



大会 — 第 39 届会议

技术委员会

议程项目33: 航空安全和空中航行监测和分析

整合国家安全监督系统和现有的国家安全方案  
框架背景下的国家安全方案规划

(由委内瑞拉玻利瓦尔共和国提交)

执行摘要

本工作文件探讨了附件19 — 《安全管理》第1次修订的通过对各国的国家安全方案规划造成的影响。

行动: 请大会:

- a) 注意到和考虑本工作文件提出的意见; 和
- b) 敦促国际民航组织考虑附件19第1次修订将对各国的国家安全方案规划造成的影响, 同时推动各地区内的所有国家采取举措, 联合各方制定一个关于全球性/地区性可接受安全水平的通用参考框架, 以便各国按照这一框架调整其国家安全方案, 从而确立、衡量和监测各国的绩效。

战略目标:	本工作文件涉及安全这一战略目标。
财务影响:	无财务影响
参考文件:	《2014-2016全球航空安全计划》(GASP; Doc 10004号文件) 附件19 — 《安全管理》 AN 8/3.1-16/16号国家级信件 《安全管理手册》(SMM) (Doc 9859号文件)

<sup>1</sup> 西班牙文版由委内瑞拉玻利瓦尔共和国提供。

## 1. 引言

1.1 日期为2016年4月4日的AN 8/3.1-16/16号国家级信件指出通过对附件19的第1次修订，此次修订对有关国家安全方案（SSP）的规定进行了更新，将其与国家安全监督（SSO）系统的关键要素（CEs）整合在一起。

1.2 此次修订是基于第二次高级别安全会议（HLSC 2015）所建议的举措拟定的，并且与《全球航空安全计划》的目标相一致。

1.3 国家安全监督和国家方案的实施要求业界和国家的持续参与，并且旨在从基于遵守规章的强制性做法向基于绩效的做法过渡。委内瑞拉的经验以及从其他国家观察到的经验显示，各国在实施国家安全方案的进展上并不均一。

## 2. 讨论

2.1 实施国家安全方案符合各国的利益。国际民航组织与行业的所有参与者一起在《安全管理手册》（SMM）（Doc 9859号文件）中添加了相关规定，以便指导各国利用第4章附录7中的国家安全方案差距分析检查单和实施计划等辅助工具分阶段渐进地实施国家安全方案。

2.2 2014年11月公布了新的安全管理审计访谈问题。这些问题将从2016年1月1日起适用于有效实施率（EI）超过60%的国家。

2.3 为了重新审视国家安全方案的实施以及对新的访谈问题进行的分析所涉及的初步规划，编制了一份差距分析问题和访谈问题之间的对照表，本工作文件的附件B列出了该对照表。

2.4 根据AN 8/3.1-16/16号国家级信件，于2014年11月首次公布的普遍安全监督审计计划（USOAP）安全管理访谈问题（PQs）预计将在2017年7月发布《安全管理手册》（SMM）（Doc 9859号文件）第4版之后在2017年年内进行更新。

2.5 根据此次修订，附件19原先载列的各项原则并无大的变化，而只是从结构上进行了调整（见本工作文件的附件A）。

## 3. 结论

3.1 国际民航组织必须考虑到此次修订对我国这种正在实施国家安全方案的国家的的影响。对于有效实施率超过60%的国家尤其如此，因为我们要考虑到，将国家安全监督（SSO）系统和国家安全方案框架的要素整合在一起预计将会为已经制定和颁布国家安全方案的国家带来额外的成本，其中大部分为行政/财务成本，并且这些国家可能还要对其法律文件做出适当的调整。如果有多个航空当局参与了安全管理活动，预计将产生比此更高的费用。

3.2 但是，根据附件19第1次修订的规定，如果要完全满足国家安全方案方面的要求，强制性的做法将要求普遍安全监督审计计划持续监测做法之下的所有访谈问题达到100%的有效实施率，因为国家

安全监督的8项关键要素与现有的国家安全方案框架将构成国家安全方案的组成部分。如果我们从绩效的角度评估国家安全方案，各国应着眼于确保其国家安全方案确立并维持与其本地区相一致的最适当的可接受安全绩效水平。

3.3 为按照此次修订开展国家安全方案规划，将对国家安全方案差距分析的范围进行扩展，使用《安全管理手册》（SMM）（Doc 9859号文件）第4章附录7中列出的问题以及所有审计访谈问题。

#### 4. 建议

4.1 请大会注意到并考虑本工作文件中关于各国的国家安全方案规划将受到何种影响的意见。

4.2 我们建议国际民航组织和行业内的各组织继续开展工作，实现《全球航空安全计划》的目标，以持续提升安全，推进各国从强制性的安全评估过渡至安全绩效评估。

4.3 我们建议各地区内的所有国家采取举措，联合各方制定一个关于全球性/地区性可接受安全水平的通用参考框架，以便各国按照这一框架调整其国家安全方案，从而可以通过一组通用的国家安全绩效指标，如特定的严重后果事件、通过安全监督职能落实标准和建议措施的程度（有效实施率）、信息的提供等，确立、衡量和监测各国的绩效。

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**APPENDIX A**  
**RESTRUCTURING OF SSP COMPONENTS AND ELEMENTS**

<b>SSP Components and Elements</b>		
<b>Components</b>	<b>Elements</b>	
	<b>Annex 19, Chapter 3 Appendix 1 and Attachment A</b>	<b>Amendment 1 to Annex 19 Chapter 3 and Appendix 1</b>
State safety policy, objectives, and resources	1) State safety legislative framework 2) State safety responsibilities 3) Accident and incident investigation 4) Enforcement policy	1) Primary aviation legislation (CE-1) 2) Specific operating regulations (CE-2) 3) State system and functions (CE-3) 4) Qualified technical personnel (CE-4) 5) Technical guidance, tools and provision of safety-critical information (CE-5)
State safety risk management	5) Safety requirements for the service provider's SMS 6) Agreement on the service provider's safety performance	6) Licensing, certification, authorization and/or approval obligations (CE-6) 7) Safety management system obligations 8) Accident and incident investigation 9) Hazard identification and safety risk assessment 10) Management of safety risks (which includes resolution of safety issues [CE-8])
State safety assurance	7) Safety oversight 8) Safety data collection, analysis and exchange 9) Safety-data-driven targeting of oversight of areas of greater concern or need	11) Surveillance obligations (CE-7) 12) State safety performance
State safety promotion	10) Internal training, communication and dissemination of safety information 11) External training, communication and dissemination of safety information	13) Internal communication and dissemination of safety information 14) External communication and dissemination of safety information
	APPENDIX 1. State Safety Oversight System (SSOS)	APPENDIX 1. State Safety Oversight (SSO) System Critical Elements (CEs)
	ATTACHMENT A. Framework for a State Safety Programme (SSP)	

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**APPENDIX B**  
**TABLE OF CROSS-REFERENCES BETWEEN APPENDIX 7 TO CHAPTER 4 (GAP ANALYSIS CHECKLIST) OF DOC 9859 AND NEW/MODIFIED AUDIT PQS**

SSP Component		USOAP Audit Protocol Questions (PQs) with Reference to Doc 9859
Element	Gap Analysis Questions	
1.1	1.1.1	(CE 1) PQ 1.001 Has the State promulgated primary aviation legislation (including civil aviation acts, laws, decrees, resolutions, etc.) to enable it to address its obligations as a signatory to the Chicago Convention? <b>The PQ does not include a reference to Doc 9859</b>
	1.1.2	(CE 2) PQ 1009 Has the State developed means for the amendment of its specific regulations taking into consideration ICAO provisions and their amendments? <b>The PQ does not include a reference to Doc 9859</b>
1.2	1.2.1	(CE 3) PQ 2301 Has the State identified the placeholder organization as well as the accountable executive for the administration and coordination of the implementation and operation of the SSP? (CE 1) PQ 1016 Does the accountable executive of the State SSP have the necessary authorities and accountabilities/responsibilities required for the administration and coordination of the implementation and operation of the SSP? (CE 3) PQ 2303 Does the SSP accountable executive coordinate, as appropriate, the SSP activities of the different State regulatory and administrative organizations?
	1.2.2	<b>There is no PQ related to 4.2.1, Element 1.2; 4.4.3 b)</b>
	1.2.3	<b>There is no PQ related to 4.2.1, Element 1.2; 4.4.3</b>
	1.2.4	<b>There is no PQ related to 4.3; 4.4.3 d)</b>
	1.2.5	(CE 3) PQ 2052 Do the current funding mechanisms ensure the provision of the necessary resources for the implementation and maintenance of the SSP?
	1.2.6	<b>There is no PQ related to 4.4.3 a)</b>
	1.2.7	(CE 3) PQ 2309 Has the State defined the specific activities and responsibilities related to the management of safety that each aviation regulatory organization under the SSP is accountable for?
	1.2.8	(CE 3) PQ 2305 Does the State have a mechanism or platform for the coordination of SSP implementation and continuous monitoring activities involving relevant State regulatory and administrative organizations?
	1.2.9	(CE 3) PQ 2303 Does the SSP accountable executive coordinate, as appropriate, the SSP activities of the different State regulatory and administrative organizations?
	1.2.10	(CE 2) PQ 2310 Has the State established a State safety policy and objectives within its SSP framework?
	1.2.11	(CE 2) PQ 2310 Has the State established a State safety policy and objectives within its SSP framework?
	1.2.12	(CE 2) PQ 2313 Does the State have a periodic internal review mechanism for assurance of continuous conformance and improvement of its SSP?
	1.2.13	(CE 2) PQ2311 Has the State established a State safety policy and objectives within its SSP framework?
	1.2.14	(CE 1) PQ1020 Has the State SSP document that describes the SSP framework components and elements been completed and approved by the SSP accountable executive?

	1.2.15	(CE 1) PQ 1020 Has the State SSP document that describes the SSP framework components and elements been completed and approved by the SSP accountable executive? (CE 2) PQ 1022 Has the SSP document been communicated or made accessible to all stakeholders? (CE 5) PQ 2307 Has the State established an SSP documentation system which includes a top-level SSP document that defines and describes the SSP, together with other records, forms and SOPs associated with the implementation and operation of the SSP?
	1.2.16	(CE 5) PQ 2307 Has the State established an SSP documentation system which includes a top-level SSP document that defines and describes the SSP, together with other records, forms and SOPs associated with the implementation and operation of the SSP?
	1.2.17	(CE 3) 2313 Does the State have a periodic internal review mechanism for assurance of continuous conformance and improvement of its SSP?
1.3	1.3.1	(CE 1) 6005 Does the legislation provide for the independence of the investigation process and of the authority in charge of conducting aircraft accident and serious incident investigations?
	1.3.2	(CE 1) 6005 Does the legislation provide for the independence of the investigation process and of the authority in charge of conducting aircraft accident and serious incident investigations?
1.4	1.4.1	(CE 5) PQ 1056 Has the State addressed safety management requirements in its established enforcement policy and associated procedures?
	1.4.2	(CE 1) 1051 Does the primary aviation legislation provide for the enforcement of applicable legislation and regulations? <b>The PQ does not include a reference to Doc 9859</b>
	1.4.3	(CE 5) PQ 1056 1056 Has the State addressed safety management requirements in its established enforcement policy and associated procedures?
	1.4.4	(CE 5) PQ 1056 Has the State addressed safety management requirements in the established enforcement policy and related procedures?
	1.4.5	(CE 5) PQ 1056 Has the State addressed safety management requirements in the established enforcement policy and related procedures?
	1.4.6	(CE 5) PQ 1056 Has the State addressed safety management requirements in its established enforcement policy and associated procedures?
2.1	2.1.1	(CE 2) PQ3901 Has the State promulgated regulations to require approved training organizations that are exposed to safety risks related to aircraft operations during the provision of their services to implement an SMS and the SMS be made acceptable to the State(s) responsible for the organization's approval?  (CE 2) PQ4501 Has the State promulgated regulations to require operators of aeroplanes or helicopters authorized to conduct international commercial air transport to implement an SMS and that the SMS be made acceptable to the State of the Operator?
	2.1.2	(CE 2) PQ 3903 Has the State established and implemented a mechanism to periodically review SMS requirements to ensure that they remain relevant and appropriate to the approved training organizations? (CE 2) PQ4503 Has the State established and implemented a mechanism to periodically review SMS requirements to ensure they remain relevant and appropriate to the applicable air operators? (CE 2) PQ 5381 Has the State established and implemented a mechanism for the periodic review of the SMS requirements to ensure they remain relevant and appropriate to the AMOs? (CE 2) PQ 7191 Has the State established and implemented a mechanism for the periodic review of the SMS requirements to ensure they remain relevant and appropriate to the ATS providers? (CE 2) PQ8501 Has the State established and implemented a mechanism for the periodic review of the SMS requirements to ensure they remain relevant and appropriate to the operators of certified aerodromes?
2.2	2.2.1	(CE 6) PQ3933 Has the State agreed with individual approved training organizations' on their respective safety performance indicators (SPIs), alert levels and target levels? (CE 6) PQ5385 Has the State agreed with individual AMOs on their respective safety performance indicators (SPIs), alert levels and target levels? (CE 6) PQ 7195 Has the State agreed with individual ATS providers on their respective safety performance indicators (SPIs), alert levels and target levels? (CE 7) PQ8509 Has the State agreed with individual operators of certified aerodromes on their respective safety performance indicators (SPIs), alert levels and target levels? (CE 5) PQ4509 Has the State established procedures for acceptance and monitoring of the applicable air operators' safety performance indicators (SPIs) and their respective alert and target levels? (CE 5) PQ5384 Has the State established procedures for acceptance and monitoring of the AMOs'

	<p>safety performance indicators and their respective alert and target levels?</p> <p>(CE 5) PQ7194 Has the State established procedures for acceptance and monitoring of ATS providers' safety performance indicators (SPI) and their respective alert and target levels?</p> <p>(CE 5) PQ 8507 Has the State established procedures for acceptance and monitoring of the safety performance indicators and the respective alert and target levels of the operators of certified aerodromes?</p>
2.2.2	<p>(CE 6) PQ3933 Has the State agreed with individual approved training organizations' on their respective safety performance indicators (SPIs), alert levels and target levels?</p> <p>1) Verify the safety indicators, targets and alerts are:</p> <ul style="list-style-type: none"> <li>a) a combination of high and lower- consequence SPIs, as appropriate;</li> <li>b) pertinent to the training organization's aviation activities;</li> <li>c) consistent with other approved training organizations of the same category; and</li> <li>d) congruent with the State's SSP aggregate safety indicators for the category.</li> </ul> <p>2) Verify that the agreed SPIs are commensurate with the scope and complexity of the training organization's specific operational context.</p>
2.2.3	<p>(CE 7) PQ 3768 Does the State, as part of its surveillance programme, periodically assess approved training organizations' SMS, including its hazard identification and safety risk management processes as well as its safety performance indicators (SPIs) and their relevant alert and target levels?</p> <p>(CE 7) PQ3935 Does the State periodically review the agreed safety performance indicators (SPIs) to ensure that they remain relevant and appropriate to the approved training organization?</p> <p>(CE 7) PQ 4511 Does the State periodically review the agreed safety performance indicators (SPIs) to ensure they remain relevant and appropriate to the air operator?</p> <p>(CE 7) PQ 5386 Does the State periodically review the agreed safety performance indicators (SPIs) to ensure they remain relevant and appropriate to the AMO?</p> <p>(CE 7) 7196 Does the State periodically review the agreed safety performance indicators (SPIs) to ensure they remain relevant and appropriate to the ATS provider?</p> <p>(CE 7) PQ8511 Does the State periodically review the agreed safety performance indicators (SPIs) to ensure that they remain relevant and appropriate to the operator of a certified aerodrome?</p>
3.1	<p>3.1.1</p> <p>(CE 3) 2009 Does the primary aviation legislation in the State provide a legal basis for the establishment of the civil aviation safety oversight system in the State?</p> <p>(CE 3) 2010 Has an organizational structure been established at the State level depicting the civil aviation safety oversight entities in the State and their reporting lines?</p> <p>(CE 3) 2011 Are the functions and responsibilities of each entity within the civil aviation safety oversight system clearly defined?</p> <p><b>The PQs do not include references to Doc 9859</b></p>
	<p>3.1.2</p> <p>(CE 2) PQ 3901 Has the State promulgated regulations to require approved training organizations that are exposed to safety risks related to aircraft operations during the provision of their services to implement an SMS and the SMS be made acceptable to the State(s) responsible for the organization's approval?</p> <p>(CE 5) PQ 3907 Has the State established a process for the initial review and acceptance of the approved training organizations' SMS?</p> <p>(CE 5) PQ 4507 Has the State established a process for the initial review and acceptance of air operators' SMS?</p> <p>(CE 5) PQ 5383 Has the State established a process for the initial review and acceptance of AMOs' SMS?</p> <p>(CE 5) PQ 7193 Has the State established a process for the initial review and acceptance of ATS providers' SMS?</p> <p>(CE 5) PQ 8505 Has the State established a process for the initial review and acceptance of the SMS of operators of certified aerodromes?</p>

<p>3.1.3</p>	<p>(CE 5) PQ 3931 Has the State established procedures for acceptance and monitoring of its approved training organizations' safety performance indicators and their respective alert and target levels?        (CE 5) PQ4509 Has the State established procedures for acceptance and monitoring of the applicable air operators' safety performance indicators (SPIs) and their respective alert and target levels?        (CE 5) PQ5384 Has the State established procedures for acceptance and monitoring of the AMOs' safety performance indicators and their respective alert and target levels?        (CE 5) PQ7194 Has the State established procedures for acceptance and monitoring of ATS providers' safety performance indicators (SPI) and their respective alert and target levels?        (CE 5) PQ 8507 Has the State established procedures for acceptance and monitoring of the safety performance indicators and the respective alert and target levels of the operators of certified aerodromes?</p>
<p>3.1.4</p>	<p>(CE 7) PQ 3768 Does the State, as part of its surveillance programme, periodically assess approved training organizations' SMS, including its hazard identification and safety risk management processes as well as its safety performance indicators (SPIs) and their relevant alert and target levels?        (CE 7) PQ 4513 Does the State, as part of its surveillance programme, periodically assess air operators' SMS, including their hazard identification and safety risk management processes and safety performance indicators (SPIs) as well as their relevant alert and target levels?        (CE 7) PQ5387 Does the State, as part of its surveillance programme, periodically assess AMOs' SMS, including its hazard identification and safety risk management processes and its safety performance indicators (SPIs) and their relevant alert and target levels?        (CE 7) PQ8513 Does the State, as part of its surveillance programme, periodically assess the SMS of operators of certified aerodromes, including its hazard identification and safety risk management processes and its safety performance indicators (SPIs) and their relevant alert and target levels?</p>
<p>3.1.5</p>	<p>(CE 7) PQ 3768 Does the State, as part of its surveillance programme, periodically assess approved training organizations' SMS, including its hazard identification and safety risk management processes as well as its safety performance indicators (SPIs) and their relevant alert and target levels?        (CE 7) PQ 4513 Does the State, as part of its surveillance programme, periodically assess air operators' SMS, including their hazard identification and safety risk management processes and safety performance indicators (SPIs) as well as their relevant alert and target levels?        (CE 7) PQ5387 Does the State, as part of its surveillance programme, periodically assess AMOs' SMS, including its hazard identification and safety risk management processes and its safety performance indicators (SPIs) and their relevant alert and target levels?        (CE 7) PQ8513 Does the State, as part of its surveillance programme, periodically assess the SMS of operators of certified aerodromes, including its hazard identification and safety risk management processes and its safety performance indicators (SPIs) and their relevant alert and target levels?</p>

	3.1.6	<p>(CE 7) PQ 3768 Does the State, as part of its surveillance programme, periodically assess approved training organizations' SMS, including its hazard identification and safety risk management processes as well as its safety performance indicators (SPIs) and their relevant alert and target levels?</p> <p>(CE 7) PQ3935 Does the State periodically review the agreed safety performance indicators (SPIs) to ensure that they remain relevant and appropriate to the approved training organization?</p> <p>(CE 7) PQ 4511 Does the State periodically review the agreed safety performance indicators (SPIs) to ensure they remain relevant and appropriate to the air operator?</p> <p>(CE 7) PQ 5386 Does the State periodically review the agreed safety performance indicators (SPIs) to ensure they remain relevant and appropriate to the AMO?</p> <p>(CE 7) PQ7196 Does the State periodically review the agreed safety performance indicators (SPIs) to ensure they remain relevant and appropriate to the ATS provider?</p> <p>(CE 7) PQ8511 Does the State periodically review the agreed safety performance indicators (SPIs) to ensure that they remain relevant and appropriate to the operator of a certified aerodrome?</p>
	3.1.7	(CE 3) 2313 Does the State have a periodic internal review mechanism for assurance of continuous conformance and improvement of its SSP?
3.2	3.2.1	(CE 8) 6506 Has the State established and maintained a safety database to store data on hazards and safety risks and to facilitate the effective analysis of information on actual or potential safety deficiencies obtained, including that from its incident reporting systems, to determine any actions required for the enhancement of safety?
	3.2.2	Procedures for data exchange between the aviation authority and the investigation authority
	3.2.3	<p>(CE 8) PQ 6506 Has the State established and maintained a <b>safety database</b> to store data on hazards and safety risks and to facilitate the effective analysis of information on actual or potential safety deficiencies obtained, including that from its <b>incident reporting systems</b>, to determine any actions required for the enhancement of safety?</p> <p>(CE 8) PQ6513 Has the State established mechanisms to exchange and share safety information amongst the State's regulatory and administrative organizations and service providers, as well as with other States and industry organizations as appropriate?</p>
	3.2.4	(CE 2) PQ 2315 Has the State established an acceptable level of safety performance (ALoSP) as defined by selected safety indicators with corresponding target and alert levels?
	3.2.5	(CE 2) PQ 2315 Has the State established an acceptable level of safety performance (ALoSP) as defined by selected safety indicators with corresponding target and alert levels?
	3.2.6	(CE 2) PQ 2317 Does the State have a mechanism for periodic monitoring of the SSP safety indicators to assure that corrective or follow-up actions are taken for any undesirable trends, alert level breaches or non-achievement of improvement targets?
3.3	3.3.1	<p>(CE 5) PQ3937, PQ4455, PQ7075, PQ8417 Has the State developed procedures to prioritize inspections, audits and surveys towards those areas of greater safety concern or need?</p> <p>(CE 5) PQ5455 Has the State developed procedures to prioritize inspections, audits and surveys of AOC holders and AMOs towards those areas of greater safety concern or need?</p> <p>(CE 7) PQ3939, PQ4457, PQ 7077, PQ8419 Is the prioritization of inspections and audits based on the analysis of safety risks or quality data?</p> <p>(CE 7) PQ5457 Is the prioritization of inspections and audits of AOC holders and AMOs based on the analysis of safety risks or quality data?</p>
	3.3.2	<p>(CE 5) PQ3937, PQ4455, PQ7075, PQ8417 Has the State developed procedures to prioritize inspections, audits and surveys towards those areas of greater safety concern or need?</p> <p>(CE 5) PQ5455 Has the State developed procedures to prioritize inspections, audits and surveys of AOC holders and AMOs towards those areas of greater safety concern or need?</p> <p>(CE 7) PQ3939, PQ4457, PQ 7077, PQ8419 Is the prioritization of inspections and audits based on</p>

		the analysis of safety risks or quality data? (CE 7) PQ5457 Is the prioritization of inspections and audits of AOC holders and AMOs based on the analysis of safety risks or quality data?
4.1	4.1.1	(CE 4) PQ 2107 Does the State ensure that personnel involved in SSP implementation and its operation have undergone appropriate SSP training or familiarization? See PEL 3.116; OPS 4.052; AIR 5048; AIR 5486; AIG 6124; ANS 7066; and AGA 8052
	4.1.2	(CE 4) PQ 2107 Does the State ensure that personnel involved in SSP implementation and its operation have undergone appropriate SSP training or familiarization? (CE 4) PQ3116 Have the personnel licensing staff who are involved in SSP implementation and its operation completed appropriate SSP and SMS training, as applicable? (CE 4) PQ 4052 Have the personnel of the aircraft operations organization who are involved in SSP implementation and its operation completed appropriate SSP and SMS training, as applicable? (CE 4) PQ 5048 Have the personnel of the AID who are involved in SSP implementation and its operation completed appropriate SSP and SMS training, as applicable? (CE 4) PQ 6124 Have the personnel of the investigation authority who are involved in SSP implementation and its operation completed appropriate SSP and SMS training, as applicable? (CE 4) PQ7066 Have the ATS inspectorate staff who are involved in SSP implementation and its operation completed appropriate SSP and SMS training, as applicable? (CE 4) PQ8052 Have the personnel of the aerodrome regulatory authority who are involved in SSP implementation and its operation completed appropriate SSP and SMS training, as applicable?
	4.1.3	(CE 5) PQ 2319 Has the State developed a means to communicate safety-related information, including the State SSP documentation and safety/enforcement policies and procedures, to State regulatory and administrative organizations involved in the SSP?
	4.1.4	(CE 8) 6513 Has the State established mechanisms to exchange and share safety information amongst the State's regulatory and administrative organizations and service providers, as well as with other States and industry organizations as appropriate?
4.2	4.2.1	(CE 5) PQ 2321 Does the State communicate and disseminate safety information with and among its service providers? (CE 5) PQ 3905 Has the State developed guidance material on the implementation of SMS for its approved training organizations? (CE 5) PQ 4505 Has the State developed guidance material on the implementation of SMS for its air operators? (CE 5) PQ5382 Has the State developed guidance material on the implementation of SMS for its AMOs? (CE 5) PQ7192 Has the State developed guidance material on the implementation of SMS for its ATS providers? (CE 5) PQ8503 Has the State developed guidance material on the implementation of SMS for its operators of certified aerodromes?
	4.2.2	(CE 5) PQ 2321 Does the State communicate and disseminate safety information with and among its service providers?
	4.2.3	(CE 5) PQ 2321 Does the State communicate and disseminate safety information with and among its service providers?
	4.2.4	(CE 5) PQ 2321 Does the State communicate and disseminate safety information with and among its service providers?