

Overview

- Requirements for implementation of SMS by the industry in Qatar (Advisory Circular 01-09 SMS in 2009)-Revised based on UK document
- Requirements for Mandatory and Voluntary occurrence reports (AIC 01/10)
- Promulgation of QCAR -19 (Part A, B and C) consolidating requirements for SMS implementation, including the safety policy
- SSP Implementation- State Safety Responsibilities and accountabilities (Advisory Circular SSP No 01/14)
- SSP Implementation Team
- Conduct of Gap analysis and posting on iSTARs
- Training
- Status of implementation of SMS by the industry
- Challenges

Challenges:

- 90 new/revised protocol questions addressing SSP/SMS have been posted on the CMA on-line framework
 - Conduct of self-assessment of the PQs
 - Getting ready for CMA evaluation as from November 2016

Challenges:

- SSP document
- Database (s),
- Voluntary reporting,
- Approval of SSP documents (checklist to be used),
- Setting up of Indicators, Targets and alert levels
- Approval of the SMS documents and SMS of the service providers,
- Acceptance of SMS
- SSP committee meetings

HLSC/10

ICAO should work with States and regions in developing a common methodology for the development of Safety Performance Indicators (SPIs) and

3) ICAO should assist States in the implementation of State Safety Programmes through the development of additional guidance material, facilitating the sharing of experiences and other appropriate means.

HLSC/10

ICAO should develop a methodology for safety performance measurement, including key safety performance indicators that can facilitate the exchange of safety information among States, service providers and ICAO.

- The safety data gathered through the application of this methodology could also be used to support the CMA

ICAO should continue to participate in the Safety Management International Collaboration Group, and evaluate the safety measurement matrix proposed in WP/37 as an appropriate framework to be used to define safety performance indicators.

HLSC/10

Sharing of safety information:

ICAO should develop a code of conduct on the sharing of safety information, which will state that such information is to be used in a fair and consistent manner, solely to improve aviation safety, and not for inappropriate purposes including for the purpose of gaining economic advantage;

ICAO should convene a group of experts to determine harmonized safety metrics, associated data requirements and processes to enable integrated safety analyses and to ensure consistent development of related safety measures;

*Development of guidance material on the conduct of
safety management systems
audits based on safety performance management*

ICAO should develop guidance material for inclusion in the ICAO Safety Management Manual, on the conduct of safety management systems audits based on safety performance management.

Thank you