



International Civil Aviation Organization

**First Meeting of the RASG-MID Steering Committee
(RSC/1)**

(Cairo, Egypt, 18 – 20 June 2012)

Agenda Item 4: Regional Performance Framework for Safety

SSP/SMS IMPLEMENTATION IN THE MID REGION

(Presented by the Secretariat)

SUMMARY

This paper highlights the requirements related to safety management and the coordination between MIDANPIRG and the RASG-MID for the monitoring of the implementation of SSP and SMS in the MID Region.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG/13 Report
- RASG-MID/1 Report

1. INTRODUCTION

1.1 The concept of safety has followed an evolutionary path. Although accident investigation, as a reactive method for improving safety was shown to be effective and became a valuable tool in helping to determine the cause of accidents with the aim of reducing their frequency, there was 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.

2. DISCUSSION

2.1 A mature safety management requires the integration of reactive, proactive and predictive safety data capture systems, a judicious combination of reactive, proactive and predictive mitigation strategies, and the development of reactive, proactive and predictive mitigation methods.

2.2 It is necessary for a Safety Management System (SMS) to define a set of measurable performance outcomes in order to determine whether the system is truly operating in accordance with design expectations, not simply meeting regulatory requirements, and to identify where an action may be required to bring the performance of the SMS to the level of design expectations.

2.3 ICAO safety management provisions require States to establish a State Safety Programme (SSP) in order to achieve an Acceptable Level of Safety (ALoS) in civil aviation. In addition, States shall require, as part of their SSP, the following service providers to implement a Safety Management System (SMS):

- a) approved training organizations that are exposed to operational safety risks during their air training operations (i.e.: flight training schools);
- b) aircraft operators;
- c) approved aircraft maintenance organizations and organizations responsible for type design and/or manufacture of aircraft (applicability date Nov. 2013);
- d) air traffic service providers; and
- e) certified aerodromes.

2.4 The meeting may wish to recall that MIDANPIRG/13 recognized the difficulties encountered by States in the implementation of SSP requirements and re-iterated that a step-by-step approach should be followed for managing the transition to an SSP environment.

2.5 The meeting noted that the RASG-MID/1 meeting addressed the issue pertaining to the coordination between RASG-MID and MIDANPIRG. In this respect, it was noted that the RASG-MID/1 meeting agreed that SSP and SMS implementation as well as Runway Safety issues be included in the Work Programmes of both RASG-MID and MIDANPIRG, for some period. Nevertheless, taking into consideration the scope of SSP implementation, which goes far beyond the safety of air traffic services and aerodrome operations, the meeting agreed, pending the approval of RASG-MID, that SSP implementation should be monitored by RASG-MID. MIDANPIRG will continue to monitor the SMS implementation by the air traffic services and aerodrome operators.

3. ACTION BY THE MEETING

3.1 The meeting is invited to agree on:

- a) the proposal made by MIDANPIRG/13 as in para. 2.5; and
- b) the next course of actions to expedite SSP and SMS implementation in the MID Region.

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