



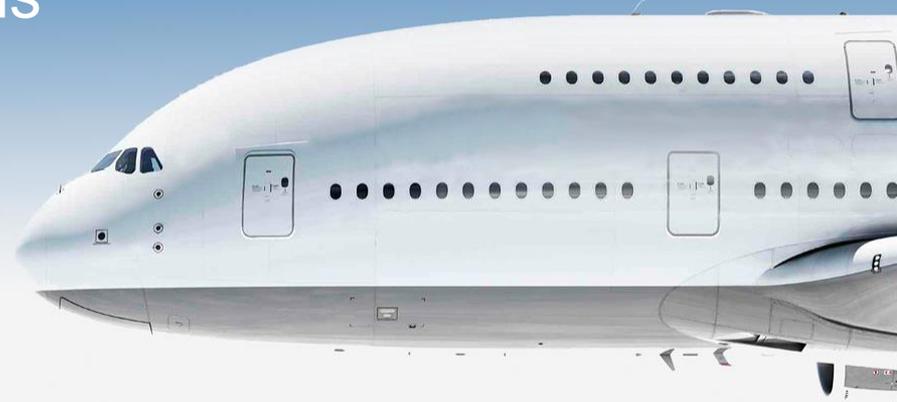
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SM2018 NACC & SAM

ICAO REGIONAL SAFETY MANAGEMENT SYMPOSIUM

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



13-14 March 2018

Lima, Peru

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OPENING SESSION

Welcome remarks and opening statements

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

Catalin RADU, *Deputy Director, Aviation Safety,
Air Navigation Bureau, ICAO*

Melvin CINTRON, *Regional Director, NACC Office,
ICAO* ([video message](#))

Julio SIU, *Deputy Regional Director, NACC Office, ICAO*

Claude HURLEY, *President of the Air Navigation
Commission, ICAO* ([video message](#))

Juan Carlos PAVIC MORENO,
Director General of Civil Aviation, Peru





PANEL 1 – Benefits and challenges of safety management from State and service provider perspectives

Moderator

Catalin RADU, *Deputy Director, Aviation Safety, Air Navigation Bureau, ICAO*

Speakers

Rodolfo PINTO, *Head, Airworthiness Office, Directorate of Civil Aeronautics, Chile and Airworthiness specialist, Regional Safety Oversight Cooperation System*

Javier MARTINEZ BOTACIO, *Director General, ACI-LAC*

Manuel CÁCERES, *Director, ACSA-COCESNA*

Alexander WELSCH, *Safety Manager, LATAM Airlines, Peru*



LUNCH





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Panel 2 – Interaction between SSP and SMS

Julio Siu

Deputy Regional Director

ICAO North America, Central America and the Caribbean
(NACC) Regional Office



13 March 2018/Lima, Peru



Opening Remarks

- The aviation system is, in fact, a collection of systems that are interconnected, each one with its own purpose and goals;
- At the same time, they must work together to effectively manage risks in their common operations.
- Annex 19 requires each State to establish an SSP for the management of safety in the State, in order to achieve an acceptable level of safety performance in civil aviation.



Annex 19 Requirements

As part of its SSP, the State shall require that the following service providers under its authority implement an SMS:

- a) approved training organizations that are exposed to safety risks related to aircraft operations during the provision of their services;
 - b) operators of aeroplanes or helicopters authorized to conduct international commercial air transport;
 - c) approved maintenance organizations providing services to operators of aeroplanes or helicopters engaged in international commercial air transport;
 - d) Organizations responsible for the type design or manufacture of aircraft;
 - e) Air traffic services (ATS) providers; and
 - f) Operators of certified aerodromes.
- Additionally, as part of its SSP, each State shall require that international general aviation operators of large or turbojet aeroplanes implement an SMS.



Interaction between SSP and SMS

- The interaction between the SSP and the SMS of operators and service providers is vital to reach the acceptable level of safety performance of the State, to reach safety objectives and the functioning of the safety management systems in the civil aviation system.
 - The SSP establishes safety performance objectives to be achieved by the State, and individual safety performance targets for each SMS.
 - The sum of the safety performance for each SMS will be the safety performance achieved by the State.
 - Therefore, both the SSP and the SMS have an inseparable connection, since one cannot function and achieve its purpose without the intervention of the other.



Enhanced Interaction

- State and service providers maintain a close relationship on an everyday basis. However, the traditional interaction between the regulator and the operators is one of enforcement to comply with the regulations. In that sense they see each other as if they have opposite goals: One to be able to operate with as less requirements as possible and one that tries to control the behavior of the other in order to protect safety.
- In a performance based environment they are both partners for the same objectives. They must work together and handle their interactions in a productive and sustainable manner.
- This is the purpose of this panel: To describe this interaction in order to make aviation safer and more efficient.



Panel Speakers

- **Wagner MORAES.**
 - Superintendent of Flight Standards, ANAC, Brazil
- **Sean BORG.**
 - Chief, Technical Programs, Evaluation and Coordination Standards Branch, Civil Aviation Directorate, Transport Canada, Canada
- **Olga Beatriz MARTINEZ-MARIÑO.**
 - Coordinadora Grupo Gestión de Seguridad Operacional, Aeronáutica Civil de Colombia, Colombia
- **Mario ARDANZA GONZÁLEZ.**
 - National Continuous Monitoring Coordinator, IACC, Cuba
- **Nilton BAUMGRATZ.**
 - Responsible for SMS Implementation, Embraer



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THANK YOU

COFFEE BREAK





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PANEL 3 – Safety promotion

Moderator

Lorenzo SEPULVEDA, *Safety Director, DGAC, Chile*

Speakers

Daniel BARAFANI, *National Director of Investigation, JIAAC, Argentina*

Juan THOMAS, *Director, ASCA, Dominican Republic*

Rodolfo PINTO, *Head, Airworthiness Office, Directorate of Civil Aeronautics, Chile and Airworthiness specialist, Regional Safety Oversight Cooperation System*

Luis Felipe DE OLIVEIRA, *Executive Director, ALTA*





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