WORKING PAPER

ASSEMBLY — 41ST SESSION

TECHNICAL COMMISSION

Agenda Item 32: Aviation Safety and Air Navigation Regional Implementation Coordination Mechanisms

IMPLEMENTATION OF THE REGIONAL COLLABORATIVE GROUP ON THE SAFETY MANAGEMENT SYSTEM (SMS) OF THE COCESNA MEMBER STATES

(Presented by the Member States of the Central American Corporation for Air Navigation Services (COCESNA)[2])

EXECUTIVE SUMMARY
The formation and establishment of the Regional Collaborative Group on the Safety Management System (GCCA - GESO), in pursuance of the initiatives of the GASP 2020-2022, was promoted by the State Safety Programme (SSP) coordinators of the Central American States and COCESNA, with the aim of fostering the purposes, objectives and goals of safety at the regional level.

Action: The Assembly is invited to:
a) take note of the information on the implementation, functioning, progress and promotion of the Regional Collaborative Group on the Safety Management System; and
b) take into account the experience of the Central American States and promote the creation of regional SSP collaborative groups aimed at remediating and documenting safety deficiencies in a proactive manner, with the aim of strengthening and nurturing the SSPs, avoiding duplication of effort, achieving greater efficiency in management, and reducing safety risks within the region by processing data in an integrated manner.

Strategic Objectives:	This working paper relates to the Strategic Objective of Safety
Financial implications:	None
References:	Doc 10004, *2020-2022 Global Aviation Safety Plan (*GASP*)* Annex *19 – Safety Management* Doc 9859, *Safety Management Manual (SMM)* Fourth edition Reglamento para el funcionamiento del Grupo Colaborativo de la Gestión Estatal de la Seguridad Operacional (Rules of Procedure of the Collaborative Group on the Safety Management System)

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[1] Spanish version provided by COCESNA.

[2] Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua.

1.   **INTRODUCTION**

1.1   The Safety Management System (SMS) is the standard for effective safety management in civil aviation worldwide. The International Civil Aviation Organization (ICAO) requires an SMS for safety risk management in aircraft operation, approved maintenance organizations, air traffic services, certificated aerodromes, flight training and 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 involving States, regions and the aviation industry.

1.3   In this regard, it is beneficial for Civil Aviation Authorities in the Central American region to find commonalities between these requirements from the SSPs for the implementation and oversight of SMS in those organizations as required in Annex 19 – *Safety Management*, as well as implementation and collaboration activities on issues of common interest in the field of safety.

2.   **ANALYSIS**

2.1   Under the vision of the 2020–2022 edition of the Global Aviation Safety Plan (GASP), which is to achieve and maintain the aspirational safety goal of zero fatal accidents in commercial operations by 2030 and beyond the global aspirational safety goal, which is supported by six objectives, namely:

a)   Goal 1: Achieve continuous reduction of safety risks;

b)   Goal 2: Strengthen the capacity of States in the area of safety oversight;

c)   Goal 3: Implement effective State safety programmes;

d)   Goal 4: Increase collaboration at the regional level;

e)   Goal 5: Expand the use of industry programmes; and

f)   Goal 6: Ensure the availability of adequate infrastructure for safe operations

2.2   Accordingly, the coordinators of the SSP offices in the Central American region, with the support of COCESNA/ACSA, have formed the Regional Collaborative Group for State Safety Management under the initiatives of the GASP 2020–2022. This group has been promoted by the SSP coordinators and COCESNA/ACSA before the COCESNA Technical Committee to establish terms of reference and SSP working groups at the regional level to address the purposes, objectives and goals of safety in the region.

2.3   The benefit of comprehensive collaboration, and sharing of lessons learned and best practices through the formation of regional SSP groups, is that it avoids duplication of effort by Civil Aviation Authorities and promotes more effective sharing of safety information and improved oversight by multinational organizations. The regional industry also benefits from the harmonization of SMS

requirements among regulators, as many have multiple certificates in different States, and the sharing of methods and tools helps to develop effective and efficient safety management systems.

2.4   In particular, the Regional SSP Group established in the Region strengthens the implementation of the region's SSPs by rethinking an approach towards integrated regional management, seeking to avoid duplication of effort and greater efficiency in managing and reducing operational risks in Central America.

2.5   The terms of reference established and approved at the regional level applicable to the Regional Collaborative Group on State Safety Management include:

   a)   promoting the culture of operational safety;

   b)   promoting collaboration, teamwork and mutual learning in operational safety management;

   c)   protecting safety data and information;

   d)   promoting the sharing and exchange of safety information;

   e)   making regional decisions based on safety data;

   f)   encouraging regional prioritization based on risk; and

   g)   proactively identifying and mitigating emerging regional hazards and/or safety issues.

3.   **CONCLUSION**

3.1   With the implementation of the Regional Collaborative Group on State Safety Management, the Central American States are working to:

   a)   establish operational security indicators at the Central American level;

   b)   identify safety deficiencies in Central America;

   c)   monitor safety hazards affecting the industry;

   d)   share information with ICAO, other regional groups such as the Regional Aviation Safety Group – Pan America RASG-PA and other regions; and

   e)   exchange experiences gained at the regional level.

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