International Civil Aviation Organization

EIGHTH MEETING OF THE ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM (APRAST/8)

(Bangkok, Thailand, 28 March – 1 April 2016)

Agenda Item 5: **Presentations – State / Industry / ICAO**

PAPUA NEW GUINEA'S APPROACH TO IMPLEMENTATION OF SMS

(Presented by the Senior SMS & Risk Assessment Officer,
Civil Aviation Safety Authority of Papua New Guinea)

SUMMARY

The Information paper presents Papua New Guinea's effort and approach to implementing the Safety Management Systems over the last 6 years and carrying out monitoring and oversight of the SMS to ensure compliance to Annex 19.

1. INTRODUCTION

1.1   The Safety Management Systems in Papua New Guinea (PNG) was initially captured and initiated by the Director of the then Civil Aviation Authority (now Civil Aviation Safety Authority) of PNG in 2009 and supported by the Board of Directors. A Safety Management Systems officer was recruited and sent to Singapore Aviation Academy for training on SMS, ISMS and the SSP.

1.2   The primary legislation (Civil Aviation Act) been in force in 2000 and the ICAO SMS Handbook Doc 9859 provided the foundation for the process and mechanism to draft the Part 100 rule for SMS in PNG. The rule Part 100 for SMS & QMS came into force on the 1st of January 2011. It was followed immediately by the Advisory Circular 100-1. The PNG SMS programme is ground breaking, pioneering work and we are one of the leading regulators in the world in this area so it is with pride I make this presentation to APRAST 8 today.

1.3   A plan of action was drafted in 2011 to guide the process of implementing the awareness, workshops and training courses on the SMS all around the country. This also gave us the opportunity to make aware the rule Part 100 to the operators. This plan of action was divided into two priority groups and concentrated first on Priority Group 1. This group was generally made up of AOC, MOC, SOC, DOC, ATO, RACA and the ASSO. The Priority 2 Group consists of ATS, AIS, ANS, MET and Aerodrome Operators. The action plan involved four officers lead by the SMS Officer with a budget that covered all air travel, accommodation, hire car, printing of course notes and certificates and the per diem.

1.4   PNG has four regions and the awareness, workshops and training courses were divided up into the regions and conducted over the first 12 months (2011-2012). Operators within the regions were invited prior to the training and attended very satisfactorily. We ran a total of 32 SMS awareness/workshops and training courses that year. To date we have run over 100 training courses for the operators and continuing to assist where and when requested.

1.5   PNG now has 123 certified organisations covering, 119 AOC, 145 MOC, 144 SOC, 146 DOC, 141 ATO,   139 ACO, 140 ASSO followed by the 170 series, ie ATS, AIS, ANS and MET. Out of these organisations 70% are SMS certified. These organisations have satisfactorily completed phase 1 & 2 of the SMS Implementation and have completed 75% of Phase 3. This phase deals with the safety data collection and analysis. We target 2017 onwards for full completion.

1.6   The SMS Assessment Checklist has 100 questions divided into 3 levels. Level 1 is targeted at 45%, Level 2 is at 65% and Level 3 is at 85%. Audits done this first quarter (2016) is indicating well over 90% for level 2 and this is looking good and very well on track. The assessment was started last year 2015 and this year (2016) we are doing level 2. Almost all Priority 1 group operators are now in level 2.

1.7   The Priority 2 group operators are now targeted to be 100% SMS compliant which will enable their assessment level at Level 2 by the end of 2016. The overall operator SMS implementation for the State of PNG by the end of 2016 will be 100%. To support this target CASA PNG has installed the Aviation Quality Database software in 2014 to record, track, and analyse audit findings, hazards, accidents, incidents and occurrences (Part 12 reporting). This AQD software is monitored and tracked by the CASA internal Quality section.

1.8   The safety data collection by the AQD will be in a strong and more reliable position to compare and analyse data for sound and better results for safety risk management by 2017.

1.9   Our Rule Part 100 (SMS) is currently reviewed to accommodate the Annex 19.

2.   **DISCUSSION**

2.1   Adopt the process.

2.2   Use the process for other smaller states.

3.   **ACTION BY THE MEETING**

3.1   The Meeting is invited to:

   a)   Note this Information Paper;

   b)   Use the process as a tool for the Go-Team; and

   c)   Agree to include PNG in the Go-Team.

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