



Twenty - Eighth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/28)

ICAO SAM Regional Office, Lima, Peru, 4 to 5 May 2017

Agenda Item 9: Items/Briefings of Interest to the RASG-PA ESC

CANSO’s Standard of Excellence in Air Navigation Services – Safety (SEANS-Safety)

(Presented by CANSO)

EXECUTIVE SUMMARY	
<p>The Standard of Excellence in Air Navigation Services– Safety (SEANS-Safety) programme, developed by CANSO, offers ANSPs a means by which to assess their level of SMS maturity. A more objective and thorough method than a self-assessment questionnaire, SEANS-Safety will provide ANSPs and their regulators with confidence that their SMSs meet ICAO Annex 19 requirements. Additionally, SEANS-Safety will allow ANSPs to identify weaknesses in their Safety Management Systems (SMSs) and strive to exceed both ICAO and regulatory requirements.</p>	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety
<i>References:</i>	<ul style="list-style-type: none"> • Annex 19 — <i>Safety Management</i> • Doc 9859 — <i>Safety Management Manual</i> • CANSO Standard of Excellence in Safety Management Systems, Second Edition (2015). https://www.canso.org/canso-standard-excellence-safety-management-systems

1. Introduction

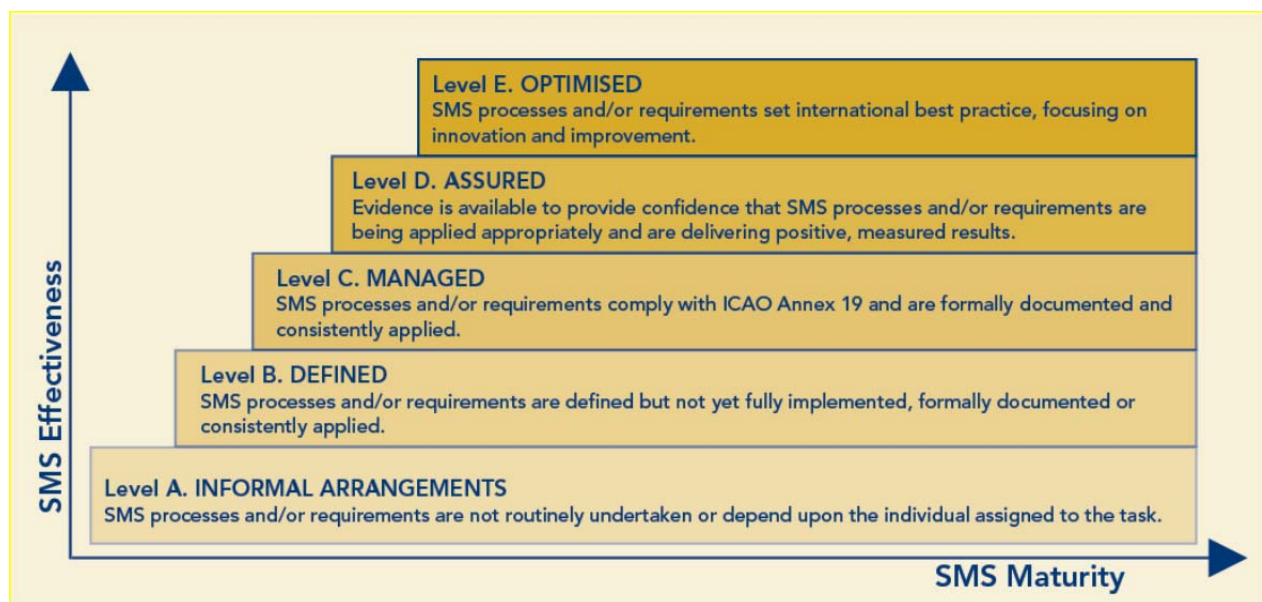
1.1 The CANSO Standard of Excellence in Air Navigation Services - Safety (SEANS-Safety) will measure the SMS maturity levels of ANSPs. Based on the CANSO Standard of Excellence (SoE) in Safety Management Systems (SMS), it is aligned to ICAO Annex 19, Safety Management.

2. Discussion

2.1 SEANS-Safety provides CANSO Members with an objective, standardised means of assessing and demonstrating ANSP safety management capabilities. SEANS-Safety may also be used as oversight evidence externally, to regulators and ICAO. Through the use of the programme, CANSO Members will be in a better position to standardise the elements of their SMSs, thus facilitating enhanced data analysis, safety risk management and performance measurement, which are enablers for higher overall levels of safety performance.

2.2 SEANS-Safety will improve upon the self-assessments currently conducted by many ANSPs by formalising the assessments while maintaining programme consistency. The CANSO SoE in SMS supports the clear message from the Global Aviation Safety Plan (GASP), promoted by the ICAO Safety Management Manual, that achievement of the highest level of SMS maturity is a long-term process that must proceed in a very deliberate step-wise manner. The revised SoE in SMS consists of a system enabler (Safety Culture) and a framework of five components addressing 16 Safety Management elements.

2.3 The SoE in SMS provides a means for ANSP management, and safety managers in particular, to develop a phased plan to enable the step-wise implementation of SMS elements. This approach is based on the experience of the CANSO Members. It is aligned to the principles set out in the ICAO Safety Management Manual (Doc 9859) and promoted in ICAO courses on SMS implementation. The figure below summarises the phased, step-by-step implementation of an SMS by maturity level.



2.4 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.

2.5 Beginning in 2017, the CANSO SEANS-Safety programme conducted on-site assessments of ANSP's SMSs. Assessments were provided to members with consideration given to ensure equal opportunity across regions.

2.6 A first SEANS-Safety beta test was held in August in Curaçao (DC-ANSP). This provided the first opportunity to establish and validate the SEANS-Safety on-site assessment process. The ANSPs of South Africa (ATNS), Saudi Arabia (GACA), New Zealand (Airways NZ), the Dominican Republic (IDAC), India (AAI), Kazakhstan (Kazaeronavigatsia), volunteered for SEANS assessments in 2017.

3. Conclusion

3.1 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.

3.2 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.

3.3 Using SEANS-Safety to determine SMS maturity levels and communicating the satisfaction of ICAO requirements to ANSP regulators 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 member States ANSPs.