



International Civil Aviation Organization
South American Regional Office

Fifth Virtual Meeting of Civil Aviation General Directors of the South American Region on the Response to COVID-19

(Lima, Peru, 1 August 2021)

RV5/DGCA - WP/04

04/08/2021

Agenda Item 2: Innovation in aspects of Operational Safety, Capacity and Efficiency in the provision of services and navigation infrastructure in the framework of recovery

IMPORTANCE OF THE SSP IN THE FUTURE PROCESSES OF AVIATION RECOVERY AND CAAs SUSTAINABILITY

(Presented by the Secretariat)

SUMMARY

This working paper presents to the Civil Aviation General Directors of South America the benefits provided by the SSP implementation in the States, especially those with an important limitation of resources due to the COVID-19 pandemic, through an improved safety management based in risks, representing increased efficiency and lower costs for the civil aviation systems and the administrations.

Suggested actions: The Fifth Virtual Meeting of Civil Aviation General Directors of the South American Region on the Response to COVID-19 is invited to:

- a) take note of the content of this working paper and **Appendix A**; and
- b) adopt the following conclusion:

“That the Civil Aviation General Directors of the South American Region consider, among the issues that could be addressed by their Ministers during the HLCC 2021 conference, WP related to the importance of the SSP in the future recovery processes of civil aviation and in the sustainability of the Civil Aviation Authorities, to encourage the Conference on the need to implement the SSP in accordance with the planning of each region”.

1. INTRODUCTION

1.1 Annex 19 to the Convention on International Civil Aviation was promulgated by ICAO to help States manage aviation safety risks through a preventive strategy that is based on the implementation of the State Safety Program (SSP).

1.2 The establishment of the SSP, which integrates the eight (8) critical elements of the safety oversight system with the standards related to safety management, allows maintaining effective civil aviation systems by the States.

1.3 States can achieve widespread economic, efficiency and safety benefits by implementing and maintaining an appropriate and effective SSP. These benefits arise from the clear articulation of the

safety management mechanisms and from the identification of **critical safety priorities** within States that deserve greater attention and specific resources.

1.4 Due to the economic impact generated by the COVID-19 crisis, Civil Aviation Authorities are increasingly under pressure to deliver more efficient and timely services that allow streamlining their regulatory methods. On the other hand, the expectations of guaranteeing a safe, efficient and sustainable system require that Civil Aviation Administrations be responsible, transparent and independent in their decisions to support the development of the civil aviation system as a fundamental axis in the post-pandemic economic recovery. of the States.

2. ANALYSIS

2.1 Annex 19 and the safety manual (Doc 9859) detail the benefits of implementing safety management. These include fostering a positive safety culture; prioritize risks for the improvement of operational safety that would lead to a possible reduction of recourse by the State; document a process-based approach to ensure safety; better understand safety-related interfaces and interactions; improve efficiency; and have potential financial savings.

2.2 After the strong impact on the States and Civil Aviation Authorities finances due to the COVID-19 pandemic, such as: loss and / or decrease of personnel, reduction of financial resources, among others, it is necessary that States seek alternatives to do “more with less”, looking for those efficiencies that can achieve the expected result without damaging the quality or the expected safety levels.

2.3 A risk-based approach that is integrated into the daily activities of the aviation sector supports decision-making and provides policy makers and regulators with relevant elements to establish their regulatory measures, even when it is not possible to carry out the consultation and appropriate regulatory impact analysis. Furthermore, exceptional times like these can put pressure on decisions that, under normal conditions, would be practically unattainable.

2.4 Starting in 2013, the SAM Office created the SSP Implementation Meeting, in 2017 the SSP implementation pilot project was launched and, in 2019, the pilot project became part of the regular programme of the SAM Region. To date, the SAM Region averages 35% progress in the implementation of 40 SSP deliverables. In **Appendix A** of this WP, the progress made by the SAM States up to July 2021 is presented.

2.5 Due to the pandemic, efforts have been diminished in some cases by which very little progress has been evidenced in the completion of the deliverables. However, given the arguments raised above and the benefits offered by the implementation of the SSP and a risk-based management, it is necessary for States to continue working on the implementation of the SSP, not only to meet the goals established in the SAM Region Safety Plan (SAMSP) and in the national aviation safety plans (NASP) of each State, but to take immediate advantage of the benefits of efficient management with the scarce available resources that the States will face due to the pandemic.

3. CONCLUSION

3.1 The implementation of the SSP in the SAM States will allow to:

- a. take advantage of the economic, efficiency and safety benefits offered by the programme, once it has been implemented;

- b. improve safety considerably, increasing the percentages of effective implementation (EI) and reducing accident rates in all aviation sectors of each State; and
- c. comply with the goals of the GASP, SAMSP and NASPs of the States.

4. **SUGGESTED ACTION**

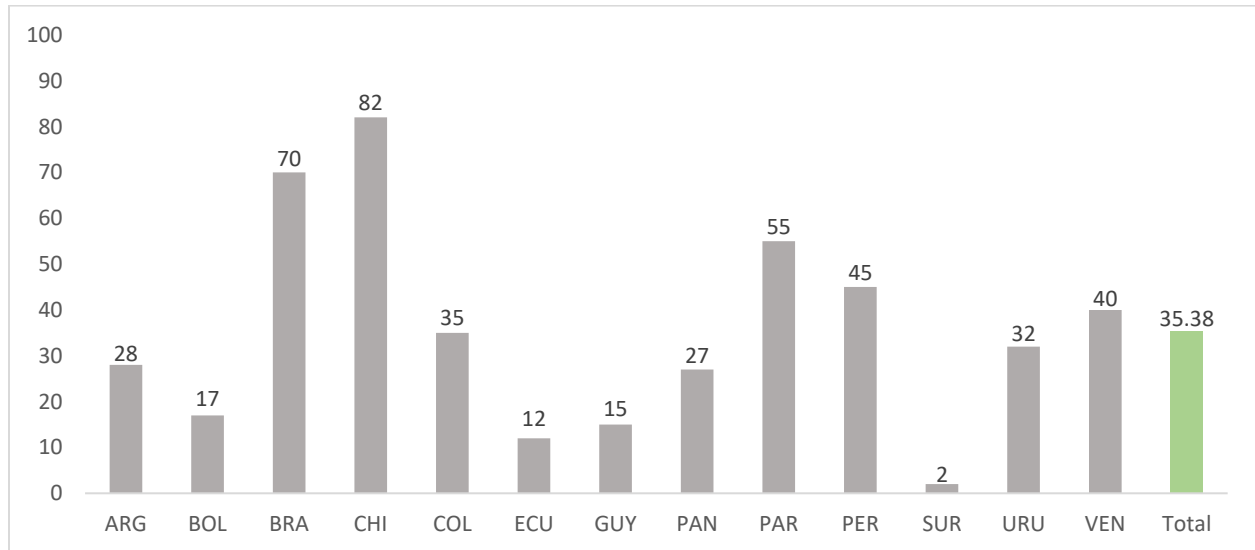
4.1 The Fifth Virtual Meeting of Civil Aviation Directors of the South American Region is invited to:

- a. take note of the information presented in this working paper and **Appendix A**; and
- b. adopt the following conclusion:

CONCLUSION RV5/DGAC/XXX - Importance of the SSP in the future process of aviation recovery and Civil Aviation Authorities maintenance.	
<p>That:</p> <p>The Civil Aviation General Directors of the South American Region consider, among the issues that their Ministers could address during the HLCC 2021 conference, the WP related to the importance of the SSP in the future processes of aviation recovery and in the maintenance of the Authorities of Civil Aviation. This will encourage the Conference on the need to implement the SSP according to the planning of each region.</p>	<p>Expected impact:</p> <p><input checked="" type="checkbox"/> Political/Global <input type="checkbox"/> Interregional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical.</p>
<p>Why:</p> <p>To take advantage of the economic, efficiency and safety benefits offered by the SSP once implemented, which will significantly benefit the recovery of the aviation sector and the economy of the States</p>	
<p>When: before the HLCC 2021 is held</p>	<p>Status: Valid</p>
<p>Who:</p> <p><input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Others</p>	

APPENDIX A

**PERCENTAGES REACHED BY THE SAM STATES
IN THE ESTABLISHMENT OF THE SSP**



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