



WORKING PAPER

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

Montréal, 20 to 22 March 2006

Theme 2: Improving aviation safety

Topic 2.2: Management of aviation safety

AIRPORT SAFETY OVERSIGHT

(Presented by the Airports Council International)

SUMMARY

To provide practical guidance to airport management on the introduction and improvement of airport safety management systems, ACI will introduce a web based Safety Network permitting airports to share safety data, best practices, guidelines and information, and is also considering the introduction of an audit programme for individual airports. ACI believes that incident reporting should be non-punitive (immune from sanctions), provided that there is no evidence of wilful negligence or wilful unsafe acts.

Action by the Conference is in paragraph 4.

1. INTRODUCTION

1.1 Safety is of the highest priority to airport operators. Airports Council International (ACI) supported the extension of the ICAO Universal Safety Oversight Audit Programme (USOAP) to airports, from the inception of this programme. ACI has always agreed that there should be adequate State oversight of safety, and this should be functionally separate from the operational management of airports. It is important that this extension of the safety oversight programme fosters a harmonized approach by all States to the safety regulation of airports.

2. ACI ACTIVITIES RELATED TO AIRPORT SAFETY

2.1 ACI has a long-standing involvement in fostering improved safety on the movement areas of airports. Existing activities include:

- a) monitoring of apron safety at member airports worldwide, by means of an annual survey of accidents and incidents, now in its twentieth year;
- b) holding of ACI Airport Operational Safety Conferences and Safety Summits. These events disseminate expert knowledge and “best practices”;
- c) production of ACI handbooks on safety:
 - 1) Apron Safety Handbook – new version titled Airside Safety Handbook, containing a list of safety recommendations and guidelines for airports, to be published mid-2006;
 - 2) Aerodrome Bird Hazard Prevention and Wildlife Management Handbook (published 2005); and
 - 3) Apron Markings and Signs Handbook (published 2001), with input from ICAO and IFALPA.
- d) contributing to ICAO activities, including the Aerodromes Panel and its working groups. Assisting ICAO on the development of ICAO technical standards for airport design, construction and operation;
- e) liaising with IATA, IFALPA, FSF and other international organizations on safety related issues;
- f) establishing and promoting new ACI policies on safety;
- g) reviewing airport safety deficiencies. When any such deficiencies have been reported ACI encourages dialogue between all concerned at the local, national and international levels, with the aim of improving the overall level of safety; and
- h) providing training courses on airport safety.

2.2 ACI wants to establish new initiatives to improve safety at airports, with the cooperation of other industry partners, such as developing a Global Safety Network for information sharing, a risk assessment and hazard analysis programme, and a safety audit programme. These are described below.

3. SAFETY MANAGEMENT SYSTEMS AND FUTURE ACI ACTIVITIES

3.1 Every airport should establish safety management and audit programmes covering all safety-critical systems at the airport, including those operated by other companies. Airport operators should develop a safety management system (SMS), consisting of a cyclical “continuous improvement” process, and covering technologies, training and operating procedures.

3.2 To help with this, ACI will offer its members as well as other industry stakeholders a “Global Safety Network”, through a new website designed to favour the exchange of data, procedures, etc. The network will allow the free flow of information from airport to airport, and will encourage the development of a global aviation safety culture. The contents will include:

- a) guidelines on the development and implementation of a safety management system;
- b) best practices (guidelines, information and examples) from leading airports on safety issues;
- c) a web based "forum" for questions and answers from all ACI members (e.g. on incidents);
- d) video clips, images and training content to be used as visual aids for the members;
- e) contact information for safety experts;
- f) data from the ACI Apron Safety Survey;
- g) documents related to safety; and
- h) evolving safety technologies which can be used to mitigate risk.

3.3 Airport management should establish SMS (including standard operating procedures) for all safety-related tasks carried out on movement areas of airports, and train personnel to adhere to such standards and to be responsible for their own work. A list of such SMS is shown in the Appendix (non-exhaustive list).

3.4 Airport management should also request all stakeholders operating on the aerodrome to develop and implement a SMS, which should be regularly updated and reviewed as well as audited by the aerodrome operator. ACI members are well aware that they cannot reduce accident rates on their own, and that an industry-wide collaborative approach is needed e.g., on runway incursion prevention.

3.5 Safety audits should be carried out regularly to ensure that international, national and local standards and procedures are observed. Audits, in cooperation with local management and personnel, are an effective method of checking the actual level of safety, and detecting flaws or hazards. The establishment of a regular and systematic audit process is a vital element of a safety management system.

3.6 ACI is considering the introduction of an airport safety audit programme for its members. Recognizing the complexity of airports, an audit would be based on the characteristics and configuration of each airport, but would seek to apply universal standards of best practice. It should:

- a) help airports to comply with ICAO requirements;
- b) help airports to identify particular risks and hazards; and
- c) certify airports safety systems, according to an ACI "label of quality" (based on USOAP audit requirements).

3.7 The benefits of the audit programme should include:

- a) external verification of the airport's safety level;

- b) reduction of costs for airports, through reduction in accidents and avoidance of duplication of audits;
- c) common, agreed audit standards, with a structured methodology; and
- d) avoidance of multiple audits.

3.8 Airport operators have a particular responsibility for safety on movement areas. However, not all incidents are currently reported to them, and without such reporting, it is difficult to develop a comprehensive view of the risks encountered, in order to reduce them in future. ACI urges ICAO to propose an obligation for aircraft operators and handling agents to report all incidents and accidents occurring at airports to the appropriate authorities **and** to the airport operator. ACI supports confidential, “non-punitive” collection of data, which is immune from sanctions, provided that there is no evidence of wilful negligence or wilful unsafe acts and agrees with the Resolution on protection of information from safety data collection systems presented at the 35th Assembly in 2004.

4. ACTION BY THE CONFERENCE

4.1 The Conference is invited to:

- a) agree that ICAO should continue to consult airports (through ACI), on developments concerning the Universal Safety Oversight Audit Programme, and the future development of ICAO SARPs and guidance relating to airport safety certification, SMS and safety audits of airports;
- b) note that:
 - 1) ACI will introduce a Global Safety Network to allow the free flow of safety information between all ACI member airports and other industry stakeholders;
 - 2) ACI is considering the introduction of a programme to give airport operators individual advice on safety including a Risk Assessment/ Hazard Analysis of an airport, and a Safety Audit Programme for airports; and
 - 3) agree that States should be invited to adopt regulatory provisions obliging aircraft operators and handling agents to report all incidents and accidents occurring at airports in the State (including on apron areas) to the appropriate authorities and to the airport operators concerned, on a “non-punitive” basis.

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APPENDIX

SUGGESTED LIST OF SAFETY MANAGEMENT SYSTEMS REQUIRED AT AIRPORTS

- Aerodrome certification
- Airport operations
- Wildlife hazard management
- Runway incursion awareness
- Handling agent licensing
- Aerodrome development
- Airport crisis and contingency management
- Risk assessment procedures
- Safety audit methods, tools and procedures
- “Open, non-punitive and honest” Reporting culture and incident investigation
- Implementing and controlling operational safety standards
- Preparing for the ICAO Universal Safety Oversight Audit Programme (USOAP)
- Management of airside safety
- Apron management procedures and apron safety management
- Aerodrome reporting (AIP, NOTAMs, etc.)
- Aerodrome emergency plans
- Rescue and fire fighting
- Inspection of the movement area (friction, debris (FOD), obstacles, etc.)
- Markings and signs on the movement area
- Maintenance of the movement area
- Safety during aerodrome works
- Control of vehicles on the movement area
- Obstacle control – restriction and removal
- Disabled aircraft – removal procedures
- Fuel handling
- Hazardous materials handling
- Visual aids and electrical systems
- Low visibility operations and surface movement guidance and control procedures
- Winter services procedures (de- and anti-icing and snow removal)
- Protection of sites for radar and navigational aids

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