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**SM2018 NACC & SAM**

# ICAO REGIONAL SAFETY MANAGEMENT SYMPOSIUM

North American, Central American and Caribbean (NACC),  
and South American (SAM) Regions



13-14 March 2018

Lima, Peru

W-Fi Network: NOVOTEL

Wi-Fi Passcode: NOVO2017



# PANEL 4 – The protection of safety data, safety information and related sources

## Moderator

**Tatiana Pak**, *Secretary of the ICAO Safety Information Protection Expert Group, Air Navigation Bureau, ICAO*

## Speakers

**Veronica PAJUELO**, *Lawyer, CAA, Peru*

**Cynthia DOMINIK**, *Deputy Assistant Chief Counsel for Enforcement, FAA, United States*

**Kenneth P. QUINN**, *General Counsel and Secretary, Flight Safety Foundation*





## Panel 4

- Hear the views of experts who have been involved in the work related to the safety information protection
- Outline the current situation regarding the protection of safety information, and put some basic facts on the table to facilitate the conversation as it moves forward
- It is s a complex topic, making it important to hear the views of all the participants in the room



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## HOW DO WE ENSURE EFFECTIVE PROTECTION?



# COFFEE BREAK





## PANEL 5 – Scalability

### Moderator

**Elizabeth GNEHM**, *Programme Coordinator, Safety Management, Air Navigation Bureau, ICAO*

### Speakers

**João SOUZA DIAS GARCIA**, *Manager, Operations Regulations and Support, ANAC, Brazil*

**Betty CASTAING**, *Director of Planning and Development, IDAC, Dominican Republic*

**Christopher BARKS**, *Director Western Hemisphere, FAA, United States*

**César ENRICO**, *Quality Manager, LAN Airlines Peru*





There is no  
“One size fits all.”  
for the  
implementation  
of  
SSP/SMS.



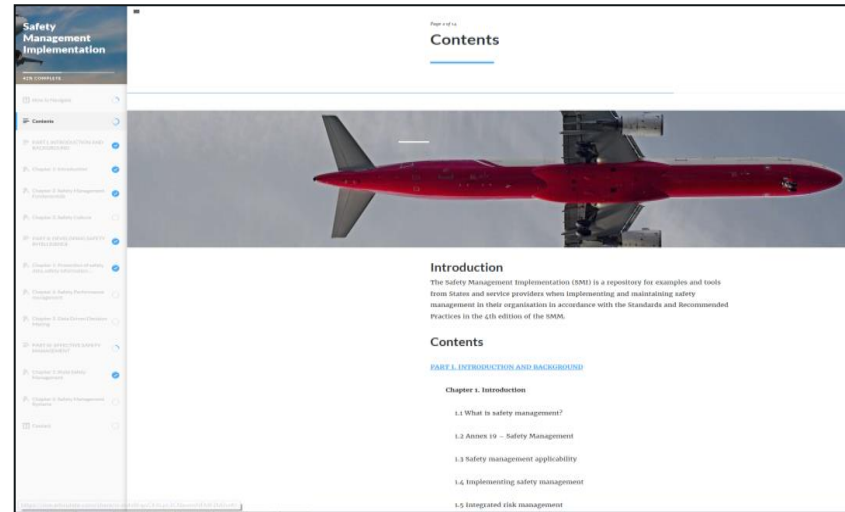
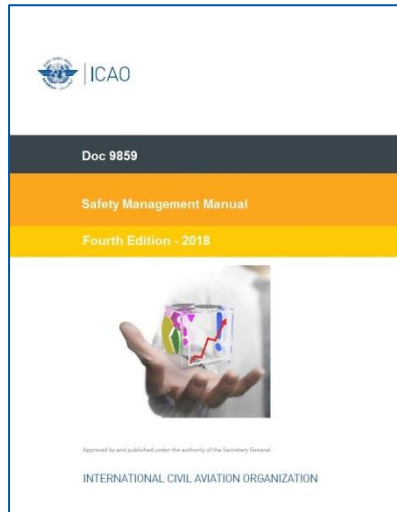


All safety management components and elements are expected to be addressed in implementing SSP/SMS.





# New Approach for Safety Management Manual, 4<sup>th</sup> ed.



Published document

Safety Management Implementation Website

- ✓ **The periodic review** of the SSP/SMS is important
- ✓ **The assessment** of SSP/SMS should be performance-based
- ✓ **The need for experience** in assessing “*what is working*”





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THANK YOU



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# PANEL 6 – Management of change

Moderator

**Fabio Faizi RAHNEMAY RABBANI**, *Regional Director, SAM Office, ICAO*

Speakers

**Nibia Lucia MORALES GALINDO**, *Especialista Aeronáutico,  
CAA, Colombia*

**Alexis BRATHWAITE**, *Manager Air Traffic Services &  
ANS Safety, CAA, Trinidad and Tobago*

**Enrique CATALANO**, *Gerente de Seguridad Operacional,  
Aeropuertos Argentina 2000*



# LUNCH





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# Panel 7 – SMS acceptance

Eddian Méndez

ICAO NACC ATM/SAR Regional Officer



14 MARCH 2018 /Lima, Peru



# What is Safety?

- Safety. The state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an ***acceptable level.***



# What is an acceptable level?

- Annex 19 requires that States shall establish the acceptable level of safety performance to be achieved through their SSP.
  - An acceptable level of safety performance for the State can be achieved through the implementation and maintenance of the SSP as well as safety performance indicators and targets showing that safety is effectively managed and built on the foundation of implementation of existing safety-related SARPs.
- The SMS of the operators and/or service providers shall be made acceptable to the State (or States).





# The Challenge

- SMS acceptance is more than just a compliance based process.
- The State must work to define their safety performance requirements.
- If the State limits the acceptance of the SMS to the approval of the SMS manual and has not established the requirements for safety performance measurement and improvement, the purpose of the system is not met, and just an unnecessary burden is placed on the operator and the authority itself.
- Investing a considerable amount of time and resources just to tick boxes.



# Panel Members

- **Dale Whitmore.**
  - SMS Program Office Manager, Flight Standards, FAA
- **David Romero.**
  - Manager of Operational Certifications, Venezuela
- **Gonzalo Altamirano.**
  - Jefe de Calidad, Líneas Aéreas Nacionales del Ecuador S.A. LATAM Airlines Group, Ecuador



## SMS Acceptance Process / Proceso de Aceptación del SMS (Regulatory and Technical Aspects) / (Aspectos Técnicos y Regulatorios)

- *Is the SMS acceptance a separate approval?*
- *Should the acceptance be done in phases?*
- ¿Es la aceptación del SMS una aprobación adicional (separada)?
- ¿Debería la aceptación hacerse por fases?



## SMS Common Acceptance / Aceptación Común del SMS

- *How do we reduce the duplication of regulatory activities or other third party audits?*
- *What could be done for having a harmonized approach in terms of SMS acceptance throughout the region?*
- *¿Cómo reducimos la duplicidad de actividades supervisión regulatoria u otras auditorías de terceras partes?*
- *¿Qué podríamos hacer para tener un enfoque armonizado en términos de aceptación de los SMS en la Región?*



## Challenges of the SMS acceptance process / Retos del Proceso de Aceptación del SMS

- What are the challenges faced by the States or service providers during the SMS acceptance process?
- What is the impact of using service providers without an SMS?
- ¿Cuáles retos enfrentan los Estados o Proveedores de Servicio durante el proceso de aceptación del SMS?
- ¿Cuál es el impacto de usar proveedores de servicios que no poseen un SMS?



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## **Q&A - QUESTIONS FROM THE AUDIENCE**



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# CLOSING SESSION

Conclusions





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