Tenth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/10)
Fort-de-France, Martinique, France, 21 to 23 June 2022

Agenda Item 5:   NAM/CAR Regional Safety/Air Navigation Implementation
5.2   Safety Implementation Matters

IMPLEMENTATION OF THE REGIONAL COLLABORATIVE GROUP ON STATE SAFETY MANAGEMENT OF COCESNA MEMBER STATES

(Presented by Belize, Costa Rica, El Salvador, Guatemala,
Honduras and Nicaragua, COCESNA Member States)

EXECUTIVE SUMMARY	
This working paper is presented to expose the legal and procedural support for the implementation of mechanisms to establish and implement the Regional Collaborative Group on State Safety Management (GCCA - GESO) at the Central American level to avoid duplication of efforts and harmonize in safety matters.	
Action:	Under paragraph 5
Strategic Objectives:	• Safety
References:	• *Global Aviation Safety Plan (*GASP) • Annex 19 – *Safety Management* • Doc. 9859 – *Safety Management Manual* 4ed. • Regulations for the functioning of the "Collaborative Group on State Safety Management".

1.   Introduction

1.1   The Safety Management System (SMS) is the standard for the effective management of civil aviation safety worldwide. The International Civil Aviation Organization (ICAO) requires an SMS for safety risk management in aircraft operation, approved maintenance organizations, air traffic services, certified aerodromes, flight training as well as aircraft design and production. In addition, ICAO requires Contracting States to establish a State Safety Programme (SSP) to achieve an acceptable level of safety performance in their civil aviation systems.

1.2   Furthermore, as part of the objectives set out in the *Global Aviation Safety Plan* (GASP) 2020-2022, ICAO promotes the implementation of a State safety oversight system that includes a risk-based approach to safety management and a coordinated collaborative approach between States, regions and the aviation industry.

1.3   In this sense, it is beneficial for Civil Aviation Authorities in the Central American Region to find common points among their requirements from the SSPs for the implementation and surveillance of SMS in those organizations as required in Annex 19 - "Safety Management", as well as implementation and collaboration activities on common issues of interest in the field of safety.

2.   Background and challenges

2.1   Attempts have been made in Central America to establish a regional group to address tasks related to the implementation and surveillance of SMS. States, in compliance with ICAO provisions, monitor the application of the standards they have established or operating regulations in relation to SMS.

2.2   Each State in the region, individually and in compliance with ICAO requirements regarding Critical Element 7, conducts independent surveillance at least once a year at COCESNA facilities, specifically at CENAMER as service provider. Consequently, since there are six States, they generate six (6) inspection reports to the supplier to comply with the same standard.

2.3   These genuine and necessary surveillance practices, mentioned in the previous paragraph, generate an increase in effort, inefficiencies and risk to safety, which is also an economic challenge for the States and COCESNA.

3.   Development

3.1   Under the vision of the 2020-2022 edition of the GASP aimed to achieve and maintain the targeted safety goal of zero fatal accidents in commercial operations by 2030 and beyond the overall targeted safety goal, it is supported by six objectives, which are:

Objective 1:   Achieve a continuous reduction of safety risks.
Objective 2:   Strengthen the capacity of States in the area of safety oversight.
Objective 3:   Implement effective State safety programmes.
Objective 4:   Increase collaboration at the regional level.
Objective 5:   Enhance the use of industry programmes.
Objective 6:   Ensure the availability of adequate infrastructure so that operations may be developed under safe conditions.

3.2		In light of the above, the SSP coordinators of the Central American Region, with the support of COCESNA/ACSA, created the Regional Collaborative Group on State Safety Management (GCCA - GESO) under the framework of the GASP 2020-2022 initiatives. This group has been promoted by the SSP and COCESNA/ACSA coordinators at the COCESNA Technical Committee to establish, with terms of reference and SSP working groups, the purposes, objectives and goals of safety at the regional level.

3.3		The benefit of collaboration, the exchange of lessons learned and best practices through the establishment of the GCCA - GESO, will avoid duplication of efforts by Civil Aviation Authorities in Central America, as well as more effective sharing of safety information and improved oversight of multinational organizations. The regional industry will also benefit from the harmonization of SMS requirements among regulators, as many maintain multiple certificates in different States. In addition, sharing methods and tools will help to develop effective and efficient safety management systems.

3.4		The GCCA - GESO employs basic principles of safety management, and seeks to strengthen the implementation of the region's SSP by refocusing on regional management in order to avoid duplication of efforts as well as increase efficiency in handling and reducing operational risks in Central America.

3.5		The GCCA - GESO is intended and aimed to:

	a.	Promote safety culture;
	b.	Promote collaboration, teamwork, and mutual learning in operational safety management;
	c.	Protect safety data and information;
	d.	Promote the sharing and exchange of safety information;
	e.	Take regional decisions based on safety data;
	f.	Encourage regional prioritization based on risk;
	g.	Proactively identify and mitigate hazards and/or safety issues as they may arise at the regional level.

3.6		The GCCA - GESO under the benefit and use of technology through COCESNA/ACSA, employs the CGE Risk Management Solutions BowTieXP software, this software tool makes it possible to easily create diagrams that identify the possible sources of risks and their corresponding consequences. This technique makes it possible to propose barriers that constitute the source for recommendations and decision making, being a unique software in its ability to visualize complex risks in an understandable way. Its bow-tie shape clearly differentiates between the proactive and reactive side of risk management.

3.7		GCCA – GESO regular activities:

	•	Workshops.
	•	Monthly work sessions.
	•	Receive advice and support from SENASA and EASA specialists.

4.   Conclusions

4.1   Through the implementation of GCCA - GESO, the Central American States will be able to:

- •   Establish safety indicators at the Central American level.
- •   Identify safety deficiencies in Central America.
- •   Monitor safety hazards affecting our countries and the region.
- •   Share information with ICAO, other regional groups such as RASG-PA and other regions.
- •   Exchange GCCA - GESO experiences acquired.

5.   Suggested action:

5.1   The Meeting is invited to take note of the information on the implementation, functioning, progress and fostering of the GCCA - GESO.

5.2   The Meeting is invited to build on the experience of Central American States and promote the creation of regional SSP collaborative groups aimed at proactively improving and collecting safety deficiencies. These groups will strengthen and enhance the SSPs in order to avoid duplication of efforts, improve management efficiency and reduce safety risks within the same region

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