



**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

b) Risk mitigation actions

Advancing SSP and SMS in accordance with Annex 19

(Presented by Canada)

EXECUTIVE SUMMARY	
<p>This paper highlights Canada’s interests in seeing both state authority and industry stakeholders in the Pan-Americas making advancements on State Safety Programmes (SSP) and Safety Management Systems (SMS) in accordance with ICAO Annex 19. The Regional North American/Caribbean (NAM/CAR) SSP Implementation Strategy (Conclusion NACC/DCA/8/6) put forward at the Eighth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/08) reinforces the need for the Pan-America Regional Aviation Safety Team (PA-RAST) to address the above. The PA-RAST should seek to ensure further effective collaboration in order to guarantee that the conclusion be implemented and sustained.</p>	
Action:	<p>The meeting is invited to:</p> <ul style="list-style-type: none"> a) form a Working Group in order to enrich collection, analysis and use of data for effective decision-making in SSP implementation across all States b) define the scope of the SSP Implementation Project and recommend it at the next meeting of the Executive Steering Committee (ESC)
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety
<i>References:</i>	<ul style="list-style-type: none"> • Annex 19 to the Convention on International Civil Aviation - Safety Management • Regional North American/Caribbean (NAM/CAR) SSP Implementation Strategy (Conclusion NACC/DCA/8/6)

1. Introduction

1.1 Adopted November 2014, ICAO Annex 19 - Safety Management amalgamates information from previous Annexes on the subjects of SSP, SMS and the use and collection of safety information into a single Annex. This permits Member States to concentrate their attention on integrating safety management of various aviation related activities, while simultaneously facilitating the evolution of SMS through the synchronizing of provisions relevant to various service providers.

1.2 ICAO has since adopted Amendment 1 to Annex 19 which further expands the safety management provisions. The amendment comes into effect November 2019 and has specific adjustments concerning the upgrade of SSP provisions integrated with the State Safety Oversight (SSO) system critical elements (CEs); enhancement of SMS provisions; extension of SMS to organizations responsible for type design and/or manufacture of engines and propellers; and increased provisions for protection of safety data and information, as well as other relevant sources.

1.3 ICAO requirements further comprise the responsibility of all Member States in establishing SSP to ensure a satisfactory degree of established and sustained safety within their respective civil aviation systems. States are additionally accountable for ensuring that SMS is realized by the respective Service Providers (SPs).

2. Discussion

2.1 Annex 19 involves the successful establishment of Safety Data Collection and Processing Systems (SDCPSs) to capture, collect and permit safety data and information analysis in support of safety management activities. The context of relevant safety data and information should be accurately understood in order to arrive at appropriate conclusions. There is the possibility of consequential risks associated with misinterpretation of data, which may be contrary and detrimental to Safety Management as a whole.

2.2 In order to ensure the most appropriate actions are taken to address potential hazards, States are entitled to an overview of the level of safety performance within their aviation system. This requires systematic and cohesive implementation of safety management provisions by both States and Service Providers. Stakeholder sharing of best practices and lessons learned surrounding effective SSP implementation decision-making will ensure that appropriate measures are established to retain and improve safety levels.

2.3 Although every SP possesses the capacity to develop SMS in the context of their respective organization, it is acknowledged that the greater global aviation network profits when the integration of information provides a more thorough image. Furthermore, there are specific requirements within Annex 19 that mandate States to not only exchange safety information with SPs and other States when deemed appropriate, but also to encourage initiation of safety information sharing networks amid all stakeholders. Furthermore, while there is sometimes uncertainty with regard to unintended consequences of information sharing, increased transparency in this process will likely translate into greater mutual levels of trust amongst counterparts.

2.4 The PA-RAST relies on data to make informed decisions on work priorities, and given the benefits SSP and SMS bring to data sources, they could very well be used by PA-RAST members. Canada supports the establishment of a Working Group among PA-RAST members, with a clear mandate to seek

avenues for appropriate safety information sharing and exchange among states and industry. Joint collaboration on this initiative would see benefits reaped by all stakeholders in the form of efficient safety data collection and analysis, as well as resulting implementation of corrective actions to address any identified risks.

2.5 Conclusion NACC/DCA/8/6 further encourages the participation of States in the aforementioned activities. States and organizations are also specifically prompted to cooperate on identification of the scope of the SSP Implementation Strategy project, to later be shared with the ESC.

2.6 As the SSP Implementation Strategy seeks to address gaps in the sharing of valuable information regarding effective SSP decision-making among stakeholders, support to this project will likely translate into strengthening of various interrelated capacities within Member States. As a Champion State for this Strategy, Canada highly encourages the participation of States and international organizations in this substantial opportunity to harmonize implementation of Standards and Recommended Practices (SARPs) and bolster aviation safety across the globe.

3. Conclusion

3.1 This paper underlined the necessity of collaboration among Pan-American state authority and industry stakeholders in order to significantly boost and strengthen State Safety Programmes (SSP) and Safety Management Systems (SMS) in accordance with ICAO Annex 19.

3.2 This purview is further reinforced by Conclusion NACC/DCA/8/6 which highlights the essential need for PA-RAST members to participate in a project for systematic SSP implementation within the NAM & CAR regions.

3.3 PA-RAST members should endeavour to increase cooperation via a working group in order to ensure that the aforementioned conclusion is not abandoned and the scope of the SSP implementation project be well defined.

3.4 Through effective collaboration, Member States within the NAM & CAR regions will see increased guidance and support for the implementation of ICAO Annex 19. This will not only translate to improvement of safety practices within Member States' respective civil aviation systems, but also enhancement of the overall interconnected global aviation network.