International Civil Aviation Organization

MID Safety Support Team

Third Meeting (MID-SST/3)
(Abu Dhabi, UAE, 10 – 13 October 2016)

Agenda Item 2:   **MID-SST Work Programme**

CANSO INITIATIVE FOR SMS IMPLEMENTATION FOR ATM
IN THE MID REGION

(Presented by the Civil Air Navigation Services Organisation "CANSO")

SUMMARY
This paper presents CANSO plan for championing a safety Enhancement Implementation (SEI) related to SMS implementation for ATM.   Action by the meeting is at paragraph 3.

REFERENCES
- MID-SST/1 - RASG-MID/2 - RSC/4 - RASG-MID/5

1.   INTRODUCTION

1.1   Among the RASG-MID objectives is to enhance safety in the MID Region; ensure that all safety activities at the regional and sub-regional level are properly coordinated to avoid duplication of efforts; encourage/ensure effective coordination and cooperation between all stakeholders; and encourage resource sharing.

1.2   RASG-MID encouraged the engagement of States and stakeholders enabling them to have a platform to voice tier issues and concerns; take part in the decision making process; and contribute as experts in their field.

1.3   The MID-SST was established by RASG-MID/2 in November 2012 to support the RASG-MID in the development and monitoring the implementation of the Safety Enhancement Initiatives (SEIs) related to important regional issues; to handle the identified safety issues not directly linked to the agreed focus areas such as Safety Management System.

1.4   RASG-MID/5 meeting in May 2016 revised the MID-SST Terms of Reference and reflected a new way of doing business, with a focus on targeted assistance, sharing of expertise, experience and best practices in order to agree on recommended actions and provide assistance related to the implementation of the Safety Enhancement Initiatives (SEIs).

2.   DISCUSSION

Status of Safety ATM Safety Management System in the Middle East

2.1   ATM Safety Management System activates in the Middle East are so limited. Safety implementation level varies from ANSP to another (depending on resources, human factors, and financial issues). ANSPs participation in RASG/MID activities is as required.

Canso Championing a Safety Enhancement Implementation Plan Related to SMS Implementation for ATM

2.2   At the RASG-MID steering committee (RSC/4), *(Cairo, Egypt, 15 – 17 December 2015)* CANSO apprised the meeting with its safety activities including the introduction of the Standard of Excellence in SMS, CANSO SMS Implementation Guide and SMS Maturity Survey.

2.3   The meeting noted with concern that the level of involvement of ANSPs in the RASGMID activities is not up to expectation and invited CANSO to champion a SEI related to SMS implementation for ATM.

2.4   CANSO accepted the invitation, and started coordination with ICAO/MID, where it has been agreed that CANSO to develop a plan with a clear objective, goal and detailed actions with clear deliverables and targets that will lead to the achievement of the SEI.

CANSO ME Second Safety Survey

2.5   CANSO developed and sent out a survey to assess and gather a better understanding of the ATM SMS implementation needs in the Region including (policy, SRM, safety assurance, and promotion/ safety culture).

2.6   The survey distributed to all ME ANSPs, where 10 replies received (Jordan, Qatar, Iran, Egypt, Saudi Arabia, Sudan, Oman, Sharjah, Iraq, and Bahrain).The responses have been used by the CANSO Safety Programme Manager to evaluate the status of SMS in the Middle East Region to assist in developing targeted, regional SMS training.

2.7   The results were de identified; therefore, no organization name has been shown. The specific impressions of the results were:

   a) Promotion/safety culture was the biggest gap area across the board.

   b) The most mature area was a tie between safety policy and safety assurance.

   c) Initial recommendations were to devote the most resources and training to safety promotion, with a focus on safety culture, followed by Safety Risk Management.

The Proposed Plan

- develop and send out survey to assess engagement, effectiveness, lessons learned and next steps;
- engage with ICAO, and member States to plan and implement the SMS activities, e.g partnership the MID Safety Summit, SMS Workshops, and SMS training as appropriate;
- creating awareness for SMS by conducting national and regional Workshops and Seminars
- prepare training materials to support the Fourth MID Region Safety Summit, to include up to 3 days of additional training in SMS for ATM;
- CANSO global safety material to be used , and were applicable can be tailored to the region needs; and
- connect the CANSO championing plan to ICAO requirements (e.g., Annex 19, Document 9589). This clearly explained in **Appendix A**.

Responsibility

- CANSO - Civil Air Navigation Services Organisation;
- ICAO - International Civil Aviation Organisation (MID and HQ);
- Middle East States; and
- Middle East Air Navigation Service Providers**.**

Obstacles

- availability of required human resources from identified organisations;
- availability of financial resources; and
- low response rate to surveys.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

a) note the information provided in this working paper;

b) note and endorse the proposed plan at Paragraph 2.4; and

c) note and endorse the Draft Championing Plan at **Appendix A**.

3.2   Middle East States and ANSPs to support this Initiative as appropriate

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APPENDIX A

DRAFT PLAN

Action	Objective	Desired Outcome	Follow-up Measurement	Additional Details to Consider
Provide training Workshop that connects the Standard of Excellence (SoE) in SMS to Annex 19/Document 9589, with a strong emphasis on safety culture/just culture. Promote the training workshop, as well as the SoE, as a means to achieve compliance with ICAO requirements.	Associate safety culture/just culture elements within the SoE to ICAO requirements	Generate investment in safety culture/just culture	Conduct additional survey in 2018 and assess improvement in scores for safety culture-related questions	A timeframe for the training (such as late 2016); a location for the training; specific elements within the SoE and specific ICAO requirements; timeframe for the additional, follow-up survey
Conduct a beta version of SEANS-Safety for CANSO members with an emphasis on safety culture/just culture. Promote SEANS-Safety as a means to achieve compliance with ICAO requirements.	Associate safety culture/just culture elements within the SoE to ICAO requirements and promote SMS maturity in general	Generate investment in safety culture/just culture and SMS maturity	Conduct additional survey in 2018 and assess improvement in scores for safety culture-related questions. Review SMS maturity surveys from ME for several years to determine improvement and/ or conduct additional SEANS-Safety assessment in several years to measure improvement in maturity	A timeframe for a SEANS-Safety beta assessment (such as late 2016); a location (or ANSP) for the training; specific elements within the SoE and specific ICAO requirements; timeframe for the additional, follow-up survey and/or follow-up SEANS-Safety assessment
Promote CANSO web site materials and repurpose, and if possible, existing other CANSO members SMS materials.	Promote safety culture	Generate investment in safety culture/just culture	Conduct additional survey in 2018 and assess improvement in scores for safety culture-related questions	Specific materials to be promoted and the ways in which they will be promoted (such as in emails, at specific workshops or conferences, etc.); timeframe for the additional, follow-up survey

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