

ELEVENTH AIR NAVIGATION CONFERENCE

Montreal, 22 September to 3 October 2003

Agenda Item 2: Safety and security in air traffic management (ATM)

2.1 Safety management systems and programmes :

UPGRADING EGYPT SAFETY MANAGEMENT SYSTEM

(Presented by Egypt)

SUMMARY

This paper presents the safety management system (SMS) under development in the National Air Navigation Services Company (NANSC) of Egypt according to the ICAO Annex 11 requirements. This paper summarizes existing procedures, safety risk management in the NANSC, and evolution of the system in compliance with the ICAO SMS requirements.

REFERENCES

ICAO Annex 11 — *Air Traffic Services*, 13th Edition, Chapter 2
ICAO Doc 4444, PANS-ATM, *Procedures for Air Navigation Services, Air Traffic Management*, 14th Edition, Chapter 2.

1. INTRODUCTION

1.1 The principle of having in place a safety management system was introduced by the council, Amendment 41 to Annex 11 — *Air Traffic Services*, which became applicable on 1 November 2001. Amendment 41 introduced a requirement for air traffic services (ATS) providers to establish formal safety management programmes, and the council in Annex 14 — *Aerodromes*, extended a similar requirement. It demands that certificated aerodromes should have in operation a safety management system.

1.2 Although many of ATS providers are unaware of these air traffic management (ATM) safety management obligations in Annex 11 and the *Procedures for Air Navigation Services — Air Traffic*

Management (PANS-ATM, Doc 4444). The NANSO (Egyptian ATS Provider) is currently developing a safety management system (SMS) for the provision of air traffic services. The NANSO SMS will provide a common framework to assess the safety risk to the Cairo flight information region (FIR) when making changes to equipments, air traffic control procedures, and separation standards.

1.3 The NANSO SMS development strategy is to be built on existing internal processes and procedures. The SMS is a continuous process in the National Air Navigation services Company (NANSO). The NANSO will have to work with safety issues constantly in order not only to maintain to-days safety level, but also to improve the safety level. In connection with any technical or operational update safety will have to be considered in a structured and documented way.

2. DISCUSSION

2.1 In order to establish and maintain safety management system in Cairo FIR. NANSO is developing a plan for the safety activities the coming years. The plan will include a listing of all activities, which have to be done in the safety area including a timing for the activities. The plan has to be seen in close relationship with the training plan. To reach this goal, a development team is established that may consist of concerned experts representing an operational and technical board (e.g. air traffic controllers, equipment maintenance personnel and safety management experts).

2.2 The safety activities shall include the following items:

- a) the main parts of the activities shall be concentrated on the establishment of the safety management system at Cairo ACC/APP and Cairo International Airport;
- b) the international airports shall be included in the development of a safety management system;
- c) NANSO shall develop a generic safety management system for the airports allowing to process establishing a safety management system in all international airports in Egypt; and
- d) training is of vital importance in the plan.

2.3 In order to control and monitor the correct implementation of the SMS plan and to ensure its quality, the plan has been divided into a number of activities or work package (WPs). Each WP will have a precise content and well defined. These activities or WPs and its sub-WPs have been defined as follows:

- a) WP 1: Project Establishment;
- b) WP 2: Data Collection (Aeronautical Information and Other Information);
- c) WP 3: Safety Assessment of Cairo ACC/APP (Planning — Performance — Follow-up);

- d) WP 4: Safety Assessment of International Airports (Planning — Performance — Follow-up);
- e) WP 5: Analysis of Data from the Safety Assessments;
- f) WP 6: Establishment of Safety Management System;
- g) WP 6.1: Overall Concept;
- h) WP 6.2: Cairo ACC/APP;
- i) WP 6.3: Generic Safety Management System for Airports;
- j) WP 6.4: Safety Management System Cairo Airport; and
- k) WP 7: Safety Management System Establishment Plan.

2.4 The primary opportunity for enhancement by implementing an SMS within NANSC is to formalize safety risk assessment and management, where the process used are not as formal as they will be with an SMS.

2.5 The purpose of the safety risk management program in Annex 11 is to:

- a) identify actual and potential hazards and determine the need for remedial action;
- b) ensure that remedial action necessary to maintain an acceptable level of safety is implemented; and
- c) provide for continuous monitoring and regular assessment of the safety level achieved.

3. CONCLUSION AND RECOMMENDATION

3.1 The conference is invited to:

- a) note the information provided in this paper; and
- b) to urge States to implement safety management system programmes in ATM.

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