



# **State Safety Program - SSP**

## **Brazilian Implementation experience**

**Lima, Peru – 11 to 15 July 2011**

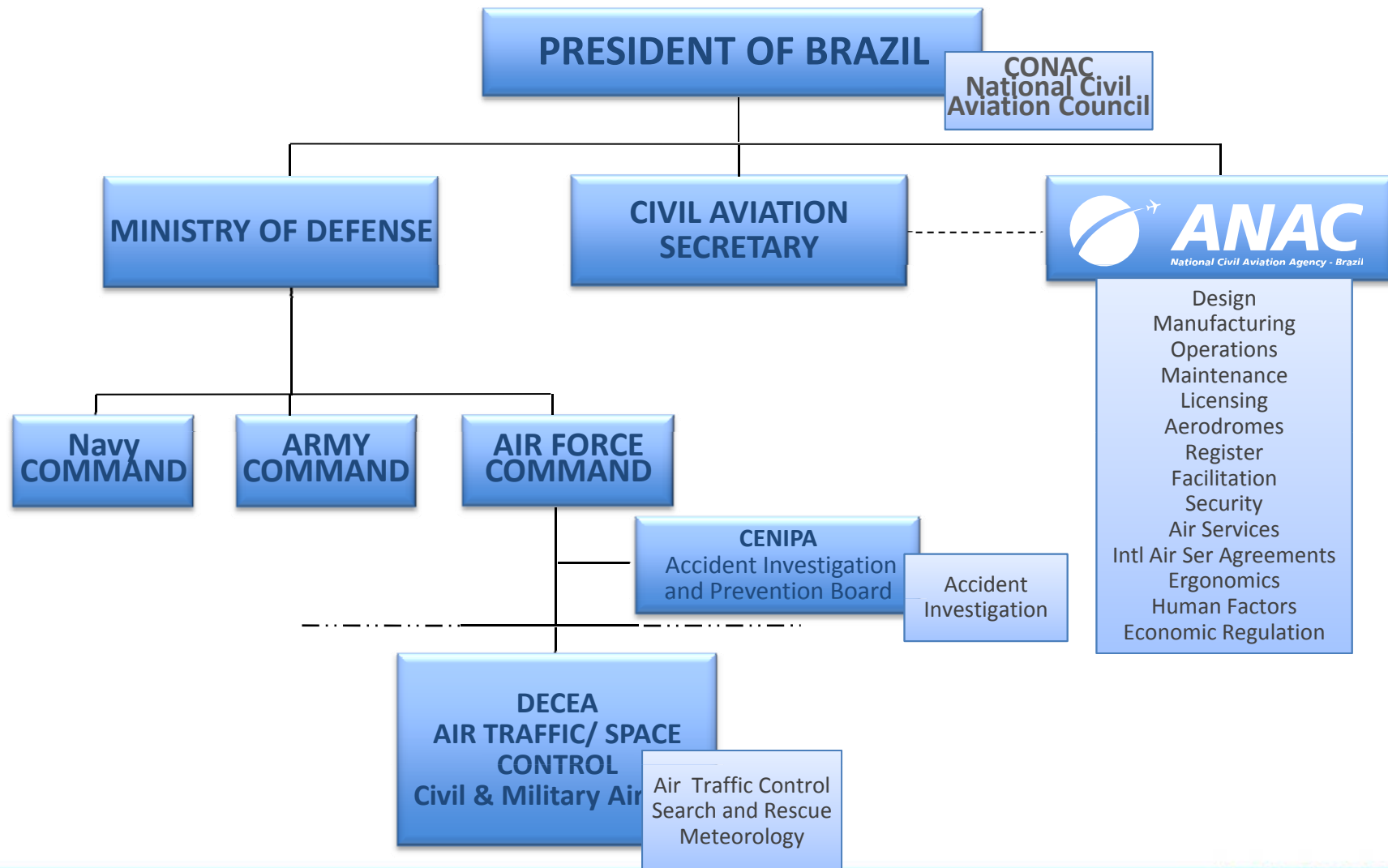


## Summary

- ✓ Civil Aviation Brazil
- ✓ Brazilian SSP
- ✓ SSP – Specific for ANAC
- ✓ SSP/SMS – Implementation Status



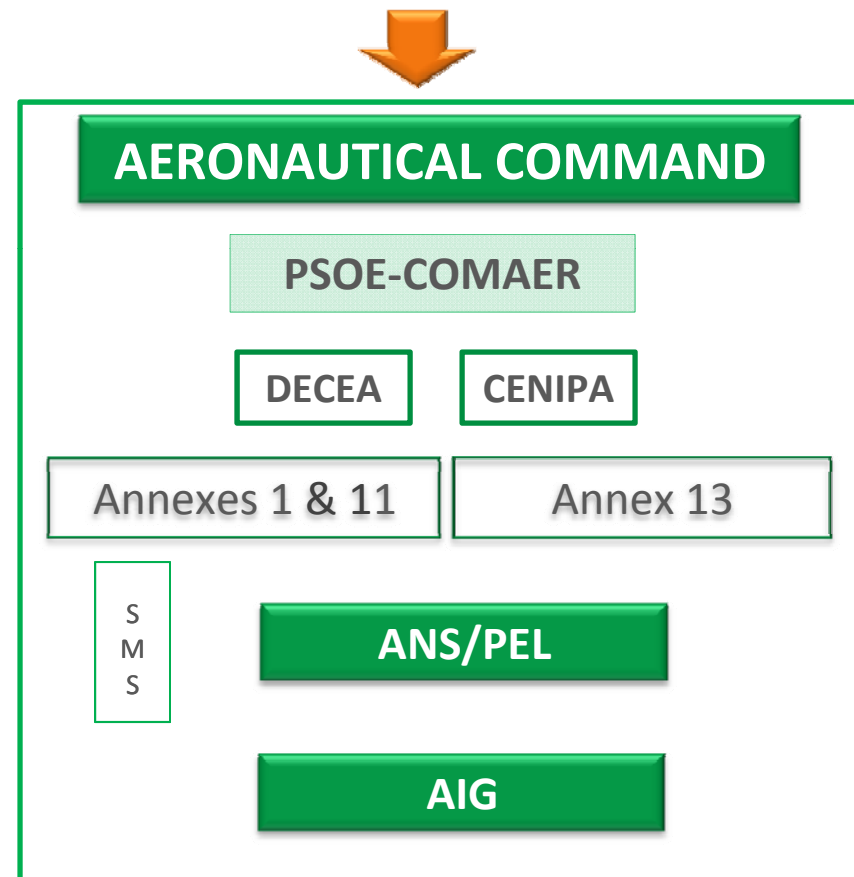
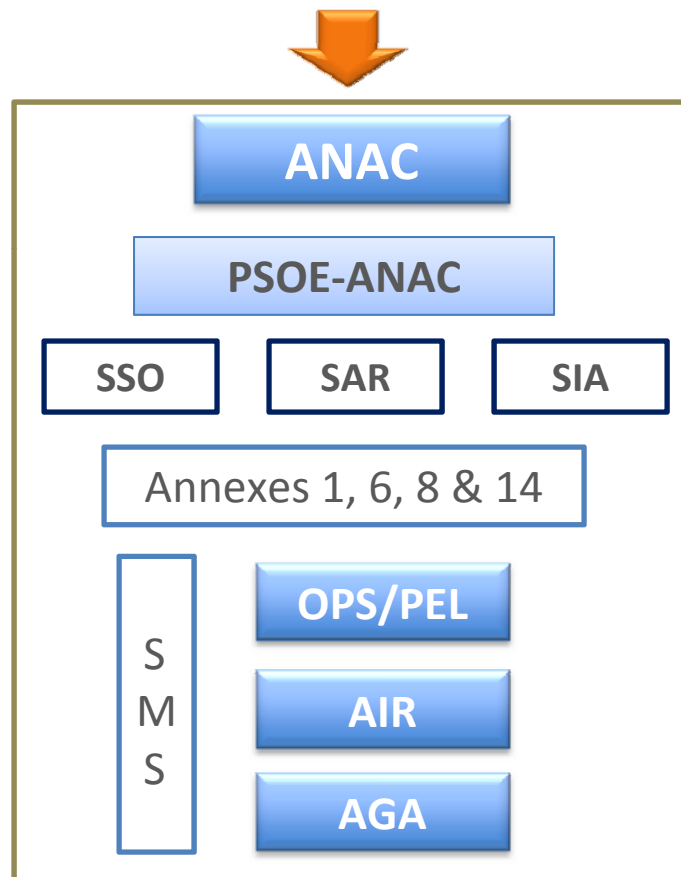
# Civil Aviation in Brazil





Brazilian SSP = PSO-BR

- ✓ **Presents the Brazilian safety management process for civil aviation, and includes the each authority (ANAC & COMAER) Specific Safety Program (PSOE), in line with the Brazilian commitments in international agreements.**
- ✓ **PSO-BR (PSOE-ANAC + PSOE-COMAER) = Brazilian Civil Aviation Safety Programme or SSP-Brasil**

**PSO - BR (SSP)**



## SSP Brazil Chronology

- **January 8th 2009: PSO-BR approval (SSP Brazil)**
- **May 11th 2009: PSOE-ANAC (ANAC Specific Safety Program)**
- **June 8th 2010: PSOE- Aeronautical Command (COMAER Specific Safety Program)**



# SSP Brazil

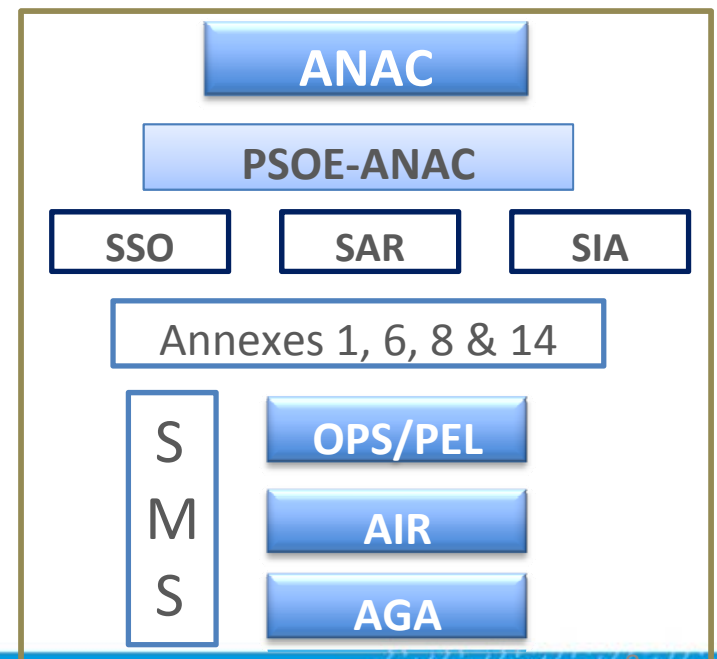
Framework based on ICAO's

- **State's Safety Policy and Objectives**
  - Safety Standards
  - Safety Responsibilities and Accountabilities
  - Enforcement Policy
- **State's Safety Risk Management**
  - Safety requirements for Service Providers SMS
  - Approval of Service Providers Acceptable Levels of Safety
- **State's Safety Assurance**
  - Safety Oversight
  - Safety Data Collection, Analysis and Exchange
  - Safety Data Driven Targeting of Oversight on Areas of Greater Concern or Need
- **State's Safety Promotion**
  - Internal training
  - External training



## PSOE-ANAC Responsibilities

- ✓ The President-Director is the accountable executive for civil aviation activities that are under ANAC's regulation, responding for:
  - ✓ Deployment, development, monitoring and updating of PSOE-ANAC
  - ✓ Availability of human and financial resources necessary for PSOE-ANAC implementation plan



1. Approved training organizations that are exposed to safety risks during the provision of their services
2. Aircraft operators
3. Approved maintenance organizations(\*)
4. Organizations responsible for design and/or manufacture of aircraft (\*)
5. Certified aerodrome
6. Other small service providers

(\*) under development





## SMS regulation status

- RBAC 119 (Air operator certification - AOC)
- RBAC 121 (domestic air operators)
- RBAC 135 (complementary air operators)
- RBAC 139 (Aerodromes pax > 1.000.000/year)
- Resolution 106 (SMS for small operators)



## SMS for 121 and 135

- **Four phases approach implementation**
  - **Phase 1: 121 - 30/04/2011 and - 31/07/2011**
    - Integration of SMS requirements to operator's daily activities; definition of implementation plan; submission of SM manual for acceptance; etc.
  - **Phase 2: 121 - 30/04/2012 and - 31/07/2012**
    - Implementation of reactive risk management processes and related training; etc.

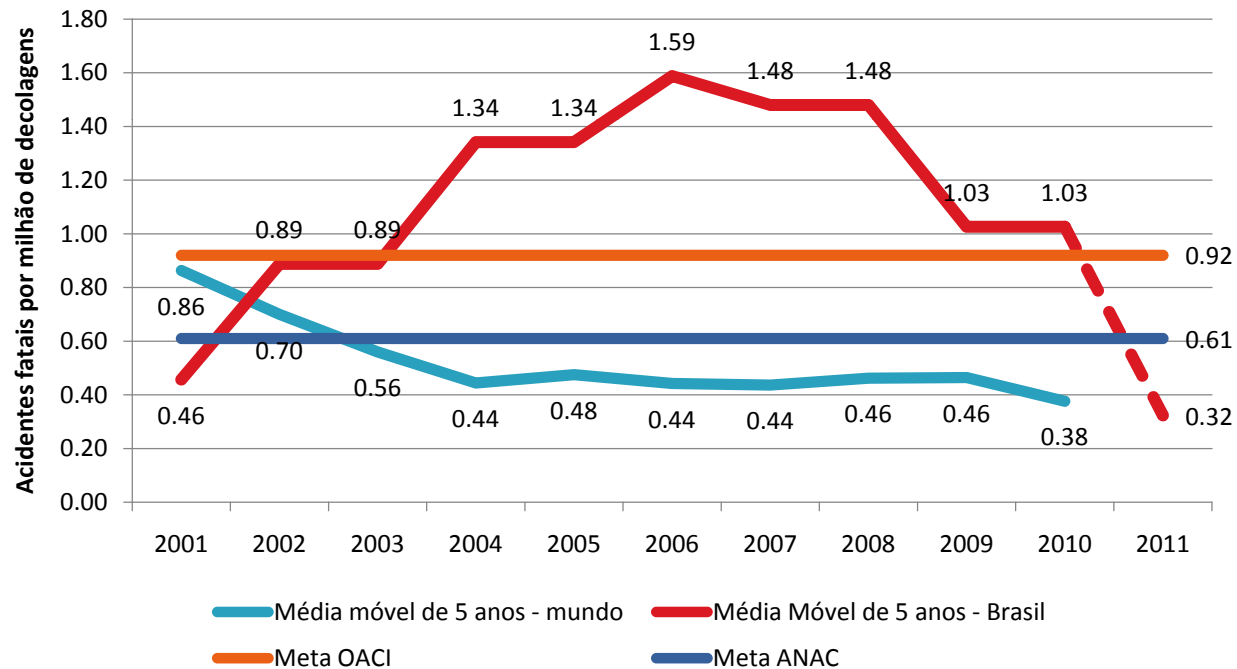
- **Four phases ...**
  - **Phase 3: 121 - 30/04/2013 and - 31/07/2013**
    - Definition of hazard identification processes based on reactive, proactive and predictive data collection mechanisms; implementation of proactive risk management processes and related training
  - **Phase 4: 121 - 30/04/2014 and - 31/07/2014**
    - Demonstration of appropriate functioning of a safety performance measurement/monitoring system and its adherence to the safety policies



## SMS Implementation Status

- Service Providers 121: 16 have delivered their Manual last may and are being analysed and accepted
- Service Providers 135: 250 Manuals to be delivered till August 1<sup>th</sup>
- Small service providers: 222 out of 485 have SMS Manual accepted.

- 50% reduction considering 2007 indicator till 2015



\* yearly fatal accident rate in scheduled passenger transportation operations for aircraft with MTOW above 2250 kg, excluding security related events



## PSOE-ANAC

Safety oversight data

- Decolagem Certa (right take off) – DCERTA;
- Digital Log Book for Scheduled Operations (135 and 121);
- FDM-Brasil (*Flight Data Monitoring*);
- Bird Strike;

## Brazilian Strategic Safety Initiative (BSSI)

- Best practices
- Working groups
  - BAST (Brazilian Aviation Safety Team)



- Internal Audience

- SMS – **40 h**
  - 12 classes just in 2011
- SSP/PSO-BR – **20 h**
  - 02 classes in 2011
- Initial/recurrent inspector training



- External Audience (available in ANAC site)
  - SMS for Safety Managers – 40h
    - 12 classes till Dec. 2011
  - SMS for Board of Directors – 4h
    - 02 classes till 2Dec.011
  - SMS for CEOs - 2h
    - 05 classes till Dec. 2011





## PSOE-ANAC status

- SSP is a reality in Brazil.
- PSOE-ANAC is being reviewed and updated
- Service Providers SMS is being implemented fast.
- Challenge: changing from prescriptive to performance based regulation.
- Guidance and promotion material are developed
- ANAC is part of SMS ICG as a core member since October 2009



# THANK YOU!

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