



International Civil Aviation Organization

MID Safety Support Team

Third Meeting (MID-SST/3)
(Abu Dhabi, UAE, 10 – 13 October 2016)

Agenda Item 6: Any other Business

**CANSO'S SAFETY ACTIVITIES & STANDARD
OF EXCELLENCE IN AIR NAVIGATION
SERVICES – SAFETY (SEANS-SAFETY)**

(Presented by the Civil Air Navigation Services Organisation “CANSO”)

SUMMARY

This paper presents CANSO Safety in brief, CANSO latest safety activities, and the Standard of Excellence in Air Navigation Services– Safety (SEANS-Safety) programme.

Action by the meeting is at paragraph 5.

REFERENCES

- Annex 19 — Safety Management
- CANSO Standard of Excellence in Safety Management Systems, Second Edition (2015). <https://www.canso.org/canso-standard-excellence-safety-management-systems>
- Doc 9859 — Safety Management Manual

1. INTRODUCTION

1.1 CANSO – the Civil Air Navigation Services Organisation – is the global voice of air traffic management; its members include air navigation service providers from all regions. In addition, CANSO provides benchmarking, best practices and implementation support across the fields of safety, security, operations, policy and regulation.

1.2 Safety is CANSO's number one priority. Air traffic management (ATM) faces many challenges including increasing traffic demand; the implementation of new technology; the growth in unmanned aircraft; increasing automation; and others. The ATM industry must address these while maintaining and improving safety.

1.3 The Safety Standing Committee (SSC) oversees CANSO's Safety Programme and aims to: continually improve safety performance in air traffic management (ATM) operations; further enhance safety management and culture among CANSO Members; and provide global leadership on safety management issues. CANSO's safety work programme helps ANSPs improve safety through elements such as safety management systems, best practices and benchmarking.

1.4 CANSO provides advice to ANSPs on complying with existing or proposed regulations. To improve the way that ANSPs identify risks and manage safety, CANSO has produced guidance to standardise risk evaluations and assessments conducted by ANSPs. It also provides guidance and advice to ANSPs on developing their safety management system that is fully aligned with ICAO's industry wide annex on safety management (Annex 19).

1.5 CANSO mission is supported by three 'Pillars' based on three core vision elements: being a strong partner ; creating value for members and stakeholders ;and optimising the efficiency and effectiveness of the organisation.

1.6 Establishing strong partnership and collaboration with industry partners is essential to improving safety performance. CANSO cooperates with ICAO to exchange safety information on a whole range of safety issues; and with other partners across the industry to develop, launch and implement the CANSO runway safety initiative www.cansosafety.com to reduce unstable approaches and runway excursions; and with other stakeholders to develop guidelines on ensuring a just culture whereby ANSP staff can report potential incidents without fear of repercussions.

2. CANSO 2016 SAFETY ACTIVITIES

2.1 Several events for CANSO during 2016 highlighted the progress of the ATM industry trying to further enhance aviation safety across the globe. Among them the CANSO Africa Conference, where CANSO Members signed a declaration where African States and their air navigation service providers (ANSPs) agreed to implement a detailed and coordinated peer review mechanism to address critical safety issues in air traffic management (ATM). <https://www.canso.org/sites/default/files/Declaration%20on%20Africa%20ATM%20Safety%20Peer%20Review%20Initiative%20130916.pdf>.

2.2 At the annual CANSO Safety Conference in Budapest 6-11 November 2016, delegates will discuss and agree a range of initiatives and issues including: the evolution of CANSO safety benchmarking data methods; sharing real-world applications of the Standard of Excellence in Safety Management Systems; and how best to foster Just Culture in organisations. These and other day-to-day safety activities will ensure that CANSO fulfil its number one priority through a proactive approach to further improvements in ATM safety.

3. CANSO GLOBAL SAFETY ACHIEVEMENT AWARD

3.1 Each year at the CANSO Global ATM Safety Conference, the Safety Standing Committee (SSC) recognises safety achievements with awards. Where the successful recipient(s) will have introduced, improved or made a significant safety contribution, which has reduced aviation risk in the previous 12 months. This may be a local, regional or global contribution and may encompass a process, procedure, technology or training improvement. Neither CANSO nor SSC membership is required, and consideration will be given to team nominations. All nominations usually submitted to Safety Programme manager using a special form .The CANSO SSC Steering Committee reviews the nominations and select the recipient(s), presenting the award at the Global ATM Safety Conference Awards Dinner.

4. CANSO STANDARD OF EXCELLENCE IN AIR NAVIGATION SERVICES-SAFETY (SEAN SAFETY)

4.1 An important CANSO safety initiative is the roll-out of the CANSO Standard of Excellence in Air Navigation Services-Safety or SEANS-Safety. This is the next step in the CANSO safety management systems (SMS) programme where it will provide CANSO Members with an objective, standardised means of assessing and demonstrating ANSP safety management capabilities. Currently, CANSO Member ANSPs conduct self-assessments of their SMS Maturity levels, using the

guidelines in the CANSO SoE in SMS. With the introduction of SEANS-Safety, independent validation of the findings will provide assurance of the actual SMS Maturity level of the Member ANSP. SEANS-Safety may also be used as oversight evidence externally, to regulators and ICAO.

4.2 Beginning in 2017, the CANSO SEANS-Safety programme will conduct on-site assessments of ANSP's SMSs. Assessments will be provided to members with consideration given to ensure equal opportunity across regions. The first SEANS-Safety beta test was held in August in Curaçao (DC-ANSP) while the second one will be held in October in New Zealand (Airways NZ). This will provide the opportunity to establish and validate the SEANS-Safety on-site assessment process. The ANSPs of South Africa (ATNS), Saudi Arabia (SANS), the Dominican Republic (IDAC), India (AAI), Kazakhstan (Kazaeronavigatsia), Argentina (DGCTA) and Egypt (NANSC) have volunteered for SEANS assessments in 2017.

4.3 CANSO has aligned 1) its SoE in SMSs with ICAO Annex 19; 2) a comprehensive SMS Implementation Guide to aid Members in establishing Annex 19-compliant SMSs; and 3) workshops and seminars to propagate Annex 19-aligned best practices in SMS implementation, safety culture and safety risk management.

4.4 The aviation industry will derive a number of benefits from SEANS-Safety, including satisfying regulators that Members have met ICAO Annex 19 requirements, and complementing the long-term GASP objective to achieve an advanced safety oversight system including predictive risk management and the safety performance enabler of Standardization.

4.5 ANSPs using SEANS-Safety to determine SMS maturity levels may communicate the satisfaction of ICAO requirements to ANSP regulators, which could reduce the need for regulator assessments and/or ICAO audits. We invite ICAO to consider using the CANSO SEANS-Safety Assessment as a Safety Indicator for CANSO member States ANSPs.

4.6 Among other working papers, CANSO has presented SEAN-Safety to the ICAO 39th assembly (WP/195), http://www.icao.int/Meetings/a39/Documents/WP/wp_195_en.pdf, where the WP has been endorsed.

5. ACTION BY THE MEETING

5.1 The meeting is invited to:

- a) note the latest CANSO Safety activities;
- b) note the SEANS-Safety industry-led initiative by CANSO;
- c) encourage MID ANSPs to participate in the 2017 CANSO Safety Award; and
- d) encourage MID ANSPs to use the CANSO Standard of Excellence in Safety Management Systems upon which SEANS-Safety is based.

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