



International Civil Aviation Organization

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ASSEMBLY — 37TH SESSION

TECHNICAL COMMISSION

Agenda Item 26: Safety management and safety data

**ACAC VISION FROM AN AVIATION SECURITY PERSPECTIVE ON ENHANCING
THE SAFETY MANAGEMENT SYSTEM (SMS) AND ITS RELATION TO THE
STATE SAFETY PROGRAM (SSP)**

(Presented by ACAC)

REVISION NO. 1

EXECUTIVE SUMMARY

ACAC follows up with great interest the Safety Management System (SMS) and the State Safety Programme (SSP), and endeavours to support both programs through the resolutions of its Assembly and its Executive Council in its capacity as a regional organization supporting the international requirements of civil aviation and the overall orientation set by ICAO in international forums with regard to aviation safety.

In this context, ACAC has organized, for its Member States, numerous seminars, workshops and conferences in order to promote its role as a regional organization working in conformity with ICAO's orientation. These activities foster the relations among Member States and regional organizations to implement a Safety Management System (SMS) for operators and a State Safety Programme (SSP) in order to reduce the differences among States.

Action: The Assembly is invited to:

- a) issue a new annex on Safety Management Systems (SMS) and the State Safety Programmes (SSP);
and
- b) establish a working group to draft the new annex.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective A.
<i>Financial implications:</i>	N/A
<i>References:</i>	N/A

¹ Arabic and English versions provided by ACAC.

1. INTRODUCTION

1.1 Since its inception in 1996, the Arab Civil Aviation Commission (ACAC) has always strived to train specialized experts in aviation safety and has published a number of manuals as a unified reference tool for the Arab countries regarding airports, licenses, inspectors, air operators and oversight programs for foreign aircrafts and accident investigations. ACAC organized many training courses and workshops to strengthen relations among participating States in order to enhance safety level in conformity with international Standards.

1.2 This approach helped some Arab States in their efforts to reduce the differences in safety levels while enhancing safety through cooperation between ACAC and other regional and international organizations.

1.3 For ACAC, SMS and the SSP are both important to develop an evolving program in light of the international safety oversight and audit programmes findings, and to resolve safety deficiencies. In this context, States and regional organizations should do their best to reduce differences in aviation safety. Furthermore, adopting a new annex represents a quantum leap and provides a clearer vision through the cooperation of the States, operators and manufacturers to avoid many catastrophes and losses in the field of air transport.

2. ACAC VISION

2.1 ACAC believes that adopting an approach that links SMS to the SSP in a new annex would facilitate the efforts exerted to define the methodology to implement the aviation safety concept from an international perspective and to facilitate the procedures and develop the relevant system for each State. Furthermore, this will help regional organizations work seriously towards the uniformity of procedures and reduce the differences on a sound international basis with regard to information, transparency, accuracy and development of legislations and establishment of technical personnel to execute all the relevant tasks in a professional way within the oversight authorities or in the field of airline and airport operations.

3. CONCLUSION

3.1 ACAC believes that it is necessary to issue a new annex that covers the new SMS and the SSP. This will represent a new approach to provide for a new consolidated document containing these systems and regulations of the States in order to enhance aviation safety, while following the development of civil aviation. This instrument will help the regional organizations to find a new environment for the oversight authority controlling the air services providers in a manner that ensures surveillance and follow-up, as required by ICAO.