International Civil Aviation Organization
South American Regional Office
Sixth Meeting of Air Navigation and Flight Safety Directors of the SAM Region (ANFS/6)
(Lima, Peru, 24 to 26 June 2019)

Agenda Item 2: Beginning of the implementation of national safety plans

STATE SAFETY REPORTS

(Presented by the Secretariat)

SUMMARY

This working paper presents information required for the development and submission of State safety reports.

References

- Report of the Fifth Meeting of Air Navigation and Flight Safety Directors (AN&FS/5) of the SAM Region, Lima, Peru, 20-22 August 2018
- Report of the Sixteenth Meeting of Civil Aviation Authorities (RAAC/16) of the SAM Region, Lima, Peru, 6-7 December 2018
- SAM safety plan (SAMSP)

ICAO strategic objectives:	*A – Safety*

1. Introduction

1.1 The Sixteenth Meeting of Civil Aviation Authorities (RAAC/16), held in Lima, Peru, on 6-7 December 2018, approved, through Conclusion 16/02, the SAM safety plan (SAMSP) in its original version.

1.2 The SAMSP establishes the safety management strategy of the South American (SAM) Region for the period 2020-2030. This plan falls under a preventive strategy for improving safety performance in the SAM Region. This safety preventive strategy is based on the implementation and operation in SAM States of the State safety programme (SSP), which systematically addresses risk management and effective implementation and continuous improvement of the eight (8) critical elements (CEs) of the safety oversight system.

1.3 One of the guidelines established in the SAMSP refers to the drafting of safety reports by States to report on compliance with national safety plans. In these reports, States will describe the performance achieved during the previous year in relation to its safety performance objectives, indicators and goals.

2. Collection and processing of safety data

2.1 Upon occurrence of an accident or serious incident, an accident investigation process is started to identify any possible deficiency in the aviation system and its causes, and to adopt the necessary measures to prevent its recurrence. As a reactive component, accident investigation contributes to the continuous improvement of the aviation system, identifying the causes of accidents/incidents and providing lessons learned from the events.

2.2 In addition to generating findings and establishing the cause of accidents and incidents, most investigations also reveal hazards and threats. In the current proactive safety management environment, there is an important and necessary integration between the accident and incident investigation process and the hazard identification and reporting process of an organisation.

2.3 Decision-making based on safety data and information is one of the most important aspects of a management system. The types of safety data and information collected can include accidents, serious incidents, failures, malfunctions, defects, cases of noncompliance, and hazard reports. Data quality must be taken into account for effective decision-making.

2.4 When analysing the information contained in a database or a safety data collection and processing system (SDCPS), safety deficiencies of interest are identified. Information on these deficiencies and the mitigation measures adopted must be included in the safety reports to inform the aeronautical community about the safety performance of the State in a given year or time period.

2.5 For proper safety management, the State must establish and implement an SDCPS. This system allows for the collection of safety data and information from all aviation sectors of the State. Likewise, the collection and processing of safety data and information permits the generation of indicators and trends and the implementation of mitigation measures.

3. Design and development of the State safety report

3.1 The design and development of the State safety report must be based on the analysis of collected and processed safety data and information.

3.2 The safety analysis is the process of applying statistical or other type of analytical techniques to verify, review, describe, transform, condense, assess, and visualise safety data and information in order to discover useful information, draw conclusions, and support data-based decision-making. The analysis helps organisations generate safety information in the form of statistics, graphs, maps, dashboards and presentations.

3.3 The States must establish and maintain a process for analysing the safety data and information of the SDCPS and related safety databases. One of the objectives of safety data and information analysis at State level is the identification of systemic and crosscutting hazards that might otherwise not be identified through the safety data analysis processes of service providers.

3.4 The safety analysis may be a new function that the State or service provider will have to establish. It should be noted that the competencies required for conducting effective safety analyses might be out of the scope of traditional safety inspectors.

3.5 State safety reports should contain information on the results of safety data and information analyses related to the USOAP CMA, and on the following aviation sectors and aspects:

- ✓ the universal safety oversight audit programme continuous monitoring approach (CMA);
- ✓ occurrences in scheduled/non-scheduled commercial air transport with aeroplanes above 5 700 kg and helicopters above 3,175 kg;
- ✓ occurrences in scheduled/non-scheduled commercial air transport with aeroplanes of 5 700 kg or less and helicopters of 3,175 kg or less;
- ✓ occurrences in non-commercial operations (for example, business aviation, general aviation, aerial work, etc.);

- ✓ occurrences in air navigation services and aerodromes;
- ✓ occurrences with remotely piloted aircraft (RPA);
- ✓ reporting systems; and
- ✓ progress made in mitigation plans to reduce accident rates

3.6 Detailed information on the model contents of the safety report is shown in **Appendix A** to this working paper.

3.7 Pursuant to Conclusion 16/02 of the Sixteenth Meeting of Civil Aviation Authorities (RAAC/16), whereby the meeting approved the SAM safety plan (SAMSP), and taking into account that this plan requires SAM States to draft and submit a safety report, the following conclusion is submitted to the consideration of the Meeting:

Conclusion ANFS/6-0X: DEVELOPMENT AND PRESENTATION OF STATE SAFETY REPORTS

That SAM States develop and submit safety reports to the SAM Office on the last Friday of January, starting in 2021.

4. Suggested action

4.1 The Meeting is invited to:

a) take note of the information provided in this working paper and in **Appendix A**; and

b) if deemed appropriate, approve the draft conclusion contained in paragraph 3.7 of this working paper.

-END-

APPENDIX A

MODEL STATE SAFETY REPORT

CONTENTS

8. Chapter 8: Progress made in mitigation plans to reduce the accident rate

8.1 Commercial aviation
8.2 Non-commercial aviation

Attachments

As applicable