



**WORKING PAPER**

**ASSEMBLY — 37TH SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 46: Other issues to be considered by the Technical Commission**

**SHARED USE AMONG STATES OF AERODROME SAFETY CASE STUDIES**

(Presented by Colombia)

**EXECUTIVE SUMMARY**

This working paper aims to highlight the importance of updating methodological guidelines for developing safety cases, for airports, with the necessary metrics, and proposes the shared use among the States of studies that have facilitated the development of safety cases for aerodromes, thereby enabling the States to replicate those studies and progress, in a standardized way, towards SARPs compliance.

**Action:** The Assembly is invited to:

- a) request ICAO to update guidelines;
- b) develop the methodology and metrics to enable common operational objectives in the evaluation of safety cases for aerodromes, where there is a notification of differences from SARPs or when their implementation is not feasible; and
- c) propose shared use of safety case studies among the States to build knowledge of best practices that States that without the means to carry out their own studies can then introduce

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective A.
<i>Financial implications:</i>	No additional resources are required.
<i>References:</i>	A36-WP/50 "ICAO Standards, Recommended Practices and Procedures.

## 1. INTRODUCTION

1.1 As part of its Universal Safety Oversight Audit Programme, ICAO required the States to prepare safety case studies, but the final outcome of these studies is tied to their methodology, scope and specific objectives in terms of operational risk assessment.

1.2 All around the globe, there are aerodromes and runways which have features or conditions that make the application of SARPs difficult and which require the development of mitigating measures, based on safety cases applied to aerodromes.

## 2. DISCUSSION

2.1 It is generally considered that the evaluation of safety cases applied to aerodromes is not an aim in itself, but rather, a response to situations where, confronted by the reality of airports, operational risk is differentiated from SARPs and, consequently, there is a universal need for a structure which targets action at common operational objectives.

2.2 The need for common operational objectives in aerodrome application must ensure their identification in measurable and evaluable terms, at safety level, and they must therefore have their metrics based on aerodromes and aviation.

2.3 Different research capabilities, technological development and economic circumstances across the States can be achieved with regard to the safety cases implemented, which is why the sharing of best practice and of information among States contributes to strengthening the results applied to aerodromes.

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