



**Thirteenth Plenary Meeting of the Regional Aviation Safety Group – Pan America
(RASG-PA/13)**

Santo Domingo, Dominican Republic – November 13 and 14, 2023

Agenda Item 3: Implementation problems and possible solutions

RASG-PA SUPPORT TO SSP IMPLEMENTATION

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This Working Paper presents the Meeting the impact of the low level of implementation of the SSP in the Pan American Region on the work of the RASG-PA, and proposes the group's financial support for the identification of the main obstacles to the establishment and implementation of the SSP.

Action:	The Meeting is invited to: a) Take note of the contents of this Working Paper; b) Make any comments you deem appropriate; and c) Approve the proposed Conclusion detailed in 2.10
<i>Objetives:</i>	<ul style="list-style-type: none"> • Safety
<i>References:</i>	<ul style="list-style-type: none"> • ICAO Annex 19

1. Introduction

1.1 According to ICAO Annex 19, “States shall establish and maintain an SSP that is appropriate to the size and complexity of the State's civil aviation system, but may delegate functions and activities related to safety management to another State, regional safety oversight organization (RSOO) or regional accident and incident investigation organization (RAIO).”

1.2 During recent years, ICAO NACC and SAM Regional Offices have been implementing different initiatives to support the implementation of the SSP with their States, having achieved important progress related to the initial stages of establishing the SSP.

1.3 This establishment, however, has not been able to advance beyond 30% in average in the Pan American Region, despite the different activities to support implementation, training, advice, and others, both at the regional level and at the level of the State.

2. Impact of the low implementation of the SSP on the work of the RASG-PA

2.1 Effective Implementation in Accident Investigation (AIG) in the Pan American Region is 59.35%, the lowest of all audit areas of the ICAO Universal Safety Oversight Audit Program (USOAP). This situation has a direct negative impact on the region's ability to carry out adequate management of reactive safety data.

2.2 The low level of establishment and implementation of SSPs, for its part, implies that States do not have safety data collection and processing systems (SDCPS) to capture, store, aggregate and allow the analysis of data and information on operational safety.

2.3 The inability of many States in the region to adequately identify and process reactive and proactive safety information does not allow for an adequate understanding of the risks and their potential impact on local and regional safety.

2.4 The causes behind the low level of establishment of SSPs are not entirely clear, and the different initiatives that have been applied in recent years to encourage and promote their advancement have proven to have a limited impact.

2.5 Although historically the RASG-PA has based its work on the information provided by large regional databases that gather information generated by airlines, in the last two years of PA-RAST's work, great benefits have been obtained by complement the information in these databases with local information provided, either by the airlines and/or the States, especially in those States where the information in the regional databases is not extensive.

2.6 Additionally, the RASG-PA has been developing different initiatives to support the establishment of Collaborative Safety Teams (CST), which can benefit from mature and functional SSPs.

2.7 In this sense, the RASG-PA should have a special interest in better progress in the implementation of the SSP, which allows it to have access to more precise and detailed operational safety information, to complement the other sources of information, and that they assist with the process of implementing the mitigation measures created by the RASG-PA and its work teams (PA-RAST/SMRT).

2.8 To this end, it is essential to have an adequate understanding of the main obstacles that States face in the process of establishing and implementing their SSP, and to understand how best the RASG-PA and the Regional Offices can support them in this activity.

2.9 In this sense, it is proposed that the RASG-PA financially supports the process of identifying the main obstacles to the establishment and implementation of the SSP in the States, which allows the design of more efficient and effective tailored solutions.

2.10 In light of what has been stated in the previous paragraphs, it is proposed to the Meeting to consider the following Conclusion:

CONCLUSION		RASG-PA SUPPORT FOR THE IDENTIFICATION OF THE ROOT CAUSE OF THE LOW IMPLEMENTATION OF THE SSP IN THE PAN AMERICAN REGION	
RASG-PA RASG-PA/13/CXX			
What: The NACC and SAM Regional Offices identify the appropriate mechanism that allows the identification of the root cause of the low implementation of the SSP in the Pan American region and prepare a project for the implementation of said mechanism, to be presented to the RASG-PA Executive Committee for your approval. <hr/> How much: In accordance with the project to be presented by the Regional Offices.		Expected impact: <input type="checkbox"/> Político/Global <input type="checkbox"/> Interregional <input type="checkbox"/> Económico <input type="checkbox"/> Ambiental <input checked="" type="checkbox"/> Operacional/Téc.	
Why: To identify the main obstacles to the establishment and implementation of the SSP.			
When: By ESC/39.		Status: Valid	
Who: <input checked="" type="checkbox"/> ICAO NAAC and SAM Regional Offices.			

3. Suggested action

3.1 The Meeting is invited to:

- a) Take note of the contents of this Working Paper;
- b) make any comments you deem appropriate; and
- c) approve the proposed Conclusion detailed in 2.10.