



Agenda Item 4: Review of the level of safety oversight achieved in the SAM Region

b) Status of implementation of State Safety Programmes (SSPs) and Safety Management Systems (SMS) in the States of the Region

STATUS OF IMPLEMENTATION OF THE SSPs AND SMSs IN THE SAM REGION

(Presented by the Secretariat)

SUMMARY	
<p>This working paper presents the status of implementation of SSPs and SMSs in the SAM States, together with the results of the Seminar/Workshop on the State Safety Programme (SSP) and the Safety Management System (SMS), held in Lima, Peru, on 11-15 July 2011, which addressed the current situation, the problems in the implementation of the SSPs and SMSs in the Region, the mitigation measures taken by the States, and the development of a strategic plan for SMS/SSP implementation.</p>	
References: <ul style="list-style-type: none">• Report of the Seminar/Workshop on the State Safety Programme (SSP) and the Safety Management System (SMS) (Lima, Peru, 11-15 July 2011);• Safety Management Manual (Doc 9859);• Safety Oversight Manual (Doc 9734); and• Safety Oversight Audit Manual (Doc 9735).	
ICAO strategic objectives:	<i>A – Safety C – Environmental protection and sustainable development of air transport</i>

1. Introduction

1.1 The South American Region has made important improvements in its air accident rate. These improvements are apparent when analysing the last ten years; however, when analysing the last five years, an oscillating behaviour is observed in the accident rate. Therefore, it cannot be asserted yet that there is a sustained tendency towards safety improvement. This could be compounded by the high growth rates in air transport volumes.

1.2 Within the framework of the prescriptive approach based on regulatory compliance, SAM States continue making significant progress. Within the framework of the risk management approach (safety management systems – SSP and SMS), these new concepts need to be further promoted in order to see their benefits.

1.3 In this respect, the ICAO South American Regional Office deemed it advisable to identify the main problems that were hindering SPP implementation in the States of the Region. To that end, it scheduled a first Seminar/Workshop on the State Safety Programme (SSP) and the Safety Management System (SMS), Lima, Peru, 11-15 July 2011.

1.4 This seminar/workshop also generated a valuable exchange of experiences among the States and helped the Secretariat to prepare a strategic plan and a guide for the implementation and harmonisation of the SSPs and SMSs in the different States. This plan includes an annual cycle of seminars/workshops that would last two or three years until an effective implementation of the SSP in the States.

2. Discussion

2.1 The Seminar/Workshop included presentations by ICAO facilitators and presented the results of the last survey conducted in the States on SMS and SSP implementation. The States presented the progress achieved and the problems identified. Through the exchange of experiences, it was possible to determine the level of SSP implementation in the States.

2.2 Although significant progress was observed, the common denominator was that most States had designated the parties responsible for SSP implementation on an *ad-hoc* basis. The Secretariat considered that the designation of human resources exclusively for SSP implementation was required for an effective SSP implementation. The amount of personnel required must be commensurate to the amount of aeronautical activity in the State, as described in Doc 9859.

2.3 However, and taking into account the limitations described in the previous paragraph, most States have made significant progress in SSP planning and the dissemination of the concept at industry level, but have not achieved an effective implementation of the SSP.

2.4 Of the States attending the Seminar/Workshop, only one State of the Region has an approved SSP. The SSP is a valuable management and decision-making tool that allows the civil aviation authority of the State to identify and focus its resources on the areas that require more attention within the civil aviation organisations of the State, for the benefit of air safety. However, the value of this tool is not yet clear for the Region. SSP implementation in the Region is still at the theoretical level.

2.5 Another area of concern is the protection of the sources of information, a key element for improving the efficacy of an SSP or SMS. The Seminar/Workshop noted that legislative changes for the protection of information sources are still at an infant stage.

3. Recommendations of the SSP/SMS Seminar/Workshop

3.1 The following recommendations emanating from the Seminar/Workshop are submitted to the consideration of the Meeting:

- a) For an effective implementation that will benefit safety, human and material resources must be assigned to the SSP.
- b) Use the results of the SSP analysis to define risk mitigation policies.
- c) Avoid designating SSP coordinators on an *ad-hoc* basis.

- d) Support the participation of those in charge of SSP programmes in the States in the cycle of SSP seminars/workshops to be scheduled by the Regional Office (the next seminar/workshop to be held in July 2012).
- e) That each State prepare an Annual Safety Report covering at least the following aspects:
 - A short and concise report,
 - An executive report with the results of information analyses,
 - Reactive information analysis,
 - Proactive information analysis, and
 - Predictive information analysis.
- f) These reports should be submitted at the second SSP/SMS seminar/workshop scheduled for November 2012.

4. **Suggested action**

4.1 The Meeting is invited to:

- a) take note of the information provided in this working paper concerning the results of the SSP/SMS Seminar/Workshop; and
- b) endorse the recommendations proposed at the SMS/SSP workshop, which appear in Item 3 of this working paper, with a view to a successful implementation of the State Safety Programme (SSP).