



Agenda Item 2:

SAT SOG ToRs implementation

PROPOSAL FOR THE SAT SAFETY POLICY.

(Prepared by SAT SOG)

SUMMARY

This paper aims to urge the South Atlantic (SAT) area States and/or entities to work towards enhancing the SAT region by implementing a SAT safety policy in line with the Safety Management Systems (SMS) principles.

The proposed SAT Safety policy, found in Appendix A, provides a policy framework to enable the necessary safety enhancement and enable the Region to align its work with the Global Aviation Safety Plan (GASP) goals.

REFERENCES

- SAT-24 meeting
- ACM 2 meeting
- ACM-s meeting

1. Background

1.1 Approving the Terms of Reference (TOR) presented in the SAT Handbook of 14 July 2021 establishes that safety oversight is SAT SOG's core function. In order to ensure the operation of continuous hazard identification and risk management processes in the areas of its responsibility, the Group has pursued the best practices to develop a solid Operational Safety Culture.

1.2 Organisations with a strengthened operational safety environment that employ a Just Culture enjoy high productivity rates and offer excellent quality services, positively impacting human relationships and, consequently, the work environment. Based on the above, this is only possible when values and principles are shared and disseminated clearly, generating motivation and commitment to work and even pride in belonging to the Group.

1.3 Thus, everyone's involvement is essential for the maturation of operational safety, producing highly appreciative results for the Group, for the organisation and, therefore, for the users of Air Navigation Services. The first step towards this end is establishing an SAT Group's Safety Policy.

2. Analysis

2.1 Although the SAT Region RMAs, ANSPs, States and Airspace Users already have aimed at Safety Oversight Management System, there is a need to develop actions to strengthen the Safety Culture of the SAT Region.

2.2 The aviation sector includes the State, service providers, and civil and military users in the air traffic control segment. It is a complex system in which risk exists. Therefore, it requires a perfect understanding of how human performance can affect its numerous interrelated components, including those that refer to cultural aspects.

2.3 Establishing and disseminating the Safety Policy is crucial to promote stakeholder commitment and awareness in our Region. Establishing guidelines, parameters, and indexes are tools for solid Operational Safety development.

2.4 Establish a set of practices and standards that will create an environment of cooperation and commitment for all SAT Region airspace users. Moreover, thus, it highlights the relevance of the Oversight activity to be carried out by SAT-SOG so that policies and procedures that contribute to security are reflected in the best operational practices, which, in turn, should be continuously monitored and encouraged.

2.5 The policy fostering in the Group aims to create and maintain a positive operational safety environment that is supportive towards meeting safety objectives of the National Aviation Safety Plans (NASP) of the Civil Aviation Authorities (CAA) and the ICAO Global Aviation Safety Plan (GASP).

2.6 In this context, considering the importance of a comprehensive Safety Policy, we have established the framework for conducting the work of SAT SOG in **Appendix A**.

3. Action by the meeting

3.1 The meeting is invited to:

1.1 The meeting is invited to:

- a) approve the Safety Policy presented; and
- b) request all ANSPs who are part of SAT SOG to be aware of the content of this Safety Policy; and
- c) provide direction as deemed necessary.

APPENDIX A:**Proposal: SAT Safety Policy**

Safety is the SAT SOG core function. The Group is committed to developing an organisational culture that provides the conditions for executing safe practices and encourages effective operational safety reporting (voluntary and mandatory). SAT-SOG aims to foster effective communication between its *stakeholders* (ANSPs, airspace users, CSPs, States and relevant stakeholders) to promote the safety of operations. Further seeking to develop, implement, maintain, and constantly improve strategies and processes to ensure that all our aviation activities receive balanced organisational resources. SAT SOG will aim to achieve the highest level of safety performance and meet regional safety objectives under national and international standards, the Global Aviation Safety Plan (GASP), and the Global Air Navigation Plan (GANP).

Objective

The objective of the SAT Member States is to maintain and, where possible, improve the agreed safety standards in all activities supporting the provision of Air Navigation Services in the SAT Region:

- All states involved are responsible for delivering the agreed level of safety performance in providing Air Navigation Services in the South Atlantic Region.
- All involved states are accountable for delivering the agreed safety performance in aircraft operations in the South Atlantic Region.
- All states involved must raise awareness of the importance of the good reporting culture with internal and external users and follow the processes established in processing messages for the monitoring bodies.
- Safety in the SAT Region is managed through the organisation and activities of the relevant implementation and oversight groups established by the SAT SG, in coordination with non-member States and observers, to achieve its Safety Objective.

Guiding principles

The SAT SOG will act to:

- **Clearly** define all accountabilities and responsibilities for the delivery of safety performance concerning the provision of air navigation services and participation in SAT SOG and its contributory bodies;
- **Maintain** continuous processes that monitor safety performance and establish and measure objectives, targets and performance indicators for operational safety to follow up the level of safety achieved;
- **Encourage** operational safety assurance activities as a way to continuously improve the services provided concerning safety performance, as well as to monitor the implementation processes for maintaining operational safety;
- **Support** safety management activities that will result in a Just Culture, foster safety best practices, encourage effective reporting and communication;
- **Distribute** safety information and SAT operating requirements to stakeholders;
- **Establish and implement** hazard identification and risk management processes in order to eliminate or mitigate safety risks associated with air navigation services supporting aircraft operations in the South Atlantic Region; and
- Incentivize all SAT member states to contribute experts to the SAT SOG or one or more of its various subgroups and support the overall safety management in the Region.

Conclusion

The achievement of an effective safety culture is recognised as a vital element in establishing, achieving and maintaining satisfactory levels of safety performance. To accomplish it, a just culture is crucial to promote best management practices to improve safety awareness. The SAT Safety Policy was created to harmonise with ICAO objectives and civil aviation safety-related activities within its jurisdiction. Promoting the SAT Safety Policy also enables a system where all airspace users are invited to collaborate on understanding the safety concept in the SAT Region and how we, as members of its airspace, can improve it.
