



ASSEMBLY – 35TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 16: Improvement of safety oversight

**ATM SAFETY MANAGEMENT IN THE STATES
OF THE LATIN AMERICAN REGION**

(Presented by the 21² member States of the Latin American Civil Aviation Commission)

SUMMARY

This paper reviews aspects related to ATM safety management in connection with the implementation of ATS safety programmes by the States in the airspace and aerodromes under their responsibility.

REFERENCES

Annex 11
Doc 4444, PANS – ATM
Manual on Aerodrome and Air Traffic Services Safety Management

1. INTRODUCTION

1.1 ICAO has established a Global Aeronautical Safety Plan (GASP) with the purpose of reducing accidents and incidents.

1.2 Within the framework of the GASP, ICAO fosters the many safety activities undertaken worldwide, such as the transfer of information and experience on safety among governments and companies in the aeronautical sector, and coordinates efforts to ensure that the various programmes carried out in this respect complement each other and address existing aviation safety concerns in the region in a complete, integral and systematic manner.

1.3 The provisions of Annex 11 (Air Traffic Services) to the Convention on International Civil Aviation are intended to ensure a safe, orderly and prompt flow of air traffic, and state that safety is the primary objective of Air Traffic Services. Said Annex recommends that States establish appropriate levels of safety and safety objectives applicable to the provision of ATS within their airspace and aerodromes, and, if applicable, also establish safety levels and objectives through regional air navigation agreements.

¹ English and Spanish versions provided by LACAC

² Argentina, Aruba, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay and Venezuela

- 1.4 An ATS Safety Management Programme must contain the following elements, inter alia:
- a) Identification of actual and possible hazards, and determination of the need to apply corrective measures;
 - b) Verification that necessary corrective measures to maintain an acceptable level of safety are applied, and
 - c) Ongoing supervision and periodic assessment of the level of safety achieved.

2. ANALYSIS

2.1 The States signatory to the Convention on International Civil Aviation are responsible for the implementation of ICAO SARPS within the airspace and aerodromes under their responsibility.

2.2 Any Safety Management Programme of a State has two basic components: the component related to the direct responsibility of the State to regulate and oversee safety aspects, and an active ATS safety management component that is implemented through service providers, and which, in some cases, is not under the direct management of the State.

2.3 Although the regulatory function and ATS provision are both under the direct management of a State-controlled entity, it is important to maintain a clear distinction between these two functions.

2.4 Most activities that are carried out on a daily basis imply some degree of risk. A given activity may be considered “safe” when it is felt that the risk is less and acceptable. Within the aeronautical context, the general public understands safety as the absence of accidents. However, we must recognize that, although it would be desirable to eliminate them, “total safety” is unattainable, since, even when making all possible efforts, eventual failures and errors will always occur.

2.5 As long as risk cannot be completely eliminated, the objective of safety programmes must be to control the processes that may result in hazardous events, so as to minimize the likelihood of accidents.

2.6 ATS quality management programmes have proven an effective tool to foster the implementation of various complementary programmes, such as those on ATC proficiency verification and training, incident reporting and investigation, phraseology review and, in general, air traffic services continuous improvement programmes.

2.7 The CAR/SAM Regional Guidance Material for ATS Quality Assurance programmes, approved by GREPECAS, has been a valuable tool for the implementation of the ATS Quality Management Programme.

3. CONCLUSION

3.1 The LACAC member States recognize the efforts made by ICAO and, particularly, by CAR/SAM Regional Offices, and appreciate the support and guidance received in the initiation of quality assurance programmes. They also express their commitment to continue improving their National ATS Quality Management Programmes, while adopting measures to implement a Global ATS Safety Management Programme for the benefit of the international aeronautical community.

4. **ACTION BY THE ASSEMBLY**

4.1 The Assembly is invited to:

- a) take note of the above; and
- b) support ICAO efforts for the implementation of suitable system programmes, in order to ensure safety in the provision of ATS.

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