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ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 30: Other issues to be considered by the Technical Commission

**STATE SAFETY PROGRAMME IMPLEMENTATION WITH LIMITATIONS
OF RESOURCES IN THE STATE OF NICARAGUA**

(Presented by Nicaragua)

EXECUTIVE SUMMARY

This working paper demonstrates the experience of the State of Nicaragua in the implementation of the State safety programme (SSP), considering the limited resources and its subsequent need to draw up strategies for its implementation, which may be useful to other States with similar aviation systems and scarce resources.

<i>Strategic Objectives:</i>	This working paper relates to the Strategic Objective on Safety.
<i>Financial implications:</i>	For States: Personnel training costs and meetings for experience sharing. Acquisition of equipment for databases.
<i>References:</i>	Annex 19 — <i>Safety Management</i> Doc 10004, <i>Global Aviation Safety Plan (GASP)</i> Doc 9859, <i>Safety Management Manual</i> Law 595 (Civil Aeronautic General Law of Nicaragua) SSP Implementation Plan for the State of Nicaragua

¹ English and Spanish versions provided by Nicaragua.

1. INTRODUCTION

1.1 The implementation of State safety programmes (SSP) in many cases requires the provision of considerable resources, so it may function properly, often depending on the complexity of the aviation system.

1.2 Annex 19 — *Safety Management*, comprises the eight critical elements of the safety oversight system with the SSP elements to form a single aviation system. As a result of this integration, the need to carry out a replanning of how the SSP was being implemented, its relationship with the operation of the critical elements, and the requirements for the implementation of the safety management system (SMS) under an integration strategy was detected.

2. DEVELOPMENT

Commitment, Planning and Resources

2.1 To ensure progress in Nicaragua's implementation model, the Civil Aviation Authority (CAA) made a commitment to create an implementation team and a specific department to understand and implement the State Safety Programme. One of the key challenges at this stage was analysing how CAAs and service providers functioned in their relation to critical elements.

2.2 As a result of this commitment, the implementation team was created, assigning a specialist from each auditable area to execute the implementation and integration activities of the system, which are coordinated by the Safety Department and led by the responsible executive, achieving that through safety training and dissemination in terms of safety to cover all CAA areas. Similarly, the awareness of senior management allowed the allocation of resources to start the integration of new SSP processes with the critical elements considering attendance at meetings to exchange experiences with other States and support from ICAO's North American, Central American and Caribbean Office (NACC).

2.3 Once the awareness of the implementation team has been brought to the entire organization, including the accountable executive and service providers, one of the main keys is strengthening each element oriented towards process management that allows performing a mature measurement on how the activities are carried out and improve the system. This change is being achieved through the participation of all involved, awakening the interest and commitment to obtain support in the drafting and implementation of subprojects within the SSP implementation plan, which is controlled within the institution in meetings of technical directors.

2.4 Similarly, it has been necessary to introduce project management to update the SSP planning with its planning, development and control guidelines for the implementation of the SSP required by Annex 19.

2.5 The foregoing has led to the understanding that one of the main challenges is still to strengthen the training programmes of the Nicaraguan Institute of Civil Aeronautics (INAC) for the inclusion of new SSP processes, which entail the management of statistics, databases, project management, audits of management systems, research methodology. The planning itself and resources require the gradual execution of this training.

2.6 Regarding the industry, the number of air operators, air traffic service providers, maintenance organizations and aerodrome operators is such that it has been considered a strength that allows continuous retransmission of safety components and elements implementation, thus fulfilling the objective of accompanying the SMS implementation processes.

2.7 The training includes involving service providers through constant meetings and presentations to prepare them in the safety strategy, the new way of working implied by the new SSP processes, and the SMS operation.

Towards a positive safety culture

2.8 These small steps, without the need of many resources, have been effective and are currently guaranteeing that the people involved in the national aviation system will gradually accept the changes to be implemented to achieve a positive safety culture that guarantees a sustainable increase in acceptable safety performance indicators that paves the way towards a more predictive and less reactive system through a safety culture.

2.9 The CAA of Nicaragua, as the coordinator of the SSP implementation, fully relies that the way for the promotion of safety culture is through actions that guarantee the industry that its constant contribution to the feeding of safety databases and analysis systems have as main and only objective to improve the safety levels of the State of Nicaragua.

2.10 It has also been considered that as SMS and SSP obtain certain degree of maturity, they are also encouraged to share operational safety data between each other and with organisations such as the Central American Aviation Safety Agency (ACSA) from the Central American Corporation for Air Navigation Services (COCESNA) to obtain guidance in priority areas when defining safety performance indicators.

2.11 A challenge that has been classified as sensitive is increasing the number of voluntary reports and records within the safety data collection and analysis systems (SDCPS), which is why the Nicaraguan CAA has decided to advocate its efforts in two ways. First, to strengthen the promotion and training component for the promotion of a reporting culture, and the second to collect all the historical data from each auditable area and the process to monitor them, so the actions taken are based on a quantity of data that allows generating the most appropriate safety recommendations.

3. CONCLUSION

3.1 The State of Nicaragua, considering that it has limited resources, has achieved an effective level of implementation of the ICAO Standards, being currently within the group of Level 1 States.

3.2 The CAA and its commitment have played a key role in giving the necessary priority for the creation of an implementation team and a specific department to carry out the State Operational Safety Programme.

3.3 The constant interaction with service providers and air operators has raised the level of awareness that has allowed us to strengthen the SDCPS to record historical data and identify the high impact indicators that will generate the most appropriate safety recommendations.

3.4 The State of Nicaragua, with its modest experience, wishes to share with all the States that, for the SSP implementation, there is no small or large State as we all must comply with the same Standards. This requires the ability to design an SSP that fits our own characteristics with the resources we have available.

4. **PROPOSED ACTIONS**

4.1 The Assembly is invited to:

- a) support the sharing of experience among States that have limited resources to design and implement their SSP;
- b) support the development of guidance material for SMS implementation in small operators, considering their potential contribution to voluntary reporting mechanisms; and
- c) promote the ICAO Safety Management Implementation website to obtain ideas for strategies to promote a positive safety culture.

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