



International Civil Aviation Organization

South American Regional Office

Virtual Session #7 - SAM Regional Strategy Recovery in response to COVID-19

(July 21, 2021; 09:00 a.m. Lima time – GMT-5)

GESAM7 - WP/03

19-07-2021

Issue 2: Aspects of Operational Safety to be submitted to the Virtual Meeting of General Directors of Civil Aviation of the SAM Region

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

(Presented by the Secretariat)

SUMMARY

This working paper presents to the Strategic Group of the South American Region the benefits provided by the implementation of the SSP in the States, especially those with a significant limitation of resources due to the COVID-19 pandemic, through improved of the data-based safety management, which leads to greater efficiencies and therefore lower costs for the aviation system and administrations.

Suggested Actions: The Seventh Meeting of the GESAM Strategic Group is invited to:

- a) Take note of the content of this working paper; and
- b) Adopt the following conclusion:

“That the Focal Points of the States consider among the issues that their Ministers could address during the HLCC 2021 conference, the WP related to the importance of the SSP in future aviation recovery processes and in the maintenance of Civil Aviation Authorities to encourage the conference on the need to implement the SSP according to the planning of each region”.

1. INTRODUCTION

1.1 Annex 19 to the International Civil Aviation Convention 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 that integrates the eight (8) critical elements of the safety oversight system with the standards related to safety management, allows States to maintain their civil aviation systems effectively.

1.3 States can obtain widespread economic, efficiency and safety benefits by implementing and maintaining an appropriate and effective SSP. These benefits arise from the clear articulation of the mechanisms that describe how safety is managed 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 under increasing 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 Both Annex 19 and the safety manual (Doc 9859) detail the many benefits of implementing safety management arrangements. These include fostering a positive and strengthened safety culture; document a process-based approach to ensure safety; better understand safety-related interfaces and relationships; improve the efficiency; and potential financial savings.

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

2.3 A data and risk-based approach 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 perform the consultation and appropriate regulatory impact analysis. In addition, exceptional times like these can put pressure on decisions that would be practically unattainable under normal conditions.

2.4 As of 2013, the SAM Office created the SSP implementation meeting, in 2017 the pilot project for the implementation of the SSP was launched and in 2019, the pilot project became an official project of the SAM Region. To date, States average 35% progress in the implementation of 40 deliverables of the SSP. Due to the pandemic, efforts have been undermined 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 management based on risks, it is necessary for States to continue working on the implementation of the SSP, not only to comply with the goals established in the SAM Region safety Plan and in the national aviation safety plans (NASP) of each State, but to immediately take advantage of the benefits of efficient management with the scarce available resources that the States will face due to the pandemic.

3. CONCLUSIÓN

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

- To take advantage of the economic, efficiency and safety benefits offered by the program, once it has been implemented;
- considerably improve operational safety, increasing the percentages of effective implementation (EI) and reducing accident rates in all aviation sectors of each State; and
- meet the goals of the State GASP, SAMSP and NASPs

4. SUGGESTED ACTION

4.1 The Seventh Meeting of the GESAM Strategic Group is invited to:

- a. Take note of the content of this working paper and the note included in appendix A;
- b. Adopt the following conclusion:

CONCLUSION GESAM7 / XXX - Importance of the SSP in the future processes of aviation recovery and maintenance of Civil Aviation Authorities	
<p>What?</p> <p>The Focal Points of the States consider among the issues that their Ministers could address during the HLCC 2021 conference, the WP related to the importance of the SSP in future aviation recovery processes and in the sustainability of Civil Aviation Authorities to encourage to 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</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><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 it has been implemented, which will significantly benefit the recovery of the aviation sector and the economy of the States</p>	
<p>When? before HLCC 2021</p>	<p>Status: Válido</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>	

ATTACHMENT A

Provisional guidance "*Considerations for implementing and adjusting public health and social measures in the context of COVID-19*" (Available only in English)