



**Thirty First Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting
(RASG-PA ESC/31)**

Buenos Aires, Argentina, 8 to 9 November 2018

Agenda Item 3: Safety management process within RASG-PA

ICAO SAM – SAM SSP PILOT IMPLEMENTATION PROJECT

(Presented by the secretariat)

EXECUTIVE SUMMARY	
This working paper (WP) presents to the RASG-PA ESC/31, information regarding the performance of the pilot project created for the SSP implementation in the SAM Region.	
Action:	Take note of this WP and support the SAM Office initiatives, finding ways to contribute with the SSP implementation in the SAM region.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety
<i>References:</i>	<ul style="list-style-type: none"> • Annex 19 – Safety management • Doc 9859 – Safety management manual

1. Introduction

1.1 Beginning in 2013, the ICAO SAM Office created the SSP implementation meeting to foster the SSP implementation among its States.

1.2 Further, in 2016, during the 5th SSP implementation meeting held in Lima, the ICAO SAM office established the SPP pilot implementation project to help States move forward with the SSP implementation in four phases. During that meeting, Bolivia, Chile, Colombia, Ecuador, Panama, Peru and Venezuela agreed to complete their SSP implementation process by the end of 2018. In 2017 Guyana, Argentina, Uruguay and Paraguay, also became part of the pilot project.

1.3 Even though only 11 out of 13 SAM member States are part of the project, its main objective is to support all 13 SAM member States to reach the following SSP implementation targets of the SAM Safety Plan (SAMSP):

- a) Implement a sustainable SSP by 2022; and
- b) Implement an effective SSP by 2025.

1.4 Considering that RASG-PA was officially created as a regional group to foster and monitor GASP implementation and to ensure adequate coordination among States, Organizations and Industry, and to avoid duplication of efforts, the intention of this working paper (WP) is to inform to this group about the progress done by the SAM Region concerning SSP implementation, so ways of collaboration and support towards the efforts that the SAM Office is carrying out through the pilot project can be explored.

2. Current situation of the SSP implementation in the SAM region

2.1 The implementation of an SSP requires coordination and integration among multiple authorities responsible for the aviation functions of the State and does not alter the respective roles of the State's aviation organizations or their normal interaction with one another. Rather, the SSP aims to use the collective safety functions and capabilities to further enhance safety within the State, thus, *there is no need to create an additional organization to manage safety within the Civil Aviation Authorities. The coordination of the SSP should be assigned to the organization which has always been in charge of managing safety.*

2.2 As with any major project implementation exercise, SSP implementation involves many tasks and subtasks to be completed within a set timeframe. The number of tasks, as well as the scope of each task, is dependent upon the maturity of the State's safety oversight system.

2.3 To foster the SSP implementation in the SAM Region and to help the States to develop such tasks and subtasks, the ICAO SAM Office has carried out several activities. Those activities have been focussed mainly in training, technical assistance and follow up through monthly virtual meetings. In **Appendix A** of this WP it is presented those activities.

2.4 Even though, SAM States will not complete their SSP implementation processes by the end of 2018, few States are completing Phase one, most of them have progressed to Phase two and some States have moved to Phase three.

2.5 One of the main reason why SAM States have not been able to complete their SSP implementation process is due to lack of guidance regarding the design, structure, establishment and implementation of the Safety data collection and processing systems (SDCPS). As element of Phase three, States are required to establish the SDCPS in this phase. This is a critical issue in the SSP implementation because without safety data and information it is not possible to implement the SSP, mainly in the proactive and predictive fields.

2.6 To advance in the implementation of the SDCPS, the SAM Office is exploring different approaches to support the SAM States in such implementation, for example a SDCPS workshop has been scheduled for the first week of March 2019. In these sense, RASG-PA is encouraged to find ways or means to support the SSP implementation pilot project in this matter.

2.7 Concerning low probability/high severity indicators (e.g. accidents and serious incidents) that are also required to be implemented in Phase three, it is important to note that the said indicators could be defined using safety information provided by ADREP/ECCAIRS platforms, in charge of the Accidents Investigation Authorities (AIA). In relation with these indicators, the SAM Region has begun to work on the definition of such, so that the States may address the most critical safety risks that could be identified in their civil aviation systems using the referred platforms.

2.8 On the other hand, States and service providers should consider using an integrated approach in the collection of safety data coming from different sources, both internal and external. Integration allows organizations to get a more accurate view of their safety risks and the organization's achievement of its safety objectives. To make this principle a reality, the SAM Region SSP implementation pilot project has required its States the creation of the Collaborative Safety Teams (CST) under the SSP framework of each State. This effort will be an important endeavour to the SAM States because it will allow identifying and mitigating the most critical risks that might be identified in their civil aviation systems while the SSP progresses towards its full implementation in the Region. To this end, RASGPA might contribute with this effort, requesting to its services providers to encourage their Authorities in the creation of and participation in these groups.

3. Suggested action

3.1 The meeting is invited to:

- a) take note of the information presented in this working paper;
- b) support the initiative to unify ICAO SAM and IATA efforts to promote the establishment of Collaborative Safety Teams (CST) **under the SSP framework of each State**; and
- c) find ways to support the efforts of the SAM Office with respect to the development and implementation of the States' SDCPS.

APPENDIX A

Activities in support of the SSP implementation in the SAM Region

The following activities were developed by the ICAO South American Regional Office and SRVSOP in 2017 and 2018, in support of the SSP implementation in the South American Region:

- ✓ Sixth implementation SSP meeting, Lima, Peru, from May 8 to 12, 2017;
- ✓ Monthly virtual follow-up meetings, in which the SAM Office has provided guidance and assistance on the SSP implementation;
- ✓ SSP workshops delivered by the SRVSOP in most of the SAM States, except in Brazil, Chile, Suriname and Venezuela;
- ✓ SMS workshops delivered by the SRVSOP in the following States: Colombia, Panama, Peru, Uruguay and Venezuela.
- ✓ SAM Workshop on aircraft upset prevention and recovery training (UPRT), Lima, Peru, from 28 to 30 November, 2017;
- ✓ ICAO regional symposium on safety management for the NACC and SAM Regions, Lima, Peru, from 13 to 16 March, 2018;
- ✓ Workshop on risk-based surveillance for the NACC and SAM Regions, Lima, Peru, from 19 to 20, March 2018;
- ✓ Seventh SSP implementation meeting, Lima, Peru, from 23 to 27 April, 2018;
- ✓ Face-to-face and virtual meetings with the States on the design and structure of a safety database delivered by service providers of England, Chile and Argentina;
- ✓ Development of the following model documents for guidance of the SAM States: Plan for the regional implementation of the SSP; projects, deliverables and reference material on the most critical issues of the implementation of the SSP; SSP document; checklist to assess compliance with the elements of the four (4) phases of the SSP implementation and technical specifications of a safety database;
- ✓ Third course on ADREP/ECCAIRS systems within the ARCM, Lima, Peru, from 07 to 11 May, 2018;
- ✓ RASG-PA Workshop on the UPRT, Sao Paulo, Brazil, from 05 to 06 June, 2018, to prepare operations inspectors to initiate UPRT approvals in the SAM States;
- ✓ First SMS implementation workshop in ATS, Lima, Peru, from 06 to 10 August, 2018;
- ✓ Workshop for the initial acceptance and monitoring of SMS in ATS, Lima, Peru, from 17 to 19 October, 2018; and
- ✓ Seminar/Workshop on the acceptance of aerodrome SMS for certification processes, Lima, Peru, from 22 to 26 October, 2018