



Agenda Item 4: Other Matters

**IMPLEMENTATION OF THE STATE SAFETY PROGRAMME (SSP) IN
THE SOUTH AMERICAN REGION**

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper (WP) presents to the Meeting information regarding the efforts made and obstacles encountered in the implementation of the State Safety Plan (SSP) in the SAM Region.	
References:	
<ul style="list-style-type: none">• Seventh SSP implementation meeting, Lima, Peru, from 23 to 27 April, 2018• Monthly virtual follow-up meetings on the SSP implementation	
ICAO Strategic Objectives:	<i>A -Safety</i>

1. Introduction

1.1 Beginning 2013, the ICAO SAM Office established the SSP implementation meetings. During the Fifth SSP implementation meeting, held in Lima, Peru, from 07 to 11 November 2016, the SAM States SSP implementation level was analysed.

1.2 During this meeting, some States showed more progress than others, therefore it was agreed to initiate the programme implementation starting from the first element of the first phase of SSP implementation, and to search for a mechanism to allow all the States to have the same progress at the same time. In this regard Bolivia, Chile, Colombia, Ecuador, Panama, Peru and Venezuela expressed their intention to participate in a pilot project for the implementation of the SSP by the end of 2018.

1.3 The SSP implementation pilot project in the South American States was launched on 16 March 2017, with the seven (7) States before mentioned. Afterwards Guyana, Argentina, Uruguay and Paraguay requested to participate in the pilot project. Presently, the 11 referred States out of the 13 SAM States are active members of the SSP implementation pilot project in South America. Brazil participates in the project as observer, and Suriname has not yet expressed its intention to join the project.

1.4 In order to ensure the SSP implementation in the 11 States members of the pilot project, States agreed to comply with an SSP implementation plan by the end of 2018

1.5 The pilot project objective is to support the thirteen (13) SAM States to comply with the objective and targets included in the safety axis of the SAM Plan (SAMSP) in terms of SSP implementation, as follows:

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

2. **Efforts made and obstacles encountered in the implementation of the SSP in the SAM Region**

Efforts made

2.1 Since 16 March 2017, date in which the pilot project was launched, the ICAO South American Office and the SRVSOP have been developing a series of activities in support of the SSP implementation in the SAM States. In **Appendix A** to this working paper, these activities are being presented.

Obstacles encountered

2.2 In spite of all efforts made by the ICAO South American Office, the SRVSOP and the SAM States to establish the SSP by the end of 2018, most of the States have encountered difficulties and obstacles in the implementation of this programme, reason why some States have reached the second phase of implementation while others have reached the third phase of implementation. Below, some of the principal obstacles that affected the progress of this implementation are being described:

- ✓ Lack of integration among the civil aviation organisations and the accidents and incidents organisations regarding their roles in safety risk management within the SSP framework;
- ✓ Appointment of one person or group of persons in the SSP coordination, out of the circle involving safety activities within the CAA, which makes that safety inspectors are not included in the SSP implementation teams nor in the services providers risk management involved. This situation has totally affected the integration and collaboration among the organisations in charge of regulation and those responsible for the administration of CAA and the SSP implementation progress;
- ✓ Difficulty in the full implementation of ADREP/ECCAIRS platforms in many States and in the reactive data management to produce safety information that allow to determine hazards, consequences and most critical risks in the different sectors of States civil aviation systems;
- ✓ Difficulty in the design, structure, establishment and implementation of the Safety Data Collection and Processing Systems (SDCPS) due to lack of guidance; and
- ✓ Lack of follow up from part of the States to the SSP implementation plans.

2.3 **Appendix B** to this WP presents the progress of States regarding SSP implementation phases.

1. **Conclusions and recommendations**

Conclusions

- ✓ In spite of efforts made by the ICAO South American Office, the SRVSOP and the SAM States to establish SSP at the end of 2018, more commitment from the part of the States is being required in all the levels of management in order to make possible the SSP implementation in the agreed dates;
- ✓ The appointment of a person or group of persons in the coordination in the SSP coordination, out of the circle involving safety activities within the CAA, has affected SSP progress and

has not permitted the inspectors, who are the principal safety, to participate in the implementation task and safety risk management;

- ✓ In many States, the ADREP/ECCAIRS platform has not been totally implemented, hindering the management of reactive data, thus, hindering hazard determination, consequences and most critical risks in the different sectors of the States civil aviation systems, and
- ✓ States have difficulties to put into practice the design, structure, establishment and implementation of the Safety Data Collection and Processing Systems (SDCPS). More orientation and guidance from the part of ICAO is required to implement this system in the States.

Recommendations

- ✓ Appoint, whenever possible, the safety responsible staff within the States safety authority as SSP coordinators, in order to have more participation from them and from the PEL, OPS, AIR, ANS and AGA inspectors during the SSP implementation and operation, since these are the normal official entity created and appointed for this purpose;
- ✓ Coordinate with the aviation accidents and incidents investigation organisations a better integration and cooperation during the implementation and operation of the SSP, regarding roles related to safety risk management in the reactive field. Also, the total implementation of the ADREP/ECCAIRS platform should be coordinated, and that AIG personnel be part of the SSP implementation and coordination committees in order to provide safety information, necessary for the definition of priorities, objectives, indicators, goals and alert levels in the reactive field;
- ✓ Include in the SSP implementation teams staff of the following CAA administrative areas: legal, finance, human resources, planning, information technology, training, etc., in order to provide direct support to the different processes that are necessary for the SSP implementation;
- ✓ Support the SSP implementation teams and the connected working groups in the establishment and implementation of the SSP;
- ✓ Appoint a multidisciplinary team to the design and structuring of the SDCPS; and
- ✓ Supervise the progress of the implementation plans, such as these have been approved.

2. Suggested actions:

3.1 The Civil Aviation Directors Meeting is invited to:

- a) Take note of the information and recommendations presented in this working paper and Appendices A and B;
- b) Analyse and comment on the performance of the pilot project; and
- c) Evaluate the progress in their States in order to take pertinent actions to permit the States to establish a sustainable SSP by 2022 and an effective SSP by 2025.

APPENDIX A**Activities developed by the ICAO South American Regional Office and the SRVSOP in support of the SSP implementation in the SAM 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.
- ✓ 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

Fase 3																										
Política/legislación de cumplimiento 1.4 (i) (a) / Promulgate enforcement policy/legislation 1.4 (i)(a)			Política/legislación de cumplimiento 1.4 (i) (b) / Promulgate enforcement policy/legislation 1.4 (i)(b)			Política/legislación de cumplimiento 1.4 (i) (c) / Promulgate enforcement policy/legislation 1.4 (i)(c)			Política/legislación de cumplimiento 1.4 (i) (d) / Promulgate enforcement policy/legislation 1.4 (i) (d)			Reglamentos y guías para implementar el SMS 2.1 (ii) / Develop harmonized regulations requiring SMS implementation 2.1 (ii)			Sistema de recopilación e intercambio de datos (3.2 (i) (a) / Establish safety data collection and exchange systems (3.2 (i))			Indicadores de resultados con objetivos y alertas (3.2 (i) (b) / establish lagging indicators and target/alert levels (3.2 (i)(b))			Capac. interna, comunic. y distribuc. de información / Internal training, communication and dissemination of safety information 4.1			Capac. externa, comunic. y distribuc. de información / External training, communication and dissemination of safety information 4.2		
SI	En proc	No	SI	En proc	No	SI	En proc	No	SI	En proc	No	SI	En proc	No	SI	En proc	No	SI	En proc	No	SI	En proc	No	SI	En proc	No
1. Argentina																										
2. Bolivia																										
3. Chile																										
4. Colombia																										
5. Ecuador																										
6. Guyana																										
7. Panamá																										
8. Paraguay																										
9. Perú																										
10. Uruguay																										
11. Venezuela																										

Fase 4																										
Revisar y acordar indicadores con los proveedores de servicio 2.2			Incorporar SMS e indicadores del proveedor de servicios en la vigilancia 3.1 (i)			Implementar sistemas de notificación voluntaria/confidencial 3.2 (ii) (a)			Establecer indicadores avanzados, metas y alertas /Establish leading indicators, targets and alerts 3.2 (ii) (b)			Intercambio y compartición de información de SO con proveedores de servicio y otros Estados 3.2 (ii) (c)			Inspecciones basadas en el análisis de riesgo 3.3			Establecimiento de mecanismo de revisión interna que aborde el SSP			Capac. interna, comunic. y diseminac. de información / Internal training, communication and dissemination of safety information 4.1			Comunic. y diseminc. de información / Communication and dissemination of safety information 4.2		
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1. Argentina																										
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6. Guyana																										
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	Completed (Si)
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	Not completed (No)