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Agenda Item 5: Other Business

STATUS OF SMS IMPLEMENTATION IN THE AERODROMES FIELD OF THE CUBAN CIVIL AVIATION

(Presented by Cuba)

SUMMARY	
This working paper presents an update of the status of SMS implementation in the aerodromes field of the Cuban civil aviation.	
References: • Cuban Aeronautical Regulation RAC-14 - Aerodromes and Heliports - October 2007 • Aerodromes Certification Manual - May 2003	
Strategic Objectives	*A: Safety - Enhance global civil aviation safety*

1. Introduction

1.1 The SMS (Safety Management System) in the aerodromes field, meets the requirements established in the Cuban State Safety Programme, in accordance with the Cuban Aeronautical Regulations No. 14 (RAC-14) which came into effect in October 2007, establishing the implementation of a Safety Management System (SMS) for a certified aerodrome by the State.

2. Discussion

2.1 The SMS implementation programme in Cuba was established through a schedule covering 4 phases beginning January 2009 and ending December 2010, as it is explained below:

2.1.1 Phase 1. Comprised the initial proposal on how SMS requirements were achieved and integrated in the aerodromes service provider activities and at the same time presented a table of responsibilities.

2.1.2 Phase 2. Considered the reactive processes, investigation and analysis, hazard identification and risk management.

2.1.3 Phase 3. Established the proactive and predictive processes, investigation and analysis, hazard identification and risk management.

2.1.3.1 Proactive method: Actively seeks identification of potential risks through the analysis of the organization activities.

2.1.3.2 Predictive method: Documents staff performance and what really happens in the daily operations.

2.1.4 Phase 4. Implemented safety assurance, through:

- Acceptable levels of safety
- Safety indicators and goals
- SMS continuous improvement

2.2 As a result of the implementation process in each of the airports, hazards and threats derived from the certification process started in our airports in October 2001, have been identified; and based on this, measures or actions were taken in order to mitigate or eliminate risks; although allows adopting a better planning of resources according to the highest priority activities in the maintenance of our aerodromes through its plans.

2.3 Among the most frequent actions derived from hazard identification and their consequences are:

- Seal cracks and joints on runways, taxiways and aprons.
- Supply and fill with sealing emulsion.
- Milling of concrete hydraulic asphalt for the restoration and leveling of surfaces.
- Renewal of pavement structures in extreme cases.
- Restoration of safety strips of the airfield.
- Assignment of resources for the purchase of mechanical tools to collect the grass.
- Inspection of runways and taxiways.
- Purchase and allocation of missing signs at aerodromes.
- Completion of shoulders according to Standards and/or its construction.

3. Conclusions

3.1 In conclusion, we considered some aspects to be taken into account in the application process of continuous improvement, among which we point out:

- To work systematically in the staff training activities in the specialty of aerodromes to enhance their knowledge and general technical culture.
- Continuous feedback to active identification of hazards and risk management.
- To define goals and safety indicators in the various related offices.
- To raise further participation of staff at all levels of aviation in aerodrome activity in view of the importance and vitality of SMS as a condition for aerodrome certification in order to guarantee a safe operation in the country’s aviation system.

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