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**Agenda Item 6: NAM/CAR Regional Safety/Air Navigation/Aviation Security/Facilitation  
Implementation Matters  
6.2 Safety Implementation Matters**

**NICARAGUAN SSP IMPLEMENTATION**

(Presented by Nicaragua)

<b>EXECUTIVE SUMMARY</b>	
With this Informative Paper (IP), the State of Nicaragua shares the current experience in the SSP implementation and its relation with service providers through the implementation of SMS.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• GASP</li><li>• Annex 19</li><li>• Law N° 595; Civil Aeronautics Law.</li><li>• Doc 9859</li></ul>

**1. Introduction**

*“Commitment”.*

1.1. Nicaragua in ICAO standards adoption, has always bets on the key bases of any aviation system, which correspond to personnel training, aeronautical legislation as a legal framework and mainly the commitment of the State to implement the standards and recommendations in order to set acceptable levels of safety.

1.2. In addition to the standards implementation of previous 18 Annexes, the State of Nicaragua initially prepared personnel training that would be responsible for administering the SSP and guide the acceptance and monitoring of the SMS, being the INAC General Directorate (AAC of Nicaragua) accountable executive of the entire program, demonstrating the commitment with the adoption of Annex 19 for the benefits that would bring to safety.

## **2. Development**

### *"SSP Adoption to the Aviation System"*

2.1. While it is true the SSP implementation requires certain investments (like any other standard implementation), such as personnel training, servers for databases, among others, the key to the progress in Nicaragua has been based on management, whose process we describe below:

2.1.1. The State of Nicaragua through Art. 8 of Law 595 adopts the ICAO standards, the INAC was designated as the organization in charge of administering the SSP and its General Directorate as Accountable Executive of the SSP, with all the necessary empowerment to guarantee the correct functioning.

2.1.2. A team has been formed to coordinate the SSP, composed of all specialties related to safety and accident investigation, to develop the corresponding processes and procedures of the SSP, including formulation of the implementation plan. This team manages the necessary coordination that must exist between the SSP and all the corresponding areas that perform safety oversight.

### *"Experience with the Service Provider"*

2.2. Based on safety promotion (Training and communication) with the aim of raising awareness in INAC and service providers about the significance that SSP and the SMS will bring for safety, INAC has worked on a strategy that guarantees a closer approach between the authority and the SMS, generating a confidence climate for the later stages where the culture of voluntary reporting will be necessary for the safety data analysis.

2.3. Part of the strategy for the implementation of SMS in the State of Nicaragua, is based on the fact that INAC guides and works hand in hand with service providers to support them to implement each phase of their SMS. It is contemplated, that procedures, documentation and experience of a service provider, will serve to support another service providers with a lower level of implementation.

## **3. Results.**

### *"Strengthening of critical elements"*

3.1. The State of Nicaragua has been implementing SSP, around the compliance of critical elements and the auditable areas.

3.2. Notice that SSP implementation, according to the aforementioned, uses the same methodology that until now has been used in the implementation of all ICAO standards, which includes personnel training, inter-organizational management and nowadays its Implementation is more viable thanks to the experience of different countries.

3.3. Currently, States make the necessary improvements to the aviation system through reactive methods, with the analysis of events that have already taken place, the strength of the SSP for our states, will be in detecting hazards in our aviation system through the analysis of safety data, which will guarantee a proactive approach, will comply with the objectives of the ICAO Global Aviation Safety Plan and will bring us to have better safety levels.

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