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COMMITTEE B

- Agenda Item 6: Organizational Safety Issues**
Agenda Item 6.2: Implementation of safety management
6.2.1: State safety programmes (SSPs)

CROSS-AGENCY SAFETY MANAGEMENT IMPLEMENTATION: THE BRAZILIAN EXPERIENCE

(Presented by Brazil)

EXECUTIVE SUMMARY

The implementation of the Standards and Recommended Practices (SARPs) organized by Annex 19 — *Safety Management* is a complex task, especially in a country of continental size such as Brazil and with the presence of different aviation authorities responsible for regulating the aviation market. This paper presents the cross-agency actions taken in Brazil to implement and continuously improve effectiveness of its safety management functions.

1. INTRODUCTION

1.1 The implementation of safety management principles as a more effective means of addressing safety concerns from a regulatory perspective has been a strategic priority of the Brazilian aviation system for over ten years. In a country with continental dimensions of over 8.5 million km², 22 million km² of airspace under its responsibility, 1 million commercial flights conducted yearly, 14 945 registered operating aircraft, and 1 911 private and 588 public airports, State effectiveness is directly connected with the capability of assessing these concerns in an integrated manner. This information paper presents the initiatives put in place by Brazilian aviation authorities to implement safety management in a coordinated and effective manner.

2. DISCUSSION

2.1 The first consolidated Brazilian State safety programme (SSP) document was jointly approved in January 2009 by the Director-President of the National Civil Aviation Agency (ANAC) and the Commander of the Brazilian Air Force (COMAer). Within the Brazilian Government, both the Department of Airspace Control (DECEA) and the Aeronautical Accidents Investigation and Prevention Center (CENIPA) are under the COMAer structure.

2.2 ANAC is responsible for the civil aviation regulation and the safety oversight related to ICAO Universal Safety Oversight Audit Programme (USOAP) protocols, as follows: personnel licensing and training (PEL) (part of Annex 1 — *Personnel Licensing*); aircraft operations (OPS) (Annex 6 — *Operation of Aircraft*, Annex 7 — *Aircraft Nationality and Registration Marks* and Annex 18 — *The Safe Transport of Dangerous Goods by Air*); airworthiness of aircraft (AIR) (Annex 8 — *Airworthiness of Aircraft* and Annex 16 — *Environmental Protection*); and aerodromes and ground aids (AGA) (Annex 14 — *Aerodromes*). COMAer is a military organization responsible for regulation and surveillance related to the other protocol: PEL (part of Annex 1 related to air navigation personnel); air navigation services (ANS) (Annex 2 — *Rules of the Air*, Annex 3 — *Meteorological Service for International Air Navigation*, Annex 4 — *Aeronautical Charts*, Annex 10 — *Aeronautical Telecommunications*, Annex 11 — *Air Traffic Services*, Annex 12 — *Search and Rescue* and Annex 15 — *Aeronautical Information Services*); and aircraft accident and incident investigation (AIG) (Annex 13 — *Aircraft Accident and Incident Investigation*).

2.3 The aforementioned SSP document was named Safety Programme for Brazilian Civil Aviation – PSO-BR, and defined additional responsibilities regarding safety management functions within the State, including oversight of service provider’s safety management systems (SMS), to ANAC and DECEA within their specific areas.

2.4 Starting with this framework, both authorities ANAC and DECEA structured their implementation mechanisms and have established detailed plans to address problems specific to their areas of expertise. As a result, both ANAC and COMAer established their structures to implement procedures.

2.5 Although good implementation progress was achieved by both authorities, the need for a more integrated approach to safety management was identified through the State’s continuous improvement mechanisms. A new, cross-agency effort started in 2017 and resulted in the review of the Brazilian SSP document, alongside with the establishment of some work programs. Additional collaborative efforts to address specific issues were put in place to further develop data exchange mechanisms, the definition of State-wide objectives, targets, safety indicators and the acceptable level of safety performance (ALoSP), and the establishment of a permanent high-level safety coordination committee.

2.6 The authorities are also actively engaged in the Brazilian government-industry collaborative initiatives for the exchange of safety data and the voluntary implementation of safety enhancement by the involved stakeholders.

2.7 Finally, a yearly international conference named “Safety Management Summit” was created to address the needs and concerns of aviation stakeholders in Brazil as well as the Pan American Region. Under the spirit of increased cooperation and partnership of the institutions responsible for the safety management processes within Brazil, in 2017 the preparation efforts were shared by ANAC, the civil aviation agency, and DECEA, the air navigation systems regulatory agency and service provider. CENIPA, the accident investigation authority has also contributed to the event, by giving lectures regarding the investigation process, alongside with other States, international organizations, and industry partners. In 2018, the event will be held in Brasilia from 6 to 7 December.

3. CONCLUSION

3.1 The conference is invited to take note of the cross-agency actions taken in Brazil to implement and continuously improve effectiveness of its safety management functions.