



INTERNATIONAL CIVIL AVIATION ORGANIZATION
AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
FIFTEENTH MEETING (APIRG/15)

(Nairobi, Kenya, 26 – 30 September 2005)

Agenda Item 4 Air Navigation and Aviation Security (AVSEC) issues
4.3: Air Traffic Management (ATS, AIS & SAR)

IMPLEMENTATION OF ATM SAFETY MANAGEMENT SYSTEM

(Presented by Kenya)

Summary

Pursuant to conclusion 14/29 of APIRG 14, Kenya initiated a program for the implementation of ATM Safety Management System. This paper summarizes Kenya's experience in the implementation of ATM SMS and proposes some actions aimed at ensuring uniform implementation of ATM SMS within the region.

1. Introduction

1.1 Kenya's ATM Safety Management Program was initiated in August 2003. The program objective was to implement the provisions of ICAO Annex 11, section 2-26 and chapter 2 of the PANS-ATM, Doc 4444. The ICAO Draft Manual on Safety Management for Air Traffic Services (Revised 30/12/03) provided the necessary guidelines for implementation of the safety management systems.

2. Discussion

2.1 As a first step, Kenya set up an ATM Safety Management Team to coordinate and oversee the implementation of the ATS SMS Program. The Team comprises six members with ATC and Engineering backgrounds. Aware that the deadline set by ICAO for implementation by states of ATS safety management systems was 27th November 2003, the Team developed an action plan and set national targets aimed at realizing the SMS goals.

2.1 The SMS Team adopted a three-phased implementation program, which is projected to run for a period of between 4-5 years.

2.1.1 The first phase involved the adoption and publishing of the basic principles and standards requirements for an effective safety management system in Kenya including:

- SMS objectives
- Safety Policy and Culture

- SMS Organization
- Legal Framework
- Basic documentation

To this end, the Team developed the following:

- (a) ATM SMS Organizational structure
- (b) The Civil Aviation Safety Policy and Safety Culture statements
- (c) Draft Regulations for Safety Management of ATM Systems
- (d) The Civil Aviation Guidance material on safety management for ATM Systems in Kenya
- (e) Manual on Safety Management for ACC systems
- (f) Manual on Safety Management of Aerodrome and Approach Control systems
- (g) Station Operations Manuals including SMS requirements

2.1.2 The second phase involves ATS SMS human resource development and the setting up of safety teams at each ATS unit. This phase includes implementation of an effective safety management training program for all personnel involved in activities affecting safety. The training needs requirements have been identified at different levels. Implementation of this phase will enable Kenya to ensure that the safety policy and principles of the organization are understood and adhered to by all staff and that staff are aware of their safety responsibilities.

2.1.3 The third phase will involve actual implementation of SMS structures and procedures at each ATS unit. These will include defining safety responsibilities and accountabilities for each unit, procedures for safety monitoring and safety assessment for each ATS System and procedures for safety promotion and safety auditing.

2.2 In implementing the SMS program, the state has given due priority to airspaces and aerodromes used for international operations. The program has been incorporated into the KCAA strategic plan with clear targets, funding projections and training requirements.

3. Conclusion

3.1 Kenya considers that the implementation of ATM Safety Management systems should be harmonized among neighboring states. A regional approach if adopted, should ensure that SMS programs are coordinated and that hazards identified for contiguous airspaces together with proposed mitigating measures are consistent and provide for uniformity. Furthermore, difficulties encountered by individual states and lessons learnt from the implementation process can be shared.

4. The meeting is invited to:

- (a) Note the progress made by Kenya in the implementation of ATM SMS
- (b) Request neighboring states to coordinate their programs and share experiences in the implementation ATM SMS
- (c) Explore ways of fostering uniform implementation of ATM SMS elements for contiguous airspaces.