*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**

SAFETY MANAGEMENT SYSTEM IN RELATION WITH AERODROME CERTIFICATION

*(Presented by Egypt)*

| SUMMARY |
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| The aim of this paper is to review the importance of Safety Management System to Aerodrome Certification, and update the approaches used to implement the SMS according to actual status and needs. |
| Action by the meeting is at paragraph 3. |

| REFERENCE |
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| - Annex 14<br>- AOP SG/8<br>- ICAO, 2011 State of Global Aviation Safety |

## 1. INTRODUCTION

1.1 There is a vital relation between Aerodrome certification and Safety Management System. Under ICAO Annex14, states are required, as part of the certification process, to ensure that an aerodrome manual which will include all pertinent information on the aerodrome site, facilities, services, equipment, operating procedures, organization and management including a safety management system (SMS), is submitted by the applicant for approval/acceptance prior to granting the aerodrome certificate. Also to oblige all certified aerodrome operators to implement Safety Management Systems as part of their State Safety Programme and to oversee the performance of safety management for airport operators.

## 2. DISCUSSION

2.1 The meeting may wish to recall that the AOP SG/8 agreed on urging States to assure implementation of Safety Management System in Aerodromes as part of Certification requirements.

2.2        For the purpose of Aerodrome Certification, in order to provide justifications for non-compliance to requirements, bearing in mind the safety objective of the aerodrome standards so that the intent of the regulations is not circumvented, aerodrome will still have to make Risk Assessment studies and assess the consequences and identify the solutions whereby an equivalent level of safety can be attained, and furthermore, to assign priorities of multiple corrective actions needed with available resources.  These tasks can be best achieved when implementing an effective formal SMS.

2.3        When an aerodrome is granted a certificate, it signifies that the aerodrome meets the regulatory Standards and Recommended Practices (SARPs) regarding the facility and its operation, and that it has the capability to maintain these specifications.  Yet we should always remember that SARPs represent the minimum level of aerodrome specifications.  Accordingly, introducing SMS to an aerodrome is the way to set specific safety level for that aerodrome appropriate to its unique conditions, and to handle safety concerns emerging during operation.

2.4        ICAO provided a helpful frame work for SMS implementation by conducting phased approach consists of four components and fourteen elements. However, ICAO statistics issued 2011 shows that one of the major Aerodrome Safety issues which is Runway Safety has a related accidents ratio 59% of all accidents reported between 2006 and 2010.  Additionally, depending upon the carried out Universal Safety Oversight Audit Program, the Effective Implementation of Safety Oversight Systems by Aerodromes reached only 57%.  These two facts mean that more effort should be exerted towards aerodromes safety.

## 3.        TRENDS FOR IMPLEMENTATION

3.1        Experience dealing with SMS implementation and Aerodrome Certification showed that some useful tends should be taken into consideration:

   a.  Aerodrome management key personnel required qualifications that would be accepted by Civil Aviation Authority (CAA) should be endorsed to raise the level of operational safety management competence existing and assist to control of airside safety risks within the aerodrome.

   b.  Specialized training topics as aerodrome SMS, Runway Safety and Risk Analysis in a joint-cross environment will form a significant part of further efforts to assist playing a critical role in human resource and skills development in the field of aerodrome operation. Courses, seminars and workshops should be tailored for different work levels (Line management, safety directors, and operation personnel).

   c.  As the establishment of Aerodrome Local Safety team is highly appreciated, the participation of CAA in such activities will be an effective tool in building the bridge of safety implementation between the regulations and work practices. It gives the chance for better understanding of the operating difficulties of personnel working against regulatory requirements. It also helps in dealing with CAA findings and introducing more acceptable practical mitigation measures and recommending areas for improvement.

## 4.        ACTION BY THE MEETING

4.1        The meeting is invited to:

   a)  note the information contained in this working paper; and

   b)  encourage MID States to adopt Safety Management Training Policy and establish Runway Safety Team at each individual aerodrome.

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