



ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

Agenda Item 30: Aviation Safety – Implementation Support

SSP IMPLEMENTATION PROGRAMME IN THE SAM REGION

(Presented by Argentina)

EXECUTIVE SUMMARY

This working paper proposes the development of joint actions among States of the SAM region, to help overcome difficulties encountered in the implementation of State Safety Programmes (SSP). This proposal arises from the experience of the Argentine Republic in implementing its SSP as well as regional initiatives for States to share experience.

Action: The Assembly is invited to:

- a) take note of the information provided in this paper; and
- b) invite States in the different regions to join advisory groups and participate in regional fora to foster SSP implementation, with the support and coordination of the Regional Offices.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives of Safety and Environmental Protection and Sustainable Development of Air Transport.
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<i>Financial implications:</i>	Not applicable.
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1. INTRODUCTION

1.1 In December 2010, the National Civil Aviation Administration of the Argentine Republic (ANAC) took on its commitment to implement the SSP by launching the State Safety Management System.

1.2 Responsibilities under the State Safety Programme (SSP) and the Annexes to the *Convention on International Civil Aviation* are distributed across various sub-ministerial bodies of the State of Argentina. ANAC thus realized that the first step to implementing the programme was to set up a multi-disciplinary, multi-institutional group in order to:

- a) describe the aeronautical system of Argentina's civil aviation sector;
- b) conduct a gap analysis on existing resources and structures against the ICAO recommendations in its Doc 9859 – *Safety Management Manual*; and
- c) propose an SSP Implementation Plan.

(4 pages)

¹ Spanish version provided by Argentina.

1.3 These tasks were carried out from January to March 2011. The Argentine SSP Implementation Plan comprising 27 initiatives was approved by inter-ministerial decree, and activities commenced in April 2011. The Plan was scheduled for completion in July of this year, but in the course of the work, implementation activities inevitably had to be re-scheduled due to unforeseen factors. The process is on-going.

2. DISCUSSION

2.1 The Situation in Argentina

2.1.1 The timely identification of deficiencies led to the division of implementation activities into three phases:

- Phase I – *SSP planning and design*;
- Phase II – *Safety risk management*;
- Phase III – *Safety assurance*.

Details on each of these phases are provided in the Appendix to this working paper.

2.1.2 Two clear conclusions may be drawn from the experience of Argentina:

- 1) certain SSP implementation actions entailed unplanned tasks and new criteria to address circumstances not covered in ICAO guidance documents; and
- 2) it was difficult to clearly convey the idea that the SSP is not an ANAC resource, but a State resource.

2.1.3 As part of the South American Region SSP Implementation Programme led by the South America Regional Office, SSP Coordinators hold an annual meeting to share experiences and gauge progress in the regional implementation of safety management concepts. At the last such event (in Lima, Peru on 11-15 March 2013), a status report was given on execution of the SSP Implementation Plan by the Argentine Republic. All of the project documentation and guidance publications are available on the ANAC public portal www.anac.gov.ar, in the SSP/SMS link.

2.2 The Situation in the SAM Region

2.2.1 The valuable sharing of experience at this event sponsored by the Regional Office showed that some States were much farther along than others. This forum for interaction, therefore, has been found to be very useful to those in charge of SSP implementation.

2.2.2 The SSP Implementation Programme for the South American Region comprises the following activities:

- Annual SSP Coordinator meetings;
- Practical guidance for setting up regional safety teams (RSTs);
- SMS, SSP and ECCAIRS training courses;

- A pilot plan for the incorporation of an SMS in SRVSOP approved maintenance organizations (AMOs);
- Incorporation of SMS requirements into the Latin American Aviation Regulations (LARs);
- Assistance from Transport Canada for safety inspectors in evaluating SMS effectiveness, and;
- A regional database using ECCAIRS for non-Annex 13 occurrences.

3. **PROPOSAL**

3.1 As indicated, the aforementioned meeting revealed varying degrees of SSP implementation among States in the region. This working paper suggests that the same might be true of other regions.

3.2 In view of the many SSP implementation initiatives in the SAM region promoted by the Regional Office as part of the programme described in paragraph 2.5 above, and because the regional bodies can drive progress toward safety objectives, it is important to consider the synergies that can be achieved among States in the region.

3.3 Therefore, the State of Argentina proposes that those States that have made significant advances in the implementation of their SSPs be agents for change, transferring the experience gained to other States in the region by:

- a) using regional fora to share experience, and;
- b) creating advisory groups to provide support for States in need of guidance.

3.4 The advisory groups would carry out the following tasks:

- a) use personal experience to help avoid specific problems encountered when putting ICAO guiding theories into practice;
- b) analyse the specific cases of States requiring assistance and find the right implementation solutions; and
- c) work with existing regional mechanisms to achieve the safety objectives.

3.5 Finally, the Regional Offices should promote and organize the meetings and coordinate the advisory groups. They should set priorities for executing the support tasks that States may need depending on their level of SSP implementation and difficulties encountered, and on the availability of advisory group members.

APPENDIX

PHASES OF SSP IMPLEMENTATION IN THE ARGENTINE REPUBLIC

Phase I – *SSP planning and design*

This phase included preparatory activities such as publication of the *Safety Management Policy* of the State of Argentina, adaptation of the specific regulatory frameworks for the SSP and SMS, drafting of support material, and most particularly, the pre-draft *Law on Safety Management* to officialise the SSP and provide a framework to protect sources of information on safety. The law is currently pending action by departments of the executive branch.

Phase II – *Safety risk management*

This phase focused on the development and implementation of a modern safety reporting programme. The National Programme for the Reporting of Safety Deficiencies and Events (PNSO) launched in March 2012 has become the cornerstone of the SSP. The data obtained through the programme have been analysed and compiled in reports issued every three to four months and in the 2012 Annual Report. The information in those documents is being used by ANAC units to identify critical areas.

Phase III – *Safety assurance*

This phase is underway. It is expected that, by the end of this year, Argentina will be in a position to develop an initial set of safety performance targets and metrics for its SSP, on the basis of the data collected through the PNSO and the information generated by that data.

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