a service provider is under the continuous surveillance of the CAAB to ensure that service providers:

a) have an effective hazard identification and risk management processes;

b) monitor and analyse safety data to identify trends and take appropriate action; when needed;

c) review and monitor safety performance indicators (SPIs), alert levels and target levels, when applicable;d) enable and promote the exchange of safety information within their organization and with other sectors of civil aviation, when needed.

2.2.3 Acceptance of service provider's SPIs and SPTs

SPIs and SPTs proposed by service providers are reviewed and agreed by the CAAB as part of the SMS acceptance and continued surveillance. Some of these SPIs and SPTs are linked to the Bangladesh SPIs and SPTs for measuring and monitoring the ALOSP (refer to section 1.6).

2.3 Accident and incident investigations

AAIC-BD is responsible for the independent investigation of accidents and other safety occurrences involving civil aircraft in Bangladesh, and takes part in the investigation of accidents and other occurrences involving Bangladesh aircraft overseas. In accordance with Annex 13 SARPs. AAIC-BD does not investigate for the purpose of apportioning blame or to provide a means for determining liability.

AAIC-BD prefers to encourage the relevant organization(s) to initiate proactive safety action that addresses safety issues. When safety recommendations are issued by the AAIC-BD, they focus on clearly describing the level of risk associated with a particular safety issue, rather than providing instructions or opinions on a preferred method of corrective action. The investigation reports are made available to the public and provided to ICAO where required.

2.4 Hazard identification and safety risk assessment

Aviation safety systems depend on timely, accurate and informative reports about safety incidents and events, allowing trends to be identified, recurring issues to be resolved and risks within the system to be measured and responded to appropriately.

SSP-CG collect aviation related data. In the interests of aviation safety, data is shared between relevant agencies in line with protocols established under the domestic arrangements shown in Table 5.

Bangladesh identifies hazards to the aviation system through safety reporting, accident investigation, surveillance results, safety studies and risk assessments.

2.4.1 Accident, incident and other safety reporting

Occurrence reports, either mandatory or voluntary, are a primary data source used for aviation hazard identification by the Air Safety Reporting Group (ASRG) in coordination with the SSP-CG.

Mandatory reporting

CAAB, in coordination with AAIC-BD, is primarily responsible for collecting and analyzing operational safety data, and administers the mandatory and voluntary reporting systems established under the CAR 84 Rule 235.

In the mandatory reporting system, the information is used to identify actual or potential safety hazards and safety issues that need to be addressed to improve system safety. In line with Annex 13 to the Chicago Convention, AAIC-BD established under the CA Act Section 9 provides aviation accident and incident data to ICAO through the Accident/ Incident Data Reporting system.

The CAAB introduced its safety occurrence reporting system in 2014. The platform was named as ASRTM, which will be replaced soon by launching a new reporting system. The system is out of service due to new system is under implementation.

Voluntary reporting

Bangladesh has established a voluntary and confidential aviation self-reporting system for aviation that provides protection from administrative action, or from paying an Infringement Notice in certain circumstances. It allows any person who has an aviation safety concern to report it to AAIC-BD or CAAB confidentially through a "Complain Box". The system is established under the CAR 84 Rule 235 (5). Further information on voluntary reporting system is available at: https://caab.portal.gov.bd/Regulator/Regulations/Complain Box.

Bangladesh encourages a positive reporting culture where all industry participants are willing to disclose any incidents that occur and any mistakes they make. CAAB Regulatory Philosophy is consistent with a 'just culture' approach, whereby people who report incidents and mistakes are not normally prosecuted or punished, except in cases where their action was willful, reckless or grossly negligent.

CAAB has also issued a Safety Policy Statement, which reflects an approach informed by 'just culture' principles and is available on the CAAB website.

2.4.2 Other aviation safety reporting and data analysis

The SSP Coordination Group (SSP-CG) gathers aviation safety data in Bangladesh, across multiple sources for a range of purposes, in coordination with Air Safety Reporting Group (ASRG). This group brings together representatives from CAAB, AAIC-BD, CAAB-ATM/Airports, BAF and airlines to participate in a data sharing platform that supports the integration, query and analysis of data over multiple sources of aviation safety data. This group facilitates State level data analysis and reporting in support of SSP governance.

Occurrence Reports

CAAB ATM collects Occurrence Reports regarding airspace and the ATM system maintained by ATS which permit systemic analysis and trend monitoring. CAAB-ATM provides notification of Occurrence Reports to the CAAB-FSR and the AAIC-BD.

CAAB maintains current information for all safety regulation activities that it conducts. This information is subject to trend analysis as required to support CAAB management.

The AAIC-BD in addition to reporting occurrences as required by Annex 13 to ICAO through the ADREP reporting system, also provides safety information to the ARCM for analysis and development of trend indicators for the Asia-Pacific Region.

2.5 Assessment and Management of safety risk

2.5.1 Safety risks assessment

The Bangladesh safety risk assessment process aims at evaluating the tolerability of the identified risks based on their calculated or estimated probability and their severity. A process has been established allowing:

- Risk prioritization;
- M Determination of safety risk probability, safety risk severity and safety risk tolerability; and
- ✓ Determination of the safety risk mitigation strategies and their monitoring.

Bangladesh will establish an aviation hazard register which identifies risks, controls, indicators and actions. This register will be coordinated and maintained by the SSP-WG. Hazards may include information from non-compliances identified by audits/inspections, reported safety events, negative safety trends and results from accident and incident investigations.

The register will monitor a range of indicators to ensure that risks remain within the agreed acceptable tolerances. The register will review risks which exceed tolerances and identify controls and actions for implementation. The intent is for these initiatives to subsequently be placed in the NASP.

2.5.2 Management of safety risks

Bangladesh has established a process for the management of safety risks to ensure safety risks are controlled and an ALoSP is achieved.

The Management of safety risks may lead to:

- a) promulgating additional policies, regulations or directives;
- b) safety promotion activities;
- c) direct intervention with a service provider (i.e. On notice programmes in accordance with safety audit standards or enforcement actions); and
- d) evaluation of each proposed safety risk control.

Once safety risk controls have been selected and implemented, monitoring and validation of each proposed safety risk control is assured as a next step to ensure the intended goals have been achieved.

Maintaining high safety standards will be integral to restoring passenger confidence as civil aviation recovers from the severe operational and financial impacts resulting from the COVID-19 pandemic. In this respect, regulatory alleviation measures, put in place by Bangladesh as part of ICAO's global coordinated response in the first half of 2020, (e.g. in relation to the currency of licencing and medicals) do not continue beyond the period required to support recovery of the industry and do not negatively impact the safety of aviation operating environment of Bangladesh.

2.5.3 Resolution of safety issues (Critical Element 8)

CAAB initiates independent surveillance or investigation activities for potential identified non-compliances related to aviation safety in accordance with its CPD 31 (Resolution of safety concern) before taking any enforcement action. The Enforcement Manual outlines processes for securing compliance with aviation safety regulations. These processes clearly outline the opportunities available to an operator to work with CAAB to rectify the issue.

Safety concerns relating to reported safety events, negative safety trends and safety recommendations stemming from the outcomes of accident and incident reports will be risk assessed by the SSP-WG and entered into the hazard register and NASP as necessary. The SSP-CG monitors safety indicators to ensure the effective implementation of required controls and actions. Where implementation is not seen to be effective, the SSP-CG will review assigned controls, actions and associated data to determine alternative options to resolve the safety concern.

CAAB's Enforcement Manual CPD 31 (RSC) is available at: www.caab.gov.bd/regulator/legislation/guidance material/CPD-31(RSC)

3. COMPONENT 3: STATE SAFETY ASSURANCE

Bangladesh takes a performance-based approach to its safety oversight system, underpinned by a philosophy of mutual responsibility and accountability. Maintaining quality assurance of the aviation safety system is critical. This third component of SSP includes safety oversight, surveillance activities (audits and inspections) of service providers as well as data collection, analysis and exchange, and State's internal review of its regulatory processes.

Bangladesh safety assurance activities, as part of SSP, provide Bangladesh with assurance that its safety processes are functioning effectively and Bangladesh is on target to achieve its safety objectives via the collective efforts of its service providers.

3.1 Surveillance obligations (Critical Element-7)

3.1.1 Compliance Monitoring

CAAB regularly conducts surveillance activities to the aviation industry, including continuous monitoring and assessments of safety- related decisions taken by industry management at all levels:

- to determine their impact on aviation safety;
- to ensure that aviation document holders continue to meet the established requirements;
- to pro-actively ensure compliance within the aviation system.

3.1.2 Risk-Based Surveillance (RBS)

Surveillance programs include plans which detail specific surveillance activities, their timeframe and scope.

To move from the conventional compliance monitoring system to a risk-based surveillance (RBS) system, the CAAB needs to monitor the maturity level of service providers' SMS, and in particular, their management of safety performance.

In the risk-based surveillance (RBS), the timeframe and frequency of surveillance activities are risk based and scalable to the type and size of the operation. Under the RBS approach, inspections as required to assess the risk mitigation and compliance levels of authorization holders.

This process provides feedback to CAAB about risk assessment process and safety risk profile of each sector or individual service provider. Inspectors are to ensure assessments are fair, flexible, valid and reliable. Evidence collected during surveillance activities must be valid, sufficient, authentic and current.

Detailed guidance methodology, procedures and tools related to the preparation, conduct, reporting and follow- up are available to inspectors. The Surveillance Manual can be found at: https://www.caab.gov.bd/Regulator/guidance material/surveillance manual.

Surveillance records are retained for a period of 3 years in accordance with the Rule 260 C sub-rule (13) of CAR'84.

3.2 Bangladesh safety performance

Bangladesh monitors and measures the holistic safety performance of the aviation system through the analysis of safety data and information presented to SSP-CG.

Emerging safety concerns are identified during this analysis and are used to inform decisions regarding controls and their effectiveness. This analysis is used to identify emerging safety concerns and inform decisions on the safety goals, indicators and targets that are developed for inclusion in the NASP to measure overall State safety performance.

In support of Bangladesh safety goals, the NASP defines a series of SEIs and associated actions, designed to improve State safety performance. The SSP-CG is responsible for monitoring and tracking SEIs and actions. Actions may be assigned to a specific SSP working groups listed in Appendix 1 if required, depending on their expertise.

3.2.1 Safety-data-driven targeting

The safety data collected by Bangladesh aviation agencies is regularly reviewed, analyzed and reported for the purpose of identifying trends, emerging safety issues and assisting with addressing existing safety issues.

CAAB

Part of CAAB's core function is the monitoring of safety performance and identification of safety related trends and risk factors, taking into account international safety developments.

AAIC-BD

The AAIC-BD investigates aviation accidents and incidents, and collects safety data through both mandatory and voluntary reporting systems. The AAIC-BD uses this data to determine how prevalent certain types of occurrences are in different types of aviation operations, and to proactively look for emerging safety trends. By monitoring trends, issues of concern can be communicated and action taken to prevent accidents.

Potential issues are then monitored by the AAIC-BD, and shared with industry and other government agencies. Safety actions can then be taken by the most appropriate organisations to prevent these issues resulting in accidents. These trends can also point to the need for the AAIC-BD to target particular types of occurrences for investigation.

3.2.2 Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA)

Bangladesh undertakes a systematic, coordinated national approach to managing our responsibilities under the ICAO Universal Safety Oversight Continuing Monitoring Approach (USOAP CMA). The CAAB is committed to the management of safety oversight.

The CAAB establishes the USOAP CMA Working Group for coordination and working arrangements of the CAAB and AAIC-BD. The USOAP CMA Working Group is a multi-disciplinary team with representatives of all divisions of CAAB with Annex responsibilities. The working group meets regularly to ensure that Bangladesh adheres to ICAO's safety oversight standards.

3.3 State management of change

Bangladesh has developed procedures to support the management of change at a State-level. Implementing a management of change process is important to allow a State to proactively identify the impact of change in its aviation system. Bangladesh plans and executes proposed State-level changes via a structured and defined methodology.

State changes, either planned or unplanned that may impact on Bangladesh's ability to fulfil its regulatory obligations or impact safety management capabilities are managed under the SSP framework. The impact of planned changes on the existing civil aviation system are considered prior to implementation and risks are identified for mitigation. SSP changes that are required to be considered by the SSP-CW. Changes can be classified as: organisational, regulatory or operational and may include:

- reorganisation of State aviation authorities (including downsizing);
- changes in defined SSP processes;
- changes in the regulatory environment, such as changes in existing State safety policies, programmes, and regulations;

- changes in the operational environment, such as introduction of new technologies, infrastructure, equipment and services; and
- rapidly changing industry (expanding, contracting, morphing) and its potential impact on the State oversight and performance monitoring capabilities.

3.3.1 Organizational change

SSP organizational changes are endorsed and oversighted by the SSP-CG via the SSP-WG. Agencies that are directly impacted by the change are encouraged to be actively involved in the planning and implementation of the change. Agencies that are not directly impacted by the change must be informed of the change and associated activities.

3.3.2 Regulatory change

The Bangladesh Government consults relevant government agencies, commercial organizations, industry stakeholders, bodies representing the aviation industry, and the public on all proposed safety regulatory changes. Public consultation typically includes:

- discussion papers during the regulatory development stage;
- draft regulations; and
- summaries of consultation following consideration by the CAAB Legislation Cell, the SSP-CG and the applicable Technical Working Group (TWG).

Public submissions provided within the public consultation period will be considered and any appropriate changes made prior to the proposed rule prior to being submitted to the Chairman CAAB or the responsible Minister for approval.

3.3.3 Operational changes

Operational changes within the SSP environment may necessitate responses from SSP agencies, such as reorganizing an CAAB's structure or improving its capability in order to effectively manage any associated risks.

3.3.4 Other changes

Where changes do not impact other SSP stakeholders or relate to an existing risk control, an SSP agency will freely implement changes within their respective areas of responsibility in accordance established procedures. Where the change impacts policy or procedures documented in the SSP, then the agency making the change should notify the SSP-CG to ensure the change can be appropriately documented. Each agency will ensure that the impact of a planned change on the broader SSP and other SSP agencies is considered through their management of change.

3.4 Continuous improvement

Bangladesh will utilize a Plan/Do/Check/Act cycle to continuously improve the SSP and aviation system through regular reviews of the SSP and implementation of a NASP and an NANP (ATMP). Bangladesh aligns to the triennial global and regional safety planning cycle, where the SSP is subject to a formal review every three years. However, a review of the SSP, NASP and NANP may be triggered by the SSP-CG under the change management methodology when required.

4. COMPONENT 4: STATE SAFETY PROMOTION

The fourth component of SSP is Safety promotion, which is critical in supporting the core operational objectives in Bangladesh SSP. All aviation safety agencies/stakeholders of Bangladesh play a role in aviation safety promotion. Safety promotion in Bangladesh is enhanced through staff training, effective communication and dissemination of safety information throughout all levels of staffs involved in the SSP to ensure an effective State safety culture.

4.1 Internal communication and dissemination of safety information

4.1.1 **Internal Communication**: Safety information collected through the established mandatory and confidential (voluntary) incident and hazard reporting systems will be communicated to the respective CAAB staff responsible for safety oversight of service providers.

4.1.2 **Internal Training**: CAAB offers a range of mandatory and recommended safety awareness training for all relevant staff. SSP and SMS awareness training has been developed and is accompanied by educational and promotional products. Awareness training is communicated through various means such as through training, workshop, email newsletters, fact sheets and internal advertising.

The FSR Division ensures that CAAB staff receive induction, on-going training as well as regular briefings on the CAAB Safety Policy, the CAAB Safety Oversight Policy and Enforcement Policy in order to ensure that all:

- a) understand how the SSP and SMS operate;
- b) understand the SSP and SMS requirements and how to oversee/meet them;
- c) understand the safety policy;
- d) are aware of the role they play in the SSP and the industry SMS;
- e) understand that the aim of the SSP and SMS is to improve safety not to apportion blame;
- f) service providers are able to implement the safety risk management procedures and are able to use the reporting system; and
- g) are able to participate pro-actively in the safety initiatives, committees and forums.

The FSR Division maintains training records by means of the CAAB training records system. Training is provided as follows:

- a) Induction training for all staff;
- b) Initial training for those directly involved with SSP and SMS implementation and management;
- c) Refresher training when new requirements are implemented; and
- d) Management training to ensure managers understand the SSP and SMS, how they impact on them and what is expected from the staff reporting to them.

Additionally, AAIC-BD conducts briefings on the progress of investigations including emerging issues relating to resourcing and scope, stakeholder management and identified or potential safety issues.

4.2 External communication and dissemination of safety information (Critical Element-5)

Formal and informal communication from CAAB and AAIC-BD to the aviation industry is used to convey safety-related information. This communication can be urgent, safety-critical information or safety-related information of a more routine, informative nature. The Bangladesh SSP document and its related State safety policy and enforcement policy are made available to service providers, as appropriate.

The CAAB provides education and awareness training on the SMS concepts and the regulatory requirements for SMS to the Industry. The CAAB will further developed guidance material for explaining acceptable means of compliance in the new SMS requirements. Intensive industry workshops will be conducted as and when required, particularly after amendment of the requirements.

The CAAB website https://www.caab.gov.bd is used to share information about safety and any new requirements or updates regarding the SMS with the industry.

4.2.1 CAAB FSR – Focal Point for aviation safety information

The Member (FSR) of CAAB coordinates the Government engagement with ICAO matters, and provides a focal point from which data and analysis of safety information is disseminated to CAAB aviation safety division. It will provide the electronic hosting point for the SSP and NASP documents in addition to detailing how Bangladesh safety obligations are met.

4.2.2 CAAB – AD/AC safety critical information

CAAB uses a range of safety communication, education and promotion activities aimed at further developing an informed and safety conscious aviation industry and community. As part of the education process, industry participants are made aware that they will not be penalized for submitting a report and that their confidentiality will be protected if so requested.

CAAB communicates time sensitive, safety critical information to the aviation industry through Civil Aviation Directives (ADs) and Advisory Circulars (ACs). In addition to mandatory communication, CAAB provides a range of informative, educational and promotional material to industry and the public, and has an active group of aviation safety advisors available to provide assistance and advice to industry. More information about CAAB safety promotion will be found at: https://www.caab.gov.bd.

4.2.3 AAIC-BD – AIG

The AAIC-BD communicates and disseminates safety information, including information drawn from the results of its investigations and safety research and analysis. The AAIC-BD publishes investigation reports publicly on its website and social media channels, delivering targeted safety messaging to the aviation industry.

The AAIC-BD also collaborates with portfolio agencies CAAB, BAF and BMD to produce and share safety material to improve aviation safety for the travelling public.

4.2.4 CAAB ATM - NOTAM

CAAB's ATM oversees Bangladesh NOTAM notifications which alert pilots to any potential safety hazards along a flight route or in a specified location. NOTAMs are facilitated and published by CAAB but generated by approved data originators (industry participants e.g. Survey Bangladesh). NOTAMs can also advise of changes to aeronautical facilities, services or procedures.

CAAB provides a comprehensive aeronautical information service for Bangladesh aviation community. CAAB publishes a comprehensive range of information products for commercial and private pilots to ensure the safety and efficiency of aviation activities, including:

- static information defined airspace, waypoints and air routes; the location and character of navigation aids, frequencies and obstacles; and the physical characteristics of airports and geography; and
- 🚿 dynamic information weather and other conditions that impact flight planning and operations.

4.2.5 CAAB ATM – SAR

CAAB ATM communicates and disseminates safety information related to SAR, particularly information about the COSPAS-SARSAT satellite distress beacon detection system.

4.2.6 BMD – MET

BMD regularly publishes aviation weather articles related to service changes and hazardous weather in aviation safety magazines. BMD also publishes information related to aviation hazardous weather phenomena, including those specific to a region or a particular airport at: www.bmd.gov.bd

APPENDIX 1 — SSP WORKING GROUPS

Meeting	Frequency	Attendees (Chair)	Role
SSP Implementation Project Team (SSP-IPT)	Quarterly	 D/FSR – SSP (chair) SSP -Project Coordinator CAAB FSR – (all area Heads) CAAB- ATM (ATS, AIS and SAR providers) CAAB-Airports (ED, Directors and Managers) AAIC-BD 	To facilitate the exchange of safety-related data and analyses between agencies/divisions, for the sole purpose of maintaining and improving aviation safety; and to identify joint safety analysis projects that utilise the combined capabilities of agencies to produce outputs of aviation safety benefit.
Universal Safety Oversight Audit Program Continuous Monitoring Approach Working Group (USOAP CMA-WG)	Quarterly	 MFSR/NCMC –SSP (Chair) D/FSR –SSP (Secretary) CAAB FSR – (all area Heads) PEL & Medical Assessor, OPS Head & AOC Cell, AIR, ANS and AGA Heads LEG Head & Legal Cell ORG Head/Deputy NCMC AAIC-BD (AIR Head) 	The USOAP CMA Working Group is a working level multi-disciplinary team with representative of all agencies with ICAO Annex responsibilities. The objective of this WG is to promote civil aviation safety by ensuring Bangladesh adheres to ICAO's safety oversight standards. Coordinates on Bangladesh safety oversight standards under the Chicago convention.
ICAO Coordination Group	Quarterly	 Chairman CAAB (Chair) CAAB Regulator-FSR, CAAB Service Providers ATM/CNS/AIS/SAR/ AVSEC, AAIC-BD, BMD. 	A coordination group serves as an information sharing group and reports on ICAO related matters and coordinate whole government arrangements on aviation matters.
National Aviation Safety Team (NAST)	Once per year	 MFSR/NCMC – (Chair) D/FSR – (Secretary) AAIC-BD CAAB-FSR (Regulator) CAAB Service Providers- ATM/CNS/AIS/SAR/AVSEC, CAAB-Airports (ED, Directors and Managers) Airlines 	To facilitate the exchange of safety-related data and analyses between stakeholders, for the sole purpose of maintaining and improving aviation safety.
National Aviation Safety Plan Working Group (NASP-WG)	Once per year	 Chairman CAAB (Chair) CAAB Regulator-FSR/AVSEC, CAAB Service Providers- ATM/CNS/AIS/SAR, AAIC-BD, BMD. 	Drives improvement on the implementation of SEI of NASP within and across civil and military aviation.
National Civil Aviation Wildlife Hazard/Bird Control Committee	Quarterly	 Airline associations Airport associations CAAB Engineering - Infrastructure CAAB FSR CAAB ATM Airlines AAIC-BD Industry bodies 	The primary aviation wildlife hazard management committee in Bangladesh. The committee fulfils Bangladesh commitment in civil aviation wildlife hazard management and bird Control at national level as recommended by ICAO under the Airport Services Manual (Document 9137). The committee oversees the activities of local Airport Bird Control Committees.

National Runway Safety Team (NRST)	Twice per year	 CAAB – FSR CAAB – ATM and CNS CAAB-Airports (ED, Directors and Managers) BMD –MET Industry Airline associations 	Identifies current and emerging issues relating to runway safety at the national level and implements national initiatives in a targeted, tailored and timely manner to assure the safety of operations. To review and endorse the provision of aviation meteorological service by the Bangladesh Meteorology Department and consider opportunities for service development.
Air Safety Reporting Group (ASRG)	Quarterly	 MFSR- (Chair) AAIC-BD (secretary) CAAB FSR - (all area Heads/Directors) CAAB Service Providers- ATM/CNS/AIS/SAR/AVSEC, BMD 	An information sharing group and reports on ICAO related matters and coordinate whole government arrangements on aviation matters.
Aviation Safety Advisory Group (ASAG)	Once per year	 MFSR/NCMC – (Chair) CAAB –FSR (all area Heads/Directors) Airlines (as required) Industry associations 	ASAG is the primary advisory group through which CAAB directs industry engagement and seeks input on current and future regulatory and associated policy approaches. The ASAG provides the Member and Directors of Aviation Safety (within FSR Division) with informed, objective high-level advice from the aviation community on current, emerging and potential issues that have, or may have, significant implications for aviation safety and the way CAAB-FSR performs its functions.
Other FSR Technical Working Group(s)	As and when required	 CAAB –FSR (incl. Member, all area Heads/Directors/SMEs) Service providers (as required) Airlines (as required) 	Technical Working Group(s) are established by the MFSR for referring specific issues within an industry sector, subject matter or domain for advice. CAAB may also establish a TWG to provide input on specific technical issues and proposals. In these cases, the Chairman CAAB will be requested by MFSR to endorse the TWG so there is transparency in the collaborative work conducted by CAAB and Industry representatives.

APPENDIX 2—LICENSING, CERTIFICATION, AUTHORISATION AND/OR APPROVAL REGULATIONS

Table 8 Personnel licencing requirements

Personnel	Regulation(s)
Flight Crew	CAR 84 Part I, Rule 21, 22, 23, 24, 25 – Flight Crew Licencing
	CAR 84 Part I, Rule 51, 52 – Class 1 Medical Assessment (CPL/MPL/ATPL)
	CAR 84 Part I, Rule 51, 53 – Class 2 Medical Assessment (PPL/FEL/FNL/GPL/FBPL)
Air Traffic Controllers	CAR 84 Part I, Rule 21 subrule 13 – Air Traffic Controller Licensing
	CAR 84 Part I rule 54 – Class 3 Medical Assessment
Aircraft Maintenance Engineers	CAR/ANO(Airworthiness) Part 66 – Aircraft Maintenance Licence
Remote Pilots	ANO(UAS) Part 947 – Unmanned Aircraft

Table 9 Air Operators Certification

Sector		Regulation(s)	
	High-Capacity passenger transport	Large Aeroplanes	ANO(AW) Part M, ANO(AOC)
Commercial Air Transport	Low-Capacity passenger transport	Small Aeroplanes	ANO(AW) Part M, ANO(AOC)
	Charter	Helicopters	CAR 84/ANO6
	Aeroplanes	Dispensing and Aerial Application Operations	CAR 84/ANO6
Aerial Work	Helicopters	External Load Operations Task / Role specific operations	CAR 84/ANO6
	Recreational, Private and Commercial Pilot Training Organisations		ANO OPS A6, A7
Flight Training	Multi-crew training organisations		ANO OPS A6, A7

Table 10 Bangladesh aircraft certification and registration regulations

Туре	Regulation
Certification / Airworthiness	ANO (AW) Part A, Chapter A.1 – Certification and airworthiness requirements for aircraft and parts
	ANO (AW) Part A, Chapter A.1 – Airworthiness standards for sailplanes and powered sailplanes
	ANO (AW) Part A, Chapter A.1 – Airworthiness standards for aeroplanes in the normal, utility, acrobatic or commuter category
	ANO (AW) Part A, Chapter A.1 – Airworthiness standards for aeroplanes in the transport category
	ANO (AW) Part A, Chapter A.1 – Airworthiness standards for rotorcraft in the normal category
	ANO (AW) Part A, Chapter A.1 – Airworthiness standards for rotorcraft in the transport category
	ANO (AW) Part A, Chapter A.1 – Airworthiness standards for manned free balloons
	ANO (AW) Part A, Chapter A.1 – Airworthiness standards for aircraft engines
	ANO (AW) Part A, Chapter A.1– Airworthiness standards for aircraft propellers
	ANO (AW) Part A, Chapter B.9 – Airworthiness Directives ANO (AW) Part 21.A.3B
	CAR 84, ANO (AW) Part-A, Part-E, Part-145, Part-M & Part-21 – Additional airworthiness requirements
Aircraft Registration	CAR 84 – Display of nationality and registration markers and aircraft registration identification plates
	Rule-178, 179, 180, 181
	ANO (AW) Part A, Chapter A.5 – Registration of aircraft and related matters

Table 11 Training Organisation certification/approval

Training Outcome	Regulation
Flight Crew	ANO OPS A.6 – Requirements for Approval of Flight Training School (RAFTS)
	ANO OPS A.6 Appendix (A-F) – Private and commercial pilot flight training.
	CAR 84 Part I, Rule 26 – Airline transport pilot ground training from BATC, approved training course. Flight training conducted in Synthetic Training Devices, subject to approval from CAAB.
	ANO (OPS) A.7 – Requirements for approval of type rating training organization (TRTO)
Air Traffic Controllers/ATSEP/CNS	ANO-AT A.4– Approval of aviation training organizations related to training of persons for operation of airports and aerodromes.
	Note: CATC is the training providers for Air traffic services and Air traffic safety electronic personnel (ATSEP) or Communications, Navigation and Surveillance (CNS).
Aircraft Maintenance Engineers	ANO(AW) Part 147 — Aircraft maintenance training organizations.
Remote Pilots	ANO(UAS) Part 947 – Unmanned aircraft (to be published soon)

Table 12 CAAB's own Service Providers Regulations

Service	Regulatory Reference	Notes
Air Traffic Service	CAR 84 Part XI – Air Traffic Service ANO (ATS) A-1	
Instrument Flight Procedures Design	ANO – Instrument flight procedure design criteria	
Aeronautical Telecommunications and Radionavigation	CAR 84 Part X – Aeronautical telecommunications services and radionavigation service providers ANO (COM) A.1, A.2, A.3, A.4, A.5	
Aerodrome Rescue and Fire Fighting Service	CAR 84 Rule 322 – Aerodrome Rescue and Fire Fighting service ANO (AD) A-1 (Manual of Aerodrome Standards)	Provision for fire- fighting appliances and equipment
Aeronautical Information Service	CAR 84 Part XV, ANO (AIS) A-1 – Aeronautical Information Service	Chairman's Directive (AIS) 1
Search and Rescue Service	CAR 84 Part XII – Search and Rescue Service ANO (SAR) A-1 – Search and Rescue (SAR)	
Aerodromes	CAR 84 Rule 260A (4) (C) ANO (AD) A-1 (Manual of Aerodrome Standards)	

APPENDIX 3— ICAO ANNEX MANAGEMENT RESPONSIBILITIES

The responsible agency for each Annex to the Chicago Convention is shown in Table 13.

Table 13 Allocation of ICAO annexes

ICAO Annex	Responsible Offices
Annex 1 – Personnel Licensing	CAAB – FSR (PEL)
Annex 2 – Rules of the Air	CAAB –FSR (All)
Annex 3 – Meteorological Services	BMD/CAAB – CAAB – FSR (ANS)
Annex 4 – Aeronautical Charts	CAAB –ATM/ CAAB – FSR (ANS)
Annex 5 – Units of Measurement	All
Annex 6 – Operations of Aircraft	CAAB –FSR (OPS)
Annex 7 – Aircraft Nationality & Registration Markings	CAAB –FSR (AIR)
Annex 8 – Airworthiness of Aircraft	CAAB –FSR (AIR)
Annex 9 – Facilitation	CAAB-AVSEC/FSR
Annex 10 – Aeronautical Telecommunications	CAAB – CNS/ATM/ CAAB – FSR (ANS)
Annex 11 – Air Traffic Services	CAAB –ANS/CAAB –ATM
Annex 12 – Search and Rescue	CAAB (ATM)/BAF/BN
Annex 13 – Aircraft Accident & Incident Investigation	AAIC-BD
Annex 14 – Aerodromes	CAAB (Airport Operations)/FSR (AGA)
Annex 15 – Aeronautical Information Services	CAAB –ANS/CAAB –ATM
Annex 16 – Environmental Protection	CAAB –FSR (AIR)
Annex 17 – Security	CAAB –AVSEC
Annex 18 – The Safety Transportation of Dangerous Goods by Air	CAAB –FSR-OPS (DG)
Annex 19 – Safety Management	CAAB –FSR (AII) / AAIC-BD

APPENDIX 4: SSP COORDINATION GROUP (SSP-CG) TERMS OF REFERENCE

The Bangladesh Safety Programme Coordination Group (SSP-CG) is a committee established to coordinate all SSP activities. The group is Chaired by the Member (Flight Standard, Regulations), and comprises representatives from relevant Sectors and Departments. The SSP-CG oversees the development and implementation of the SSP and reviews the level of safety performance and policies and practices related to SSP.

The SSP-CG was established under the instruction of the Chairman CAAB – the SSP-Accountable Executive. The Group has the following roles:

- 1. Supervising the safety management activities and providing necessary guidance to the CAAB front line personnel and the service providers;
- 2. Recommending to Senior Management changes to the Policies, Objectives and Plans and any other means established to implement and maintain effective SSP;
- 3. Reviewing/updating/communicating/monitoring of ALoSP;
- 4. Ensuring that appropriate and up-to-date information is provided to decision-makers and personnel involved in the implementation and maintenance of the SSP;
- 5. Development of the National Aviation Safety Plan;
- 6. Monitoring the effectiveness of corrective actions;
- 7. Monitoring the compatibility between safety performance indicators and safety objectives;
- 8. Management of changes and updating the risk register accordingly;
- 9. Monitoring the development and updating of the risk register and identifying sources of data related to the register;
- 10. Monitoring risk assessments and prioritization;
- Identifying the training needs of the employees of the operational sector to carry out the safety management duties entrusted to them as well as the training needs of stakeholders from the senior management;
- 12. Following up on the audit results of safety management systems of service providers and following up the implementation of risk-based oversight;
- 13. Developing and updating the State Safety Programme (SSP) Document;
- 14. Proposing amendments to laws in the interest of safety management;
- 15. Reviewing and updating of safety management system regulations;
- 16. Identifying and implementing safety promotion programmes and supervise safety information sharing programmes;
- 17. Coordinating with the Aircraft Accident Investigation Committee (AAIC-BD) regarding recommendations, their follow-up, training needs related to safety management and regulations and procedures that require coordination;
- 18. Carrying out any other tasks related to the State Safety Programme; and
- 19. Developing procedures and principles to implement the mentioned tasks.

APPENDIX 5: State safety oversight functions and SSP

The Flight Standard, Regulations and International Affairs (FSR&IA) Division

The FSR&IA division functions under the M/FSR. Its functions, which are set out in the CAAB CPD-33, include the following:

- Management of Flight Operations (OPS); Dangerous Goods (DG) and Cabin Safety (CS) Sections;
- ✓ Conduct of safety oversight, and development and implementation of regulations relating to:
 - operations of Bangladeshi air operators;
 - general aviation aircraft and operations;
 - qualification of flight simulation training devices;
 - carriage of dangerous goods;
 - surveillance of foreign operators;
- M Ensuring compliance with relevant Annexe(s) to the Chicago Convention:
 - Annex 6: Operation of Aircraft (aircraft operations only)
 - Annex 18: Safe Transport of Dangerous Goods (supported by "Aviation Security" Business unit)
 - Annex 19: Safety Management (SMS part)

✓ Support Policy, Regulation and Planning in the implementation and maintenance of SSP:

- Implementation of the SSP and coordination with internal and external stakeholders on relevant SSP activities;
- day-to-day planning and management of the SSP implementation to ensure that the various aspects work together to deliver the State's safety objectives;
- Identification and analysis of safety trends and monitoring of safety indicators;

Airworthiness Engineering Division

Its functions, which are set out in the CAAB CPD-33, include the following:

- ✓ Conduct of safety oversight, and development and implementation of regulations relating to:
 - airworthiness of Bangladesh-registered aircraft
 - maintenance organizations
- Support Policy, Regulation and Planning in the implementation and maintenance of SSP;
- Ensuring compliance with relevant Annexe(s) to the Chicago Convention:
 - Annex 6 Operation of Aircraft (airworthiness only)
 - Annex 7 Aircraft Nationality and Registration Marks
 - Annex 8 Airworthiness of Aircraft
 - Annex 16 Environment Protection
 - Annex 19 Safety Management (SMS part)

Personnel Licensing (PEL), Exam & Training Division

Its functions, which are set out in the CAAB CPD-33, include the following:

- Management of the development of regulations, guidance material and internal procedures; regulation and licensing of flight crew, flight dispatchers, aircraft maintenance engineers and air traffic controllers; and conduct of safety oversight of approved training organizations and flight simulation training devices.
- Development of aeromedical policies and standards relating to medical fitness certification of flight crew and air traffic controllers; implementation of the medical examination and fitness certification system; and the provision of training for and supervision of Designated Medical Examiners (DMEs) appointed by the CAAB and nomination of suitably qualified physicians to be appointed as Medical Assessors to support the fitness certification system.

- Support Policy, Regulation and Planning in the implementation and maintenance of SSP;
- Insuring compliance with relevant Annexes to the Chicago Convention:
 - Annex 1: Personnel Licensing
 - Annex 19: Safety Management (SMS part)

Air Navigation Services (ANS) Inspection Division

Its functions, which are set out in the CAAB CPD-33, include the following:

- Conduct of safety oversight of the CAAB's own air navigation services provider (ATS, PANS-OPS, AIS, Maps and Charts, CNS and SAR) and aeronautical meteorological service provider (BMD), as well as the development and implementation of regulations for the service providers.
- Support Policy, Regulation and Planning in the implementation and maintenance of SSP;
- M Ensuring compliance with relevant Annexes to the Chicago Convention:
 - Annex 2: Rules of Air
 - Annex 3: Meteorological Service for International Air Navigation
 - Annex 4: Aeronautical Charts
 - Annex 5: Units of Measurements to be used in Air and Ground Operations
 - Annex 10: Aeronautical Telecommunications
 - Annex 11: Air Traffic Services
 - Annex 12: Search and Rescue
 - Annex 15: Aeronautical Information Services
 - Annex 19: Safety Management (SMS part)

Aerodrome Standard (AGA) Division

Its functions, which are set out in the CAAB CPD-33, include the following:

- Conduct of safety oversight of the aerodrome operator, as well as the development and implementation of regulations for aerodrome operations; and
- ✓ Support Policy, Regulation and Planning in the implementation and maintenance of SSP;
- Insuring compliance with relevant Annexes to the Chicago Convention:
 - Annex 5: Units of Measurements to be used in Air and Ground Operations
 - Annex 14: Aerodromes
 - Annex 19: Safety Management (SMS part)

The Air Transportation (AT) Division

 ${\mathscr A}$ The AT division functions under the MFSR and provides economic analysis, research and statistics on infrastructure,

- transport and regional development issues to inform Bangladesh Government policy.
- The AT unit holds unique aviation data collections.
- ${}^{\mathscr{A}}$ It's Bilateral Negotiation section deals with air services agreements with other countries.
- More information about AT Regulations and aviation statistics can be found at: www.caab.gov.bd

APPENDIX 6: IMPLEMENTATION OF STATE SAFETY PROGRAMME (SSP)

SAFETY ISSUE

CAO Standards and Recommended Practices (SARPs) in Annex 19 requires the implementation of State Safety Programmes (SSP) and the CAAB has been assigned responsibility for this Annex under primary aviation legislation. An SSP is an integrated set of regulations and activities aimed at improving safety in the State. The incomplete or ineffective implementation of the SSP represents a risk to effective safety management in the State. The State Safety Programme and associated National Aviation Safety Plan (NASP) is subject to continuous improvement and evolution to address emerging risks.

SAFETY OBJECTIVE

To continuously improve the implementation of aviation safety management at State level in Bangladesh.

SAFETY PERFORMANCE INDICATORS (REF NASP FOR DETAILS)

ICAO/National State level performance dashboards.

Gap analysis against SSP standards for Member States. ICAO online self-assessment tools (ie USOAP OLF and iSTARS) - EI% Score, PQ tester results, safety oversight index, State safety briefing.

STAKEHOLDERS/ROLES

Ministry of Civil Aviation and Tourism - aviation policy

Civil Aviation Authority of Bangladesh (CAAB) – implementation of SSP/NASP and identification of State safety objectives in line with GASP safety enhancement initiatives for States

Industry - awareness, consultation and consideration of State safety objectives

BANGLADESH SSP IMPLEMENTATION PLAN

Bangladesh has implemented the main elements of the SSP in the state over the past few years, although with some identified deficiencies still a work in progress.

The management of the SSP Implementation Plan is the responsibility of Director (Flight Standard, Regulations and International Affairs) in the Flight Standard and Regulations Division of the Civil Aviation Authority of Bangladesh (CAAB). The plan consists of a GAP Analysis checklist for each separate domain (operations, airworthiness, ANS, AGA etc) and provides an indication of current status.

This SSP Implementation Plan is a living document that will continue to evolve as the SSP matures in the State. Items identified as fully implemented may also be subject to on-going updates and amendments as the plan develops. Detailed action plans and associated target dates are developed to address the gaps identified in the GAP Analysis to support the activities identified in the Plan.

The CAAB promulgates a summary of the progress of the SSP implementation plan on the ICAO SSP GAP Analysis tool on the ICAO SPACE (iSTARS 2) portal. The associated link (password protected) is https://portal.icao.int/space/Pages/welcome.aspx

Refer to the Bangladesh National Aviation Safety Plan (NASP) for detailed plan of actions for SSP implementation.

APPENDIX 7: IMPACT, RESOURCES AND DELIVERABLES

The SSP, although mostly compliant with the requirements of ICAO, has the following impact on current CAAB deliverables:

- a) There is a need for the establishment of a national database of hazards to enable the collection of national safety information. This database must have reporting, collection, analysis and feedback functionality. The feedback from the analysis of safety information will be used for trend analysis and to assist the technical departments to focus their oversight on the areas of greatest concern.
- b) The CAAB will continue to provide both internal and external training on the SSP and the concepts of safety management as required by ICAO.
- c) New national safety indicators and targets for Bangladesh need to be established in accordance with the safety management approach.

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