



International Civil Aviation Organization

Runway and Ground Safety Working Group

Second Meeting (RGS WG/2)
(Cairo, Egypt, 19-21 May 2015)

Agenda Item 2: Implementation of Aerodrome Safety Priorities and Objectives in the MID Region

AIRPORT SMS IMPLEMENTATION IN THE MID REGION

(Presented by Saudi Arabia)

SUMMARY

This paper provides a perspective on the evolution, challenges, status and the need to push forward the Airport SMS implementation in the MID Region.

Action by the meeting is at paragraph 3.

REFERENCES

- Annex 14
- Certification of Aerodromes Manual (Doc 9774)
- MID Region Safety Strategy
- Safety Management Manual (SMM) (Doc 9859)

1. INTRODUCTION

1.1 The Certification of Aerodrome framework requires States to ensure that Aerodrome Operators are having in place a Safety Management System for Aerodromes Used for International Operations as of November 2003.

1.2 The International Civil Aviation Organization (ICAO) Global Aviation Safety Plan (GASP) establishes targeted safety objectives and initiatives. The GASP allows States and Regions to plan their own specific approaches towards meeting these objectives.

1.3 According to the MID Safety Strategy, there is a requirement for the near term objectives to reduce Runway accident/incidents through establishment and activation of Runway Safety Teams (RSTs), Aerodromes Certification, and Implementation of Airport Safety Management System (SMS).

2. DISCUSSION

2.1 The Third meeting of the Regional Aviation Safety Group - Middle East (RASG-MID/3, Kuwait, 27 - 29 January 2014) agreed with MIDANPIRG/14 meeting (Jeddah, Saudi Arabia,

15-19 December 2013) on the transfer of aerodrome safety activities from MIDANPIRG to RASG-MID. The RASG-MID/3 meeting also agreed that SMS implementation be fully addressed by RASG-MID.

2.2 RASG-MID/4 noted that the regional aerodrome certification implementation ratio is only 44%. Further, some regional countries have 0% of Aerodrome Certification implemented while some countries have reached 100%. It is recognized that SMS implementation is one of the aerodromes certification challenges.

2.3 The meeting may wish to recall that the ICAO Safety Management SARPs address three distinct requirements:

- a) requirements regarding the State Safety Programme (SSP), including the Acceptable Level of Safety (ALoS) related to an SSP;
- b) requirements regarding Safety Management Systems (SMS), including the safety performance of an SMS; and
- c) requirements regarding management accountability.

2.4 ICAO Safety Management Provisions, require States to establish a State Safety Programme in order to achieve an Acceptable Level of Safety Performance (ALoSP) in Civil Aviation. In addition, States shall require, as part of their State Safety Programme (SSP), the Certified Aerodrome Operator to implement a Safety Management System (SMS).

2.5 ICAO defines an SMS as a systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures. The ICAO Safety Management SARPs establish that the SMS shall be accepted by the State and shall, as a minimum:

- a) identify safety hazards;
- b) ensure the implementation of remedial action necessary to maintain agreed safety performance;
- c) provide for continuous monitoring and regular assessment of the safety performance; and
- d) aim at continuous improvement of the overall performance of the safety management system.

2.6 The four processes listed above constitute the core activities aimed at making continuous improvements to the Overall Level of Safety.

2.7 For MID States to achieve Region Safety Strategy, which is in direct alignment with the GASP established targets, RGS WG is invited to consider tackling the Airport SMS implementation.

2.8 Through RASG-MID activities, State with higher percentage of implementation of airports' SMS may consider the sharing of best practices with other States in the Region.

2.9 It is important to consider a proactive form of building our enhancement initiatives in line with the risk based approach, especially were SMS implementation may reduce other risks.

2.10 States should accord priority to the implementation of SMS and SSP to achieve an acceptable level of safety in aviation operations with focus on assisting States in the implementation of SMS at airports as part of its Aerodrome Certification requirement.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the need to push forward for the implementation of Safety Management System in international aerodromes as part of certification requirements;
- b) consider the need for RGS WG to address Airports SMS implementation as a standalone SEI in coordination with the Safety Support Team (SST); and
- c) agree on the development of an SEI on Airport SMS with Saudi Arabia as the Champion.

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