International Civil Aviation Organization

Aerodrome Certification Implementation Task Force (ADCI TF/1)

First Meeting
(Cairo, Egypt, 15 - 17 October 2012)

Agenda Item 4: **Certification Process and Implementation Issues**

AERODROME SAFETY MANAGEMENT SYSTEM IN THE MID REGION

(Presented by the Secretariat)

SUMMARY
The evolution of safety concepts and subsequent implementation of Safety Management Systems (SMS) and State Safety Programmes (SSP) present challenges to the industry as well as to the regulators.
This paper provides a perspective on the evolution, challenges, current status and a few implementation issues that must be overcome as the migration process to the SMS/SSP environment is completed.
Action by the meeting is at paragraph 3.

REFERENCES

- Annex 14
- Certification of aerodromes Manual (Doc 9774)
- MIDANPIRG/12 Report
- Safety Management Manual (SMM) (Doc 9859)-2nd Edition -2009

1. INTRODUCTION

1.1   The concept of safety has followed an evolutionary path. During its early days, aviation was typically a developing technology without a proper oversight or structured approach aimed at maintaining acceptable safety levels. It was then believed that safety could be guaranteed as long as certain rules and regulations were put in place and subsequently followed.

1.2   In later years, as aviation matured and the concept of safety evolved, accident investigation became a valuable tool in helping to determine the cause of accidents with the aim of reducing their frequency. Although this reactive method for improving safety was shown to be effective, there was still a need for a method or system that would help identify latent conditions to accidents before they actually occurred. Thus, the concept of management of safety was conceived.

1.3   The Certification of Aerodrome framework requires States to ensure that Aerodrome Operators are having in place a Safety Management System for Aerodromes used for International Operations.

2.   DISCUSSION

2.1   The meeting may wish to recall that the ICAO Safety Management SARPs address three distinct requirements:

> a)   requirements regarding the State Safety Programme (SSP), including the Acceptable Level of Safety (ALoS) related to an SSP;
>
> b)   requirements regarding Safety Management Systems (SMS), including the safety performance of an SMS; and
>
> c)   requirements regarding management accountability.

2.2   ICAO Safety Management Provisions, require States to establish a State Safety Programme in order to achieve an Acceptable Level of Safety (ALoS) in Civil Aviation. In addition, States shall require, as part of their State Safety Programme (SSP), the Certified Aerodrome Operator to implement a Safety Management System (SMS).

2.3   ICAO defines an SMS as a systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures. The ICAO Safety Management SARPs establish that the SMS shall be accepted by the State and shall, as a minimum:

> a)   identify safety hazards;
>
> b)   ensure the implementation of remedial action necessary to maintain agreed safety performance;
>
> c)   provide for continuous monitoring and regular assessment of the safety performance; and
>
> d)   aim at continuous improvement of the overall performance of the safety management system.

2.4   The four processes listed above constitute the core activities aimed at making continuous improvements to the Overall Level of Safety.

2.5   The implementation of an effective SSP on the part of States will require a concentrated, structured, specific plan in order to be effective.   As it is known, ICAO has developed an SSP framework made up of four components and eleven elements to assist States in the implementation of the SSP. The implementation of some of the elements may be challenging and will require specific efforts to be carried out.

2.6   ICAO MID Regional Office issued State Letter (Ref. ME 3/56.16- 12/258 dated 30 August) asking MID State to respond to a survey of Status of Implementation of Aerodrome Certification Safety Management System (SMS), and Aerodrome Emergency Plan and Operation Center (EOC). Six States (Egypt, Iran, Jordan, Oman, Qatar, and UAE) have responded and .provided their latest updates.

2.7   Based on the latest feedback provided by States, the SMS Implementation table has been prepared as contained in **Appendix A** to this working paper. The table shows that 24 of the MID States International Aerodromes have implemented SMS. This number represents 40% of the international aerodromes to be listed in the ANP.

2.8   In addition, table shows that SMS for 5% (3 aerodromes) of the MID international aerodromes is on-going. States indicated plans to implement SMS in 18 aerodromes (31%) by end of the year 2013.   Successful achievement of these plans would raise the SMS implementation percentage to 76%.

2.9   One of those challenges is how States should develop regulations such as Safety Risk Controls as opposed to just administrative controls, which has been customary practice. This new approach requires that the process of rule-making be carried out utilizing risk management principles providing a platform in which service providers can collect and analyze data to monitor and report safety performance.

3.   **ACTION BY THE MEETING**

3.1   The meeting is invited to:

   a)   note the information contained in this working paper;

   b)   urge States that have not already done so, to begin a SSP implementation in order to comply with ICAO SARPs;

   c)   take any other action deemed necessary with regard to the implementation of SSP/SMS in the MID Region; and

   d)   agree on the following Draft Conclusion:

   DRAFT CONCLUSION 1/xx: IMPLEMENTATION OF STATE SAFETY PROGRAMME AND AERODROMES SAFETY MANAGEMENT SYSTEM

   That, States that have not yet done so, be urged to:

   a) *take necessary measures to implement State Safety Programme according to ICAO SARP's and Guidance materials;*

   b) *assure implementation of Safety Management System in Aerodromes as part of Certification requirements; and*

   c) *update ICAO MID Office on status of Implementation.*

APPENDIX A

IMPLEMENTATION OF AERODROME SMS IN THE MID REGION STATES

STATE/TERRITORY	No of AERODROMES (Doc. 9708)	RESPONSIBLE BODY	SMS IMPLEMENTATION (number of aerodromes)			
			Finalised	On-going (Scheduled date)	PLANNED (Scheduled date)	Remarks
Bahrain	1		1			
Egypt	16	ECAA	4		12 (Nv 2014)	Updated Sep 2012
Iran	8	CAO	2	1 (Oct 2012)	5 (Dec 2013)	Updated Sep 2012
Iraq	5		-			
Jordan	3	CARC	1	1 (Oct 2012)	1 (Mar 2013)	Updated Sep 2012
Kuwait	1		1			
Lebanon	1		-			
Oman	2	PACA	1	1 (Nov 2012)		Updated Sep 2012
Qatar	2	QCAA	2			Updated Sep 2012
Saudi Arabia	4	GACA	4			
Syria	3		-			
UAE	8	GCAA	8			Updated Sep 2012
Yemen	5		-			
TOTAL	59		24	3	18	
Percentage of Total No. of Aerodromes	100%		40%	5%	31%	

Updated, 30 Sep 2012.

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