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Agenda Item 26: Safety management and safety data

CURRENT SAFETY MANAGEMENT INITIATIVES OF ASECNA

(Presented by the Agency for Air Navigation Safety in
Africa and Madagascar (The) (ASECNA))

EXECUTIVE SUMMARY

Continuous improvement is a key activity of the ASECNA Safety Management System (SMS) where scope, objective, structure and operations are evolving, to ensure it remains appropriate and relevant to the organization.

In this context, and in response to the Resolution N°2010 CA 118-5 of its Administration Council Session held in Moroni, Union of Comoros from 25 to 28 July 2010, ASECNA has launched a set of initiatives to enhance its safety management system (SMS).

This information paper aims to briefly detail some of these initiatives, as well as two particular aspects thereof, which constitute key areas of ASECNA SMS improvement.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective A.
<i>References:</i>	Resolution N° 2010 CA 118-5 of ASECNA Administration Council, Moroni (Union of the Comoros), 25 - 28 July 2010

¹ English and French versions provided by ASECNA.

1. INTRODUCTION

1.1 The Agency for the Safety of Air Navigation in Africa and in Madagascar (ASECNA) and its Member States are committed to establish a safety management system (SMS) and State safety programme (SSP) respectively, in accordance with ICAO Standards and Recommended Practices (SARPs).

1.2 ASECNA missions include the provision of air traffic management (ATM) services in the airspace for which it has jurisdiction, operation of aerodromes, and operations of an aircraft. On this basis, the purpose of the ASECNA Safety Management System is to comply with the ICAO provisions related to the Annex 6 — *Operation of Aircraft*, Annex 11 — *Air Traffic Services*, Annex 13 — *Aircraft Accident and Incident Investigation* and Annex 14 — *Aerodromes*.

1.3 Continuous improvement is a key activity of the ASECNA SMS where scope, objective, structure and operations are evolving to ensure it remains appropriate and relevant to ASECNA. In this context, and in response to the Resolution N°2010 CA 118-5 of its Administration Council Session held in Moroni, Union of Comoros, from 25 to 28 July 2010, the ASECNA has launched a set of initiatives to enhance its SMS.

1.4 This information paper aims to briefly detail some of these initiatives, as well as two particular aspects thereof which constitute key areas of SMS improvement, and to invite the Assembly to take note of the information contained therein.

2. CURRENT ASECNA SAFETY MANAGEMENT INITIATIVES

2.1 The current initiatives to enhance the ASECNA safety management systems include:

- a) the review, for submission to the Committee of Ministers, of the ASECNA Safety Management Policy document. This document was endorsed by the ASECNA Committee of Ministers (Resolution N°2005 CM 44-7) held in Nouakchott (Islamic Republic of Mauritania) in July 2005. It aims to frame the ASECNA response to the Dakar Convention and to the ICAO safety management provisions contained in Annexes 11 and 14. It sets out the ASECNA safety management approach, policy statements and principles in this regard. This review is justified by the need for periodical assessment of the relevance and appropriateness to the ASECNA organization;
- b) the development of a communal regulation based on ICAO safety management provisions and on the Member States safety programmes, for submission to the ASECNA Member States. The objective is to ensure a harmonized regulatory framework for ASECNA and to reduce the complexity of safety management oversight which perspectives are still under discussion at States' level;

- c) the elaboration of a safety management system development and implementation plan with regards to the ASECNA missions as the same whole, for submission to the next ASECNA Administration Council ordinary session in December 2010. This need is driven by the current partial implementation of the safety management system which has been historically limited to some functional structures and associated operations of the organization (e.g. extension to aircraft operations is needed); and
- d) the design and carrying out of a dedicated awareness campaign at the attention to the ASECNA key personnel, in order to prepare the future deployment (from 2011) of the SMS development and implementation plan.

2.2 Two particular key directions for these initiatives have already been identified, namely the update of the safety objective for ATM services provision and the collaborative integration of the safety management system and the quality management system (QMS). These two particular aspects give an idea of the numerous and various areas of improvement for the ASECNA SMS.

2.3 The safety objective for ATM services provision currently stated in the Safety Management Policy seeks to “Minimize the contribution of ASECNA ATM services to the risks of an aircraft accident”. There is today a need to take a much broader approach to safety management, as this objective, although intrinsically relevant, only addresses the reduction the risks generated by ATM services failures, i.e. the services integrity. It does not address the positive contribution of ATM services – whose main purpose is to ensure the safe separation of aircraft in the air and on the ground – to the mitigation of the risks of accident existing in the operational environment. Consequently, there is a need to add in the Safety Management Policy a second safety objective seeking to assess the level of safety when the ATM services are provided as intended in the absence of failure, and stated as follows “Maximize the contribution of ASECNA ATM services to the mitigation of the risks of an aircraft accident”. It will lead to the definition, in the SMS development and implementation plan, of additional safety performance objectives and indicators in the relation to the ASECNA ATM services functionality. It will result in a more global approach for hazard identification and risk assessment as part of SMS operations.

2.4 The ASECNA SMS and QMS have been historically developed and implemented according to a separated approach. Particular collaboration is made today on tactical case by case basis. In order to take full advantage of the support that can bring QMS to SMS in terms of efficiency and cost-effectiveness of safety management, the integration of these two ASECNA management systems according to a collaboration approach constitutes an interesting perspective. Indeed, this approach is adapted to the large organization which is ASECNA as allowing on a strategic basis to share some of the elements of the systems such as the strong management support and resources, while maintaining a split of the end objectives and responsibilities to avoid conflict of interest. This integration will be taken into account in the SMS development and implementation plan. It is a key subject of the current awareness campaign at the attention to the ASECNA key personnel.

3. CONCLUSION

- 3.1 The recent safety management initiatives launched by ASECNA show its commitment to:
- a) continuously improve its safety management system;
 - b) take benefits from the evolving safety management best practises of the aviation operations sector; and
 - c) sustain the enhancement of integrated safety management within the ASECNA Member States.