



Tenth Regional Aviation Safety Group — Pan America Plenary Meeting (RASG-PA/10)
Quito, Ecuador, 20-21 June 2019

Agenda Item 2: Organizational challenges
2.3 NACC & SAM GASP Implementation Status

SAM SAFETY PLAN (SAMSP)
(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper presents information regarding the objectives, indicators and goals set forth in the SAMSP.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety
<i>References:</i>	<ul style="list-style-type: none">• ICAO Doc. 10004 Global Aviation Safety Plan (GASP 2017-2019)• 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)

1. Introduction

1.1 Pursuant to the goals set forth in the Declaration of Bogota, the SAM Region established a work team to develop the SAM safety plan (SAMSP).

1.2 During 2018, the designated work team held virtual meetings to analyse and develop the SAMSP. Once the content was agreed, the draft plan was submitted to the Sixteenth Meeting of Civil Aviation Authorities (RAAC/16) held in Lima, Peru, on 6-7 December 2018, which, through Conclusion 16/02, approved the SAMSP in its original version.

1.3 In order to insert new effective implementation (EI) values and accident rates for 2018, the SAMSP was updated to May 2019. The updated version of this plan is posted on the website of the ICAO South American Office.

1.4 The SAMSP establishes the safety management strategy of the South American (SAM) Region for the period 2020-2030. This plan falls within a preventive strategy to improve safety performance in the SAM Region. This safety preventive strategy is based on the implementation and

operation by SAM States of the State safety programme (SSP), which deals systematically with risk management and effective implementation and continuous improvement of the eight (8) critical elements (CEs) of the safety oversight system.

2. Strategic objectives of the SAM Region

- ✓ Strengthening of State safety oversight capabilities;
- ✓ Effective implementation of the SSP;
- ✓ Continuous reduction of safety risks;
- ✓ Reduction of accident rates in all aviation segments;
- ✓ Enhancement of regional collaboration;
- ✓ Extended use of industry programmes; and
- ✓ Guaranteeing the appropriate infrastructure in air navigation services and aerodromes to support safe operations.

Performance indicators and goals regarding improvements in effective implementation (EI) and the safety oversight index (SOI)

	<ul style="list-style-type: none"> ✓ % improvement in effective implementation (EI) ✓ Safety oversight index (SOI) 					
States with effective implementation (EI):	2020	2022	2024	2026	2028	2030
below 65% Group 1	EI = 70 % SOI improvement	EI = 75 % SOI > 1	EI = 80 % SOI > 1	EI = 85 % SOI > 1	EI = 90 % SOI > 1	EI = 95 % SOI > 1
between 65 and 74.99% Group 2	EI = 75 % SOI improvement	EI = 80 % SOI > 1	EI = 85 % SOI > 1	EI = 90 % SOI > 1	EI = 95 % SOI > 1	EI = 95 % SOI > 1
between 75 and 79.99% Group 3	EI = 80 % SOI improvement	EI = 85 % SOI > 1	EI = 90 % SOI > 1	EI = 95 % SOI > 1	EI = 95 % SOI > 1	EI = 95 % SOI > 1
above 80 % Group 4	EI = 85 % SOI improvement	EI = 90 % SOI > 1	EI = 95 % SOI > 1	EI = 95 % SOI > 1	EI = 95 % SOI > 1	EI = 95 % SOI > 1

SSP implementation indicators and goals

	Goals	
Indicators for all States	2022	2025
% SSP implementation	Sustainable SSP (100%)	Effective SSP (100%)

3. Performance goals related to the reduction of regional accident rates

3.1 In order to reduce accident rates, the SAM Region is planning an annual reduction of 10% with respect to the moving average of the rates corresponding to the previous 5 years, both for accidents in scheduled commercial air transport and for runway excursion (RE) accidents with aeroplanes above 5 700 kg.

3.2 Based on the moving average, the regional goal for 2019 would be **1.89** for total accidents and **0.74** for RE. The values of future goals will be calculated year after year. The table below shows the performance of the SAM Region, the proposed goal (improvement) and the indicator for 2019.

ACCD Categories	Annual rates					Average rate	Goal 2019 (10% improvement)
	2014	2015	2016	2017	2018		
Total accidents	3.59	1.03	1.08	1.64	3.17	2.10	1.89
RE	0.51	0.51	1.05	1.05	1.05	0.83	0.74

3.3 For aviation sectors other than scheduled and non-scheduled commercial air transport, States will establish annual reduction rates (goals) based on the most critical risks in these sectors and on their safety management capabilities.

3.4 Regarding goals and indicators related to the objectives of increasing regional collaboration, expanding the use of industry programmes, and ensuring the appropriate basic infrastructure for air navigation services and airports to support safe operations, these goals and indicators are shown in **Appendix A** to this working paper.

4. Goals related to SMS implementation in service providers

4.1 Taking into account that States shall implement a sustainable SSP by 2022, the following goals for SMS implementation in service providers will be considered:

Service providers	2020	2021	2022
Recognised training organisations that are exposed to safety risks related to aircraft operations when providing their services	35 %	70 %	100 %
Aircraft or helicopter operators authorised to conduct international commercial air transport activities	35 %	70 %	100 %
Recognised maintenance organisations that offer services to aircraft or helicopter operators engaged in international commercial air transport	35 %	70 %	100 %
Entities responsible for type design or manufacturing of aircraft, engines or propellers	35 %	70 %	100 %
Air traffic service providers	35 %	70 %	100 %
Certified aerodrome operators	35 %	70 %	100 %

4.2 The indicator will be the percentage of progress achieved in 2020, 2021 and 2022 for each provider that has not yet implemented an SMS or is in the process of doing so.

5 Development and implementation of national safety plans

5.1 In order to achieve the objectives, indicators and goals set forth in the SAMSP, SAM States must start developing and implementing their national safety plans.

5.2 The national safety plans of the States shall include safety objectives, goals and indicators in line with the SAMSP, and shall also include initiatives to address the risks identified in their civil aviation system. The plan must identify and prioritise safety issues in the different aviation sectors (for example, commercial air transport, general aviation, agricultural aviation, aerial work aviation, helicopter operations, etc.). States shall implement the initiatives contained in their plans through safety management activities.

5.3 In order to comply with Conclusion 16/02 of the Sixteenth Meeting of Civil Aviation Authorities (RAAC/16), in which the meeting approved the SAM safety plan (SAMSP), and taking into account that this plan requires SAM States to develop and implement the State safety plan, SAM States should start developing and implementing their national safety plans based on the SAMSP guidelines and in accordance with the following activities and deadlines:

- a) Presentation of the safety plans of SAM States to the ICAO South American Regional Office:
30 September 2019
- b) Beginning of implementation of national safety plans of SAM States: **1 October 2019**

APPENDIX A

Goals and indicators related to the objective of increasing regional collaboration, expanding the use of industry programmes, and ensuring the appropriate infrastructure in air navigation services and airports to support safe operations

Objectives	Goals	Indicators
Increase regional collaboration	That, by 2020, States that have problems improving EI and SOI and implementing SSP, request the support of the SAM Office and the SRVSOP	<ul style="list-style-type: none"> ✓ Number of States that require assistance/support ✓ Number of States that actively request assistance ✓ Number of States that receive assistance ✓ Number of States that offer assistance
	That, by 2022, all States provide safety risk information, including their SSP SPIs, to ICAO, RASG-PA, SRVSOP and ARCM	<ul style="list-style-type: none"> ✓ Number of States that provide safety risk information to ICAO, RASG-PA, SRVSOP and ARCM ✓ Number of States that are sharing their SSP SPIs with ICAO, RASG-PA, SRVSOP and ARCM ✓ Number of States that send safety information to ICAO, RASG-PA, SRVSOP, ARCM and other States
	That, by 2022, all States that have effective safety oversight capabilities and an effective SSP actively lead the risk management activities of ICAO, RASG-PA, SRVSOP and ARCM	<ul style="list-style-type: none"> ✓ Number of States with effective safety oversight capabilities and an effective SSP leading the safety management activities of ICAO, RASG-PA, SRVSOP and ARCM
Expand the use of industry programmes	That, by 2020, all service providers use globally harmonised SPIs as part of their SMSs	<ul style="list-style-type: none"> ✓ Number of service providers that use globally harmonised metrics for their SPIs
	By 2022, increase the number of service providers that participate in the corresponding industry evaluation programmes recognised by ICAO	<ul style="list-style-type: none"> ✓ Number of service providers that participate in the corresponding industry evaluation programmes recognised by ICAO
Ensure the appropriate infrastructure in air navigation services and airports to support safe operations.	That, by 2022, all States implement basic air navigation and airport infrastructure	<ul style="list-style-type: none"> ✓ Number of States that have implemented basic air navigation and airport infrastructure