



ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

WORKING PAPER

NACC/DCA/11 — WP/32

13/05/23

**Eleventh North American, Central American and Caribbean Directors of Civil Aviation Meeting  
(NACC/DCA/11)**

Varadero, Cuba, 28-30 June 2023

**Agenda Item 4: NAM/CAR Regional Safety/Air Navigation Implementation**

**4.1 Safety Implementation Matters**

**IMPLEMENTATION OF THE REGIONAL COLLABORATIVE GROUP FOR NATIONAL SAFETY MANAGEMENT  
OF COCESNA MEMBER STATES**

(Presented by Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua)

**EXECUTIVE SUMMARY**

This Working Paper is presented to present the implementation and mechanisms established to implement the Regional Collaborative Group for State Management of Operational Safety at the Central American level, avoiding duplication of efforts and harmonization in terms of safety.

<b>Action:</b>	Promote the creation of regional collaborative groups of the State Safety Programme (SSP) aimed at proactively improving and collecting safety deficiencies, with the aim of strengthening and nurturing the SSPs in their implementation, avoiding duplication of efforts, and generating greater efficiency in the management and reduction of safety risks within the same region.
----------------	---

<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Strategic Objective 1 – Safety</li></ul>
------------------------------	--

<i>References:</i>	<ul style="list-style-type: none"><li>• ICAO Global Aviation Safety Plan (GASP)</li><li>• Annex 19 – Safety Management</li><li>• Doc 9859 – Safety Management Manual (SMM), 4<sup>th</sup> edition</li><li>• Regulations for the operation of the "Collaborative Group for the State Management of Operational Safety"</li></ul>
--------------------	--

**1. Introduction**

1.1 The Safety Management System (SMS) is the standard for the effective management of civil aviation safety worldwide. The International Civil Aviation Organization (ICAO) requires an SMS for safety risk management in aircraft operations, approved maintenance organizations, air traffic services, certified aerodromes, flight training and aircraft design and production. In addition, ICAO requires

contracting States to establish a State Safety Programme (SSP) to achieve an acceptable level of safety performance in their civil aviation systems.

1.2 Likewise, as part of the objectives established in the Global Aviation Safety Plan (GASP) 2020-2022, ICAO promotes the implementation of a State safety oversight system that includes an approach based on the risk to manage safety and a coordinated collaborative approach between States, regions and the aviation industry.

1.3 In this sense, it is beneficial for the Civil Aviation Authorities in Central America to find common points between their requirements from the SSPs for the implementation and surveillance of SMS in those organizations as required in Annex 19 – *Safety Management*, as well as implementation and collaboration activities on common topics of interest in the field of Safety.

## **2. Background and Challenges**

2.1 In the past, an attempt was made in Central America to establish a regional group aimed at tasks related to SMS implementation and surveillance; however, it was not possible to materialize due to substantial differences in regulatory requirements, procedures, and competencies of the staff. As a result, the States opted to individually establish compliance with the obligations established by ICAO in relation to the establishment of SMS.

2.2 This gave rise to the personnel of the States that monitored compliance with ICAO requirements, at least once a year, the six States visited COCESNA facilities specifically to CENAMER Control to conduct inspections. Consequently, as there are six States, they generated six reports on the same auditable subject addressed with six different criteria.

2.3 As a result, these genuine and necessary surveillance practices mentioned in the previous paragraph generated an increase in effort, inefficiencies and safety risk that additionally gave rise to an economic challenge for the States and the service provider.

## **3. Development**

3.1 In consequence, the coordinators of the SSPs in the region with the support of COCESNA/ACSA formed the Regional Collaborative Group for State Safety Management (GCCA - GESO) under the initiatives of the GASP 2020-2022. Said group has been promoted by the SSP and ACSA coordinators before the COCESNA Technical Committee to establish terms of reference and SSP work groups, the purposes, objectives and safety goals at the regional level.

3.2 The benefit of collaboration, exchange of lessons learned and best practices through the formation of the GCCA - GESO, has been that the Civil Aviation Authorities in Central America have avoided duplication of efforts, security information is shared more effectively operational to improve supervision of multinational organizations. The regional industry has also benefited from the harmonization of SMS requirements between Authorities, since many of them hold multiple certificates in different States. In addition, sharing methods and tools has strengthened the development of effective and efficient safety management systems.

3.3 The GCCA - GESO uses basic principles of safety management and seeks to strengthen the implementation of SSPs in the region, rethinking an approach to regional management seeking to avoid duplication of efforts and more efficiency to manage and reduce operational risks in Central America.

3.4 The GCCA – GESO continues to promote:

- a. the promotion of the safety culture;
- b. promoting collaboration, teamwork and mutual learning in safety management;
- c. safety data and information protection;
- d. promoting the sharing and exchange of safety information;
- e. regional decision making based on safety information and data;
- f. proactively identify and mitigate hazards and/or safety issues as they arise at the regional level; and
- g. regional prioritization based on risk.

3.5 The GCCA - GESO, under the use of technology through COCESNA/ACSA, has the BowTieXP software from CGE Risk Management Solutions, which is a computer tool that allows the easy creation of diagrams that identify possible sources of risks and its corresponding consequences. This technique allows raising barriers, which are the source for recommendations and decision-making, being a unique software in its ability to visualize complex risks in an understandable way. Its bowtie shape clearly shows the differentiation between the proactive and reactive side of risk management.

3.6 Likewise, COCESNA has installed servers that have the ECCAIRS Event Reporting System, which is a tool to collect and exchange data about accidents and incidents in transport, in a standardized manner, capable of being described by means of a taxonomy using a set of attributes, organized into related topics and sections. The system has the capacity to store in databases and event files and has the ability to extract through user-constructed queries.

3.7 Constant activities of the GCCA - GESO:

- Workshops.
- Monthly work sessions (virtual).
- Advice and support from specialists from SENASA and EASA, to the work team.

**4. Conclusions**

4.1 With the implementation of GCCA - GESO, the Central American States have managed to establish:

- Initial operational safety indicators at the Central American level
- Identify safety deficiencies in Central America
- Monitoring of safety hazards that affect the region
- Share information with ICAO, and other regional groups such as RASG-PA and other regions
- Exchange of experiences acquired from the GCCA – GESO

**5. Suggested Actions**

5.1 The Meeting is invited to

- a) take note of the information on the implementation, operation, progress and promotion of the GCCA – GESO; and
- b) promote the creation of regional SSP collaborative groups aimed at proactively improving and collecting safety deficiencies, with the aim of strengthening and nurturing SSPs in their implementation, avoiding duplication of efforts, and generating greater efficiency in the management and reduction of safety risks within the same region.