



ICAO NACC Regional Office
UNITING AVIATION in the NAM/CAR Regions since 1957

"Enhancement of State's Air Transport System and Regional Collaboration"

Oficina Regional NACC de la OACI
UNIENDO LA AVIACIÓN en las Regiones NAM/CAR desde 1957

"Mejora del Sistema de Transporte Aéreo de los Estados y Colaboración Regional"

NACC/DCA/7 – P/02



Enhancement of safety management issues at the State and regional level

Seventh Meeting of the North American, Central American and Caribbean Directors of Civil Aviation
NACC/DCA/7

Washington, D. C., United States, 19 – 21 September 2017



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Safety Panel

✈ Moderator: Nicaragua

✈ Panelists:

✈ United States

✈ CASSOS

✈ EASA

✈ IATA



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Objective of Safety Panel

- ✈ Discuss ways to improve safety oversight by developing States' safety management capability, considering the challenges for implementing the provisions of Annex 19 to the Convention on International Civil Aviation.



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Air Transport is the Safest Mode of Transportation



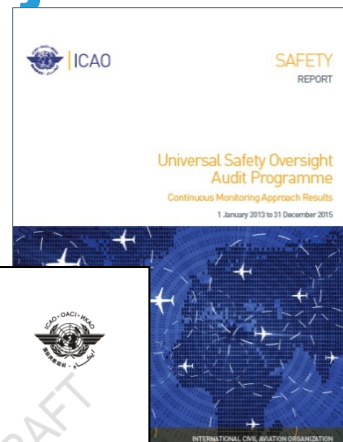
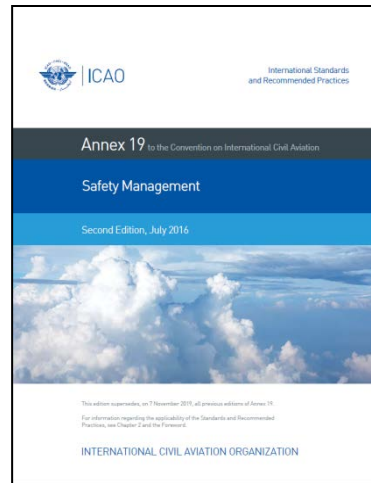
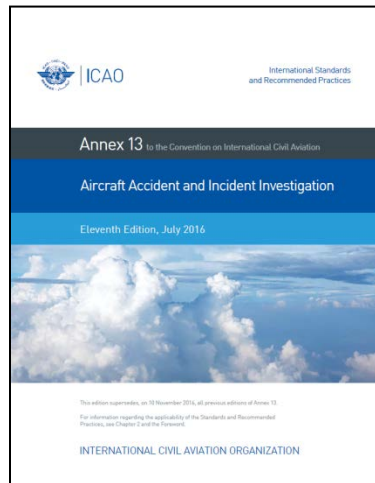
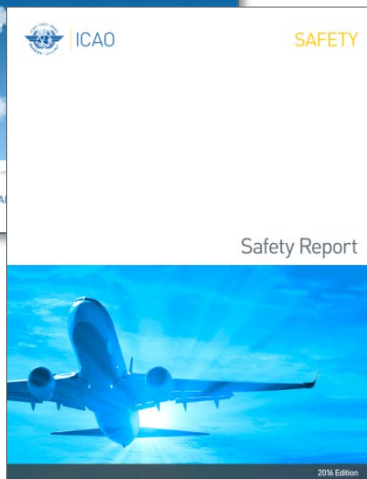
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Safety is one of the ICAO Strategic Objectives





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RASG-PA Regional Accident Statistics 2016

Estimated Departures	Number of Accidents	Accident Rate	Fatal Accidents	Fatalities	Share of Traffic	Share of Accidents
13.3 millions	28	2.1 per million departures	0	0	38.1%	37.3%

We are almost there...

Source: ICAO Safety Report 2017

Scheduled commercial operations involving fixed-wing aircraft with a maximum take-off weight (MTOW) greater than 5700 kg.



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A background image showing several hands reaching up from the bottom, launching white paper airplanes into a blue sky. The airplanes are in various stages of flight, some with visible white smoke trails. The overall scene is one of upward movement and growth.

✈️ Air traffic is predicted to double by 2030

✈️ In the next 20 years, airlines will have to add 25,000 new aircraft to the current 17,000 commercial fleet

✈️ By 2026, it will be needed 480,000 new technicians to maintain these aircraft and over 350,000 pilots to fly them

How can we ensure the safe realization of this growth?



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Safety Management

- ✈ Systems approach for decision making at all levels
- ✈ Its implementation is key in support of the sustainable development of the Air Transportation Industry, and economic related activities
- ✈ Leads to safety risks being addressed more strategically and proactively by regulators and aviation service providers to ensure that the expected growth is carefully managed and enabled



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GASP Objectives and Timelines





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1. Nicaragua Experience

✈ Effective Safety Oversight

- ✈ Pre-requisites for sustainable SSP Implementation

✈ Start of SSP Implementation at National Level

- ✈ Allocation of resources for SSP Implementation



Effective Safety Oversight System

High Level Support from the Presidency of the Republic

- Political vision to promote an integral development of civil aviation
- Support and direct communication for CAA initiatives

Civil Aviation Law

- Modern legal and regulatory framework for civil aviation administration

Director General of the CAA

- Autonomous CAA
- Rulemaking power
- Management decisions to sustain safety as a priority

Specialized Human Resources

- Training policy
- Combined with technology



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Enforcement Policy

Robust Legal Framework

Independent AIG

Review Mechanism for SSP

Continuous Improvement – Internal Review

Safety Oversight & SMS Surveillance

Current Safety Surveillance Programme, SMS Acceptance & Safety Indicators, 8 C.E. Effective Control.

Documentation System for SSP

SSP Documents to be integrated to a QMS

Implementation Team

Multidisciplinary Team That Integrates Administrative and Technical Areas of the CAA



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2. CASSOS Experience

- ✈ Start of promotion of SSP implementation at the regional level.
 - ✈ Identify the entity in the region who will guide and support SSP implementation at the regional level
- ✈ Regional safety initiatives to support consistent coordination of regional and sub-regional programmes for SSP implementation
 - ✈ Identify resources that are available in the region to support SSP implementation



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3. United States Experience

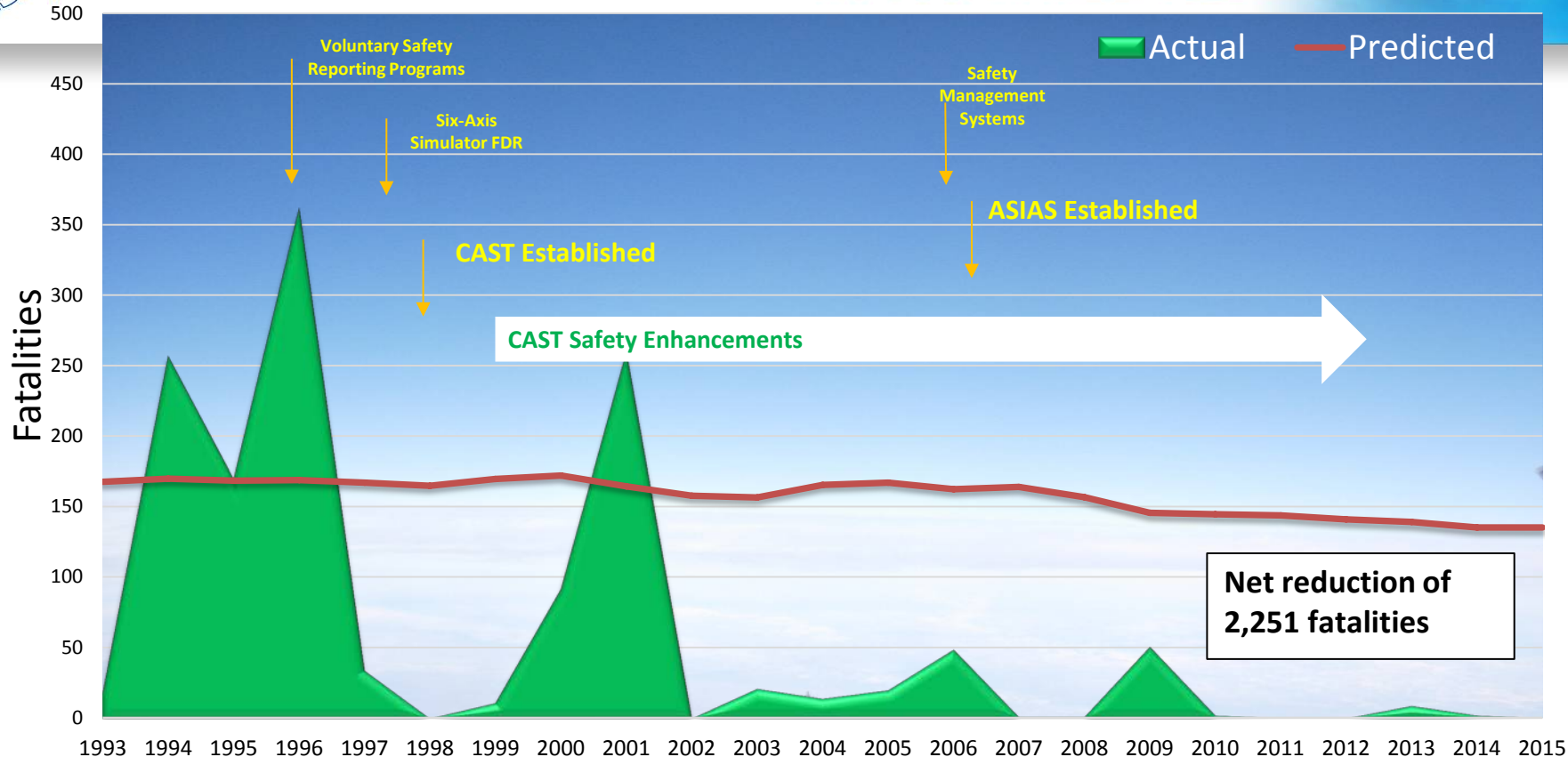
- ✈ Progressing towards a proactive safety culture
 - ✈ Strategic collaboration with key aviation stakeholders to support transition to predictive risk management



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Predicted vs. Actual Part 121 Onboard Fatalities



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Improving Aviation Safety





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4. EASA Experience

✈ Establishment of Safety Risk Management at Regional Level



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5. IATA Experience

✈ Improvement of Industry compliance with applicable SMS Requirements



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Discussion...



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Summary

- ✈ NAM/CAR States and Regions should prioritize initiatives associated with the Safety Performance Enablers to first establish effective safety oversight and then address safety risks effectively
- ✈ States should build upon fundamental safety oversight systems to implement SSPs including SMS by service providers
- ✈ Transition to an SSP requires increased collaboration across operational domains to identify hazards and manage risks



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Our Aspirational Safety Goal is...

“ZERO FATALITIES”



Go for it!



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