



ICAO

SAFETY

NO COUNTRY LEFT BEHIND



USOAP CMA update for the SAM Region SMGCS Webinar

Adel Ramlawi, P. Eng.

*Standards and Procedures Officer,
Aerodromes, OAS, MO, ANB, ICAO HQ*

15 September 2021





ICAO

SAFETY

NO COUNTRY LEFT BEHIND



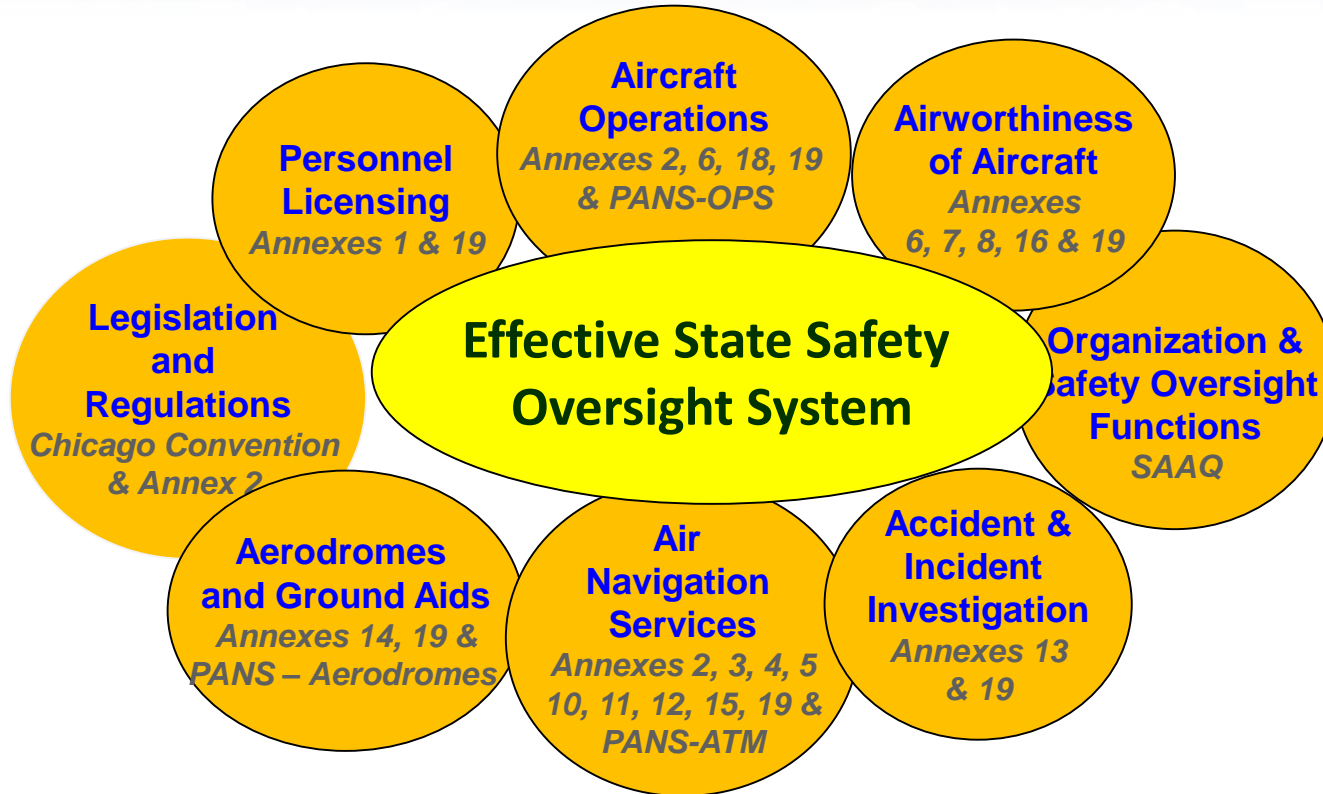
Introduction to USOAP Audits

The approach for USOAP audits is based on:

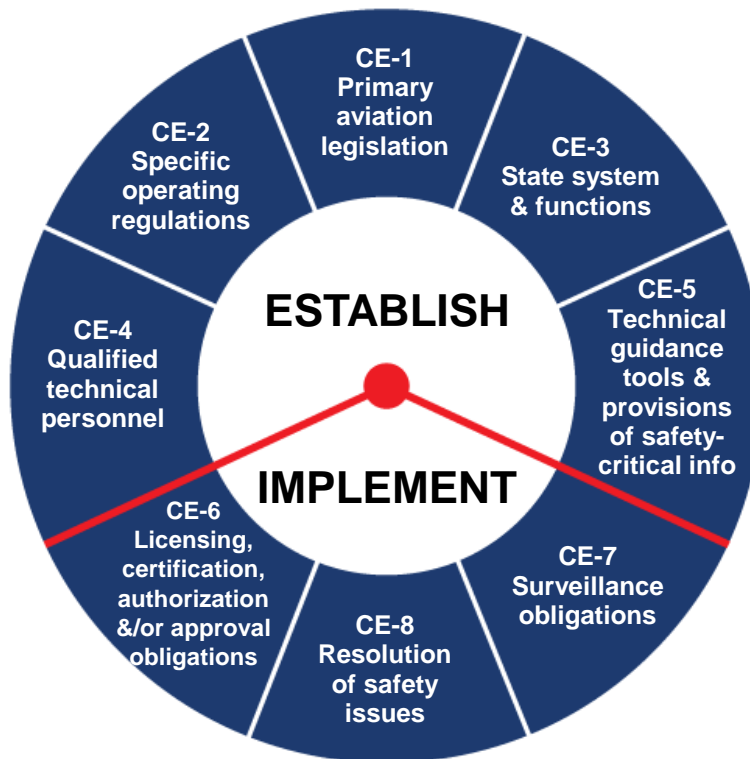
“...the implementation of a *structured process and methodology* for the planning, preparation, conduct, reporting, follow-up and evaluation of ICAO safety oversight audits, in order to determine States’ capability for safety oversight.”



Audit Areas



Critical Elements (CEs) of a Safety Oversight System





ICAO References for SMGCS

Annex 14 Vol. I: 9.8.1 - 9.8.8

Doc 9476 — *Manual on Surface Movement
Guidance and Control Systems (SMGCS)*

SMGCS related AGA PQs:

8.203, 8.205, 8.209, 8.215 and 8.221.
Out of 168 AGA PQs (2017 PQs)





Effective Implementation: SMGCS PQs

- Plan for lighting, signs and markings. Does the State ensure that an aerodrome operator's plan for lighting, signs and markings meets national requirements for individual elements? (8.203) – **53.04%**
- Integration of aerodrome operator's plan for lighting, signs and markings into the aerodrome's runway incursion and collision avoidance strategy, taking account of different traffic intensities and visibility conditions (8.205) – **43.33%**



- Does the State ensure that aerodrome operators comply with the regulations for the provision of fixed or variable message signs, taking into account the surface movement guidance and control system (SMGCS) requirements? (8.209) – **52.87 %**
- At aerodromes where selective switching of stop bars and taxiway centre line lights is used for surface movement guidance and control system (SMGCS), does the State ensure the implementation of the requirements in accordance with ICAO Standards? (8.215) - EI **83.33 %** -Applicability: 32.61%



- Does the State ensure that an aerodrome's surface movement guidance and control system (SMGCS) is designed to prevent inadvertent incursions of aircraft and vehicles onto an active runway or taxiway, and collisions on any part of the movement area, taking into account the elements listed in Annex 14, Vol. I?

(8.221) - EI: **43.83**, Applicability: 88.04





ICAO

SAFETY

NO COUNTRY LEFT BEHIND



Partial implementation of
SMGGCS is not precisely
reflected in USOAP results.



ICAO





North American
Central American
and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
Headquarters
Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



GRACIAS!