



WORKING TOGETHER TO ENHANCE
AIRPORT OPERATIONAL SAFETY



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Safety Management System (SMS)

ICAO Doc. 9859:

An SMS is a system to assure the safe operation of aircraft through effective management of safety risk. This system is designed to continuously improve safety by **identifying hazards, collecting and analyzing data** and continuously **assessing safety risks**. The SMS seeks to proactively contain or mitigate risks **before** they result in aviation accidents and incidents. It is a system that is commensurate with the organization's regulatory obligations and safety goals.

Four Components and Twelve Elements (ICAO Framework)

1. Safety policy and objectives (component):

- 1.1 Management commitment and responsibility
- 1.2 Safety accountabilities
- 1.3 Appointment of key safety personnel
- 1.4 Coordination of emergency response planning
- 1.5 SMS documentation

2. Safety risk management (component):

- 2.1 Hazard identification
- 2.2 Safety risk assessment and mitigation.

3. Safety assurance (component)

- 3.1 Safety performance monitoring and measurement
- 3.2 The management of change
- 3.3 Continuous improvement of the SMS

4. Safety promotion (component)

- 4.1 Training and education
- 4.2 Safety communication

1. Safety policy and objectives (component):

1.1 Management commitment and responsibility

1.2 Safety accountabilities

The organization must identify the Accountable Executive, who must be having final responsibility for the effective and efficient performance of the organization's SMS

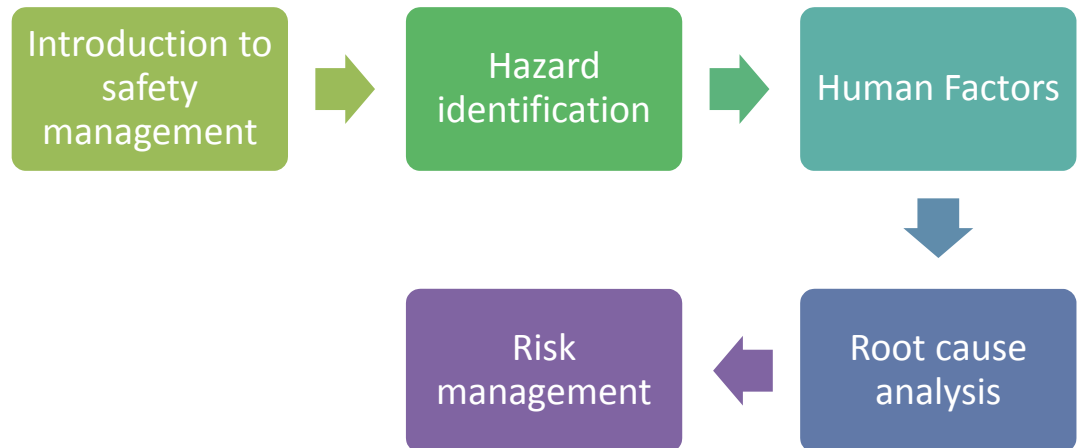
Others

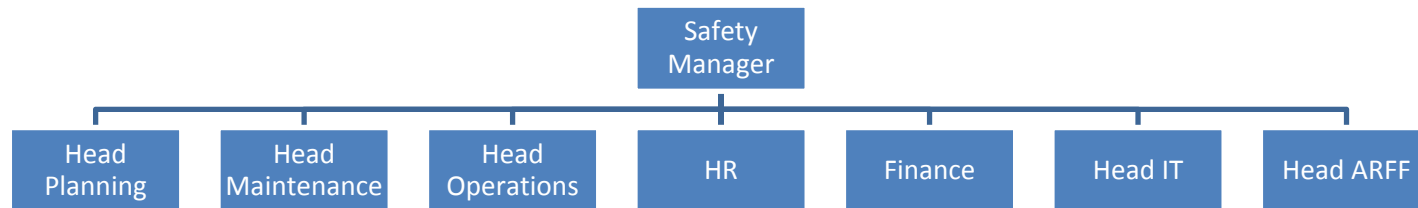
1.3 Appointment of key safety personnel

Only a Safety Manager ?

Role of a Safety Manager

Training





1.4 Coordination of emergency response planning??

An Emergency Response Planning (ERP) outlines in writing what actions should be taken following an accident and who is responsible for each action; The purpose of an ERP is to ensure that there is an orderly and efficient transition from normal to emergency operations

1.5 SMS documentation

Implementation [Plan](#) (endorsed by the accountable executive)

[Gap Analysis](#)

[Safety policy](#)

Non-reprisal reporting policy

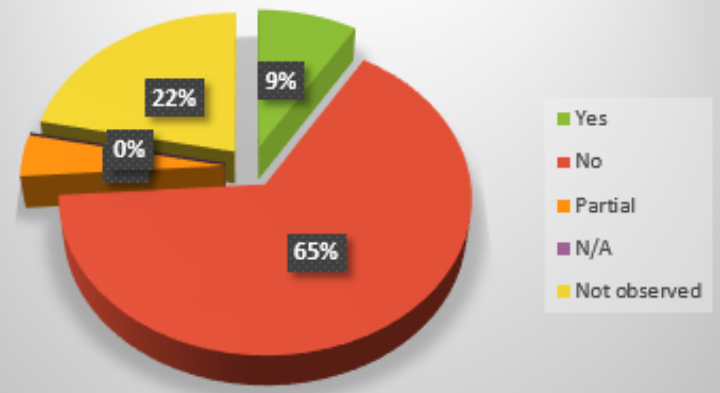
- a) reckless conduct;
- b) criminal behaviour;
- c) violations of the aerodrome's drug and alcohol policy;
- d) deliberate or willful disregard of aviation department policies, administrative directives, regulations, procedures; or
- e) intentional falsification.

[Processes](#) and [procedures \(difference\)](#)

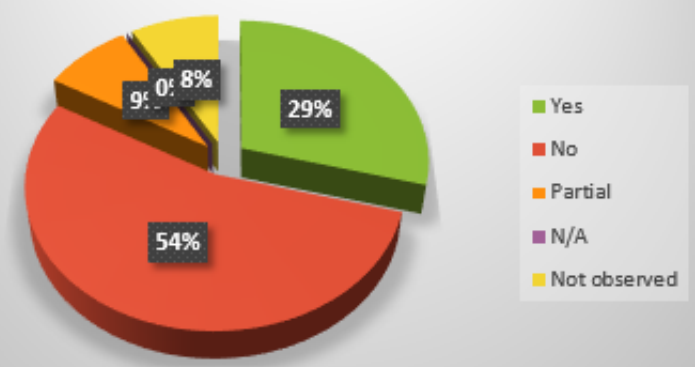
Committees



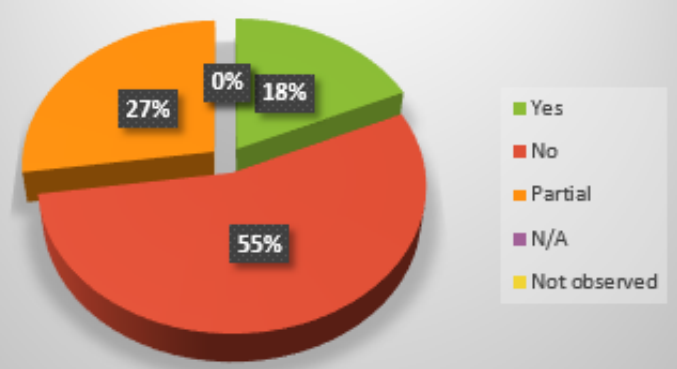
2014-2015.-SMS Gap analysis



2014-2015.-SMS Implementation plan in phases



2014-2015.-Risk management process in place



2. Safety risk management (component):

2. What is safety risk management (component)?:

An extract from Doc 9859, art. 5.3.3:

“... The objective of the safety risk management component is to identify hazards, assess the related risks and develop appropriate mitigations in the context of the delivery of the organization’s products or services. ...”

2.1 Hazard identification

[Hazard log 1](#)

[Hazard log 2](#)

SOP

-Proactive

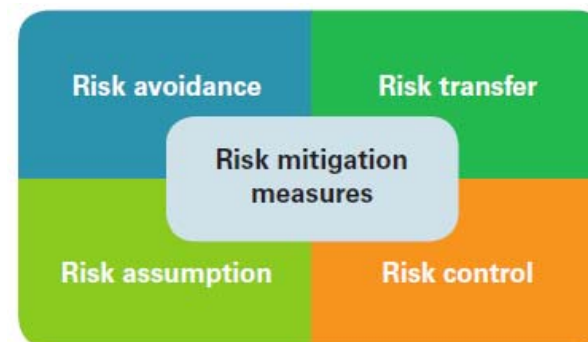
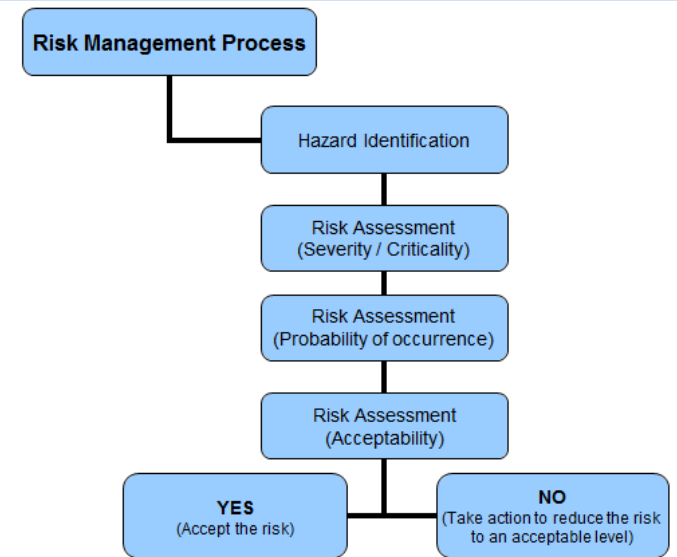
-Reactive

2.2 [Safety risk assessment and mitigation.](#)

[Risk analysis form 1](#)

[Risk analysis form 2](#)

SOP

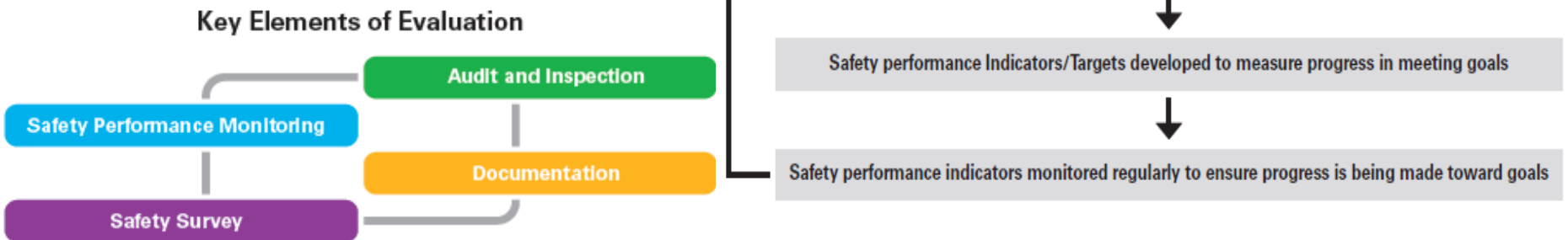


3. Safety assurance (component)

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3.1 [Safety performance monitoring and measurement](#)

Safety management has many aspects to it. One important component is to be able to measure safety performance. Collecting and reporting the data in a consistent manner will enable management to see trends in increasing or decreasing events and by the use of both leading (reactive) and lagging (pro-active) indicators be in a position to understand changes and the importance of continuing to deliver proactive safety controls. [OTHER](#)



3.2 The management of change

develop and maintain a formal process to identify changes which may affect the level of safety risk associated with its aviation products or services and to identify and manage the safety risks that may arise from those [changes](#)

3.3 Continuous improvement of the SMS

Internal audits

[Third party audits](#)

AUDIT PROCEDURES	
Document and records review	<ul style="list-style-type: none"> Verify activities are conducted in accordance with the documented plan/directive/procedure.
Interviews with stakeholders	<ul style="list-style-type: none"> Perform assessments of knowledge of individuals with responsibilities under the programme.
Site observations	<ul style="list-style-type: none"> Verify the airside environment is maintained in accordance with applicable standards.
Equipment inspection	<ul style="list-style-type: none"> Verify equipment matches description in the prescribed Plan.
Training	<ul style="list-style-type: none"> The audit should include a review of the training requirements set out in the plan, as well as a review of any training material provided to participants.
SMS compliance	<ul style="list-style-type: none"> Determine if the audit activity under review is being managed in compliance with SMS Procedures.

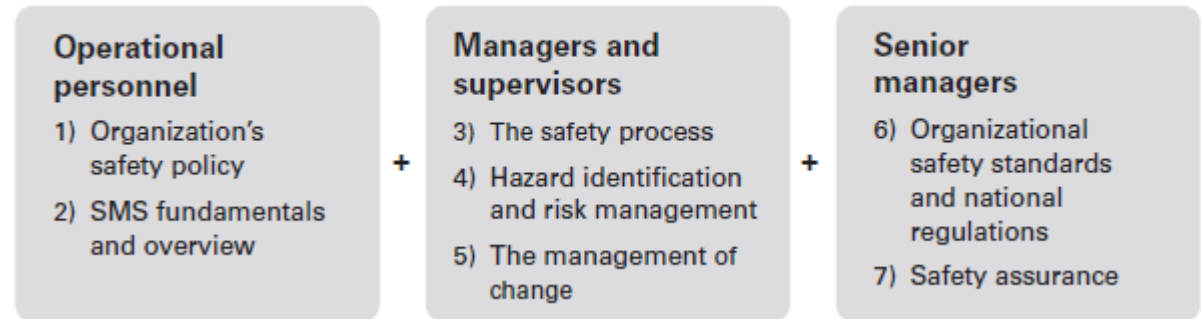
4. Safety promotion (component)

4. Safety promotion (component)

4.1 Training and education

Training plan
Training schedule
Training register
List of those requiring training

Training and education – A building block



4.2 Safety communication

Ensure that all staff are fully aware of the SMS ;
Convey safety-critical information ;
Explain why particular actions are taken ;
Explain why safety procedures are introduced or changed ;
Convey "nice-to-know" information .

[Safety Alerts](#)

[Safety Bulletins](#)

[Relationship with other SMS](#)

Newsletters

Websites or email



WWW.ACI.AERO/APEX

THANK YOU!