



DIRECTORS GENERAL OF CIVIL AVIATION CONFERENCE ON A GLOBAL STRATEGY FOR AVIATION SAFETY

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Theme 2: Improving aviation safety

Topic 2.2: Management of aviation safety

KAC'S EXPERIENCE ON IMPLEMENTING A SAFETY MANAGEMENT SYSTEM

(Presented by the Republic of Korea)

SUMMARY

This document presents a safety management system introduced in airports operated by the Korea Airport Corporation.

1. INTRODUCTION

1.1 The members of ICAO decided to further strengthen the Universal Safety Oversight Audit Programme (USAOP) at the 33rd ICAO Assembly. To achieve this goal, certification of aerodromes and safety management systems (SMS) were suggested to be implemented at aerodromes.

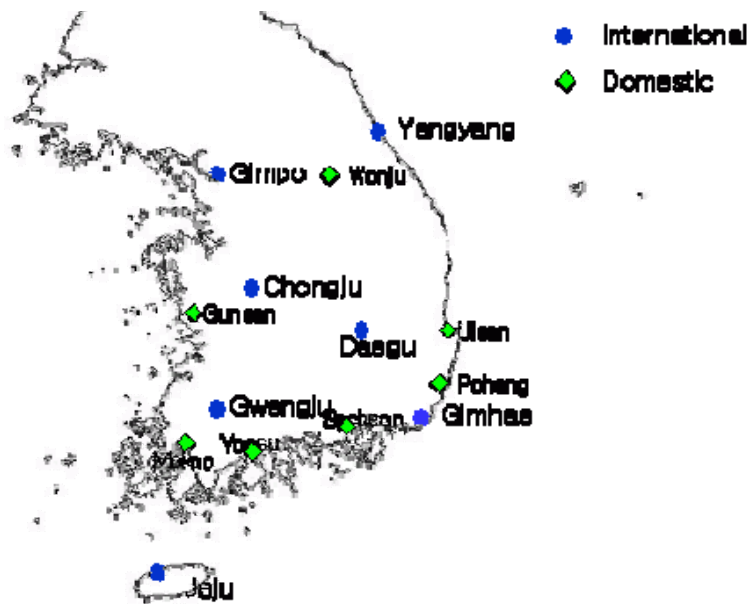
1.2 In 2003, the Civil Aviation Safety Authority (CASA) of the Republic of Korea completed the implementation of the certification of aerodromes which serve international flights. In February 2005, CASA instituted and proclaimed all the regulations and related procedures for implementing SMS.

1.3 The Korea Airports Corporation (KAC) is currently working on establishing and operating the airport SMS to satisfy the international Standards of ICAO as well as the Airport Operation Standards (AOS) of the Republic of Korea.

2. SAFETY MANAGEMENT SYSTEM AT KOREA AIRPORTS CORPORATION (KAC SMS)

2.1 Of the fourteen airports currently operated by the Korea Airports Corporation (KAC), seven of them are international airports and the other seven are domestic airports. All of these fourteen airports vary in their scales and operating methods. The larger airports have been handling approximately 15 million passengers a year on average as opposed to the smaller airports whose capability is only about 50 thousand passengers a year on average. In addition, five out of fourteen airports are used only for civil aviation, whereas the other nine airports are used for military purposes as well.

2.2 In this connection, the KAC developed SMS manuals for seven international airports, which were approved by CASA. Further, the KAC is presently in preparation to extend the implementation to domestic airports this year.



2.3 The scope of the KAC SMS is limited to the areas relating to aircraft safety operations. Therefore, it reflects the Standards and Recommended Practices (SARPs) of ICAO Annex 14 — *Aerodromes* and requirements (the Airport Safety Operations Standards) prescribed by the ROK while excluding the items regarding occupational health and safety.

2.4 SMS organization at the KAC consists of Safety Committees and Safety Managers from each airport and a Corporate Safety Committee from Headquarters which oversees the seven airports.

2.5 To ensure that the KAC-developed SMS performs properly, sub-committees responsible for each technical area were established as follows:

- Runway Safety Committee
- Ramp Safety Committee
- Bird Control Committee
- Emergency Planning Committee
- SMGCS Committee

2.6 The following training programmes and safety-related publications were also developed in relation to SMS operations:

- Initial Training
- Recurrent Training
- Remedial Training
- Movement Area Driving Training
- Safety Bulletin
- Safety Campaign

2.7 Moreover, a reporting system was implemented to detect any potential hazards. This system is based on a non-punishment policy. It is also a self-reporting system, in which personnel are allowed to anonymously report their mistakes or any deficiencies found, though their identities can be revealed upon request.

3. CHALLENGES TO OVERCOME

3.1 The biggest challenges in the implementation of the SMS were found as low interest levels, reluctant and passive attitudes towards new changes amongst personnel.

3.2 In addition, insiders exhibited negative attitudes towards the increase in the amount of tasks resulting from the new changes. Associated parties are also worried about the possible disadvantages arising from the safety inspection. Therefore, to lead SMS operations to success, it is necessary to strive to smoothly adapt to the new environment.

3.3 Nine of the fourteen airports operated by KAC are used concurrently with military forces. Since security is the most important factor for the military airports, they are quite disinclined about detecting and publicizing the hazards. Consequently, solutions to help activate SMS at military airports are needed.

4. CONCLUSION

4.1 We believe that our airports can achieve a higher level of safety through the implementation of the SMS, offering personnel an opportunity to participate in the Risk Assessment process and developing systematic connections among all departments of the KAC.

4.2 The Conference is invited to note the information in this paper.

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