



International Civil Aviation Organization

**WORKING PAPER**

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## ASSEMBLY — 36TH SESSION

### TECHNICAL COMMISSION

#### Agenda Item 37: Other air navigation matters

#### IMPLEMENTATION OF ATM SAFETY MANAGEMENT SYSTEM IN THE RUSSIAN FEDERATION

(Presented by the Russian Federation)

<b>EXECUTIVE SUMMARY</b>	
This paper presents information on the development and implementation of Safety Management Systems (SMS) by the Federal Air Navigation Authority of the Russian Federation in accordance with ICAO requirements and recommendations.	
<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective A: Safety – <i>Enhance global civil aviation safety</i>
<i>Financial implications:</i>	N/A
<i>References:</i>	ICAO Global Aviation Safety Plan Doc 9859, <i>Safety Management Manual (SMM)</i> Annex 11 — <i>Air Traffic Services</i> Doc 4444, PANS-ATM

<sup>1</sup> English and Russian versions provided by the Russian Federation.

## 1. INTRODUCTION

1.1 State-imposed air traffic safety level requirements in the Russian Federation stipulate reduction in the rate of accidents related either expressly or by implication to air navigation system performance while accommodating air traffic growth. These requirements define the national acceptable level of safety in the provision of air navigation services.

1.2 Established in March 2006 as a specially authorized federal executive body responsible for pursuing state policy, state regulation and oversight in the field of utilization of Russian airspace, the Federal Air Navigation Authority of the Russian Federation (Rosaeronavigatsia), is entrusted with the functions to oversee improvements in the safety and effectiveness of the Air Navigation System of the Russian Federation. In 2006, in pursuance to these functions Rosaeronavigatsia developed the Concept of Establishment and Development of the Air Navigation System of the Russian Federation and the Concept Implementation Plan.

1.3 The concept envisages the establishment of a unified civil-military airspace management structure and provision of air navigation services. The Concept aims at ensuring a steady increase in ATM safety levels by means of reducing accident risk by factor of 2.7 until 2015, and by factor of 4.8 until 2025, as compared to 2005 risk levels. These integrated requirements establish the target safety level for safety evaluation at all stages of flight.

## 2. DISCUSSION

2.1 In line with the Concept Implementation Plan approved by the Government of the Russian Federation, in 2007 Rosaeronavigatsia developed and implemented a Safety Management Programme and an ATM Safety Management Manual in the Federal State Unitary Enterprise “State Air Traffic Management Corporation” (FSUE “State ATM Corporation”).

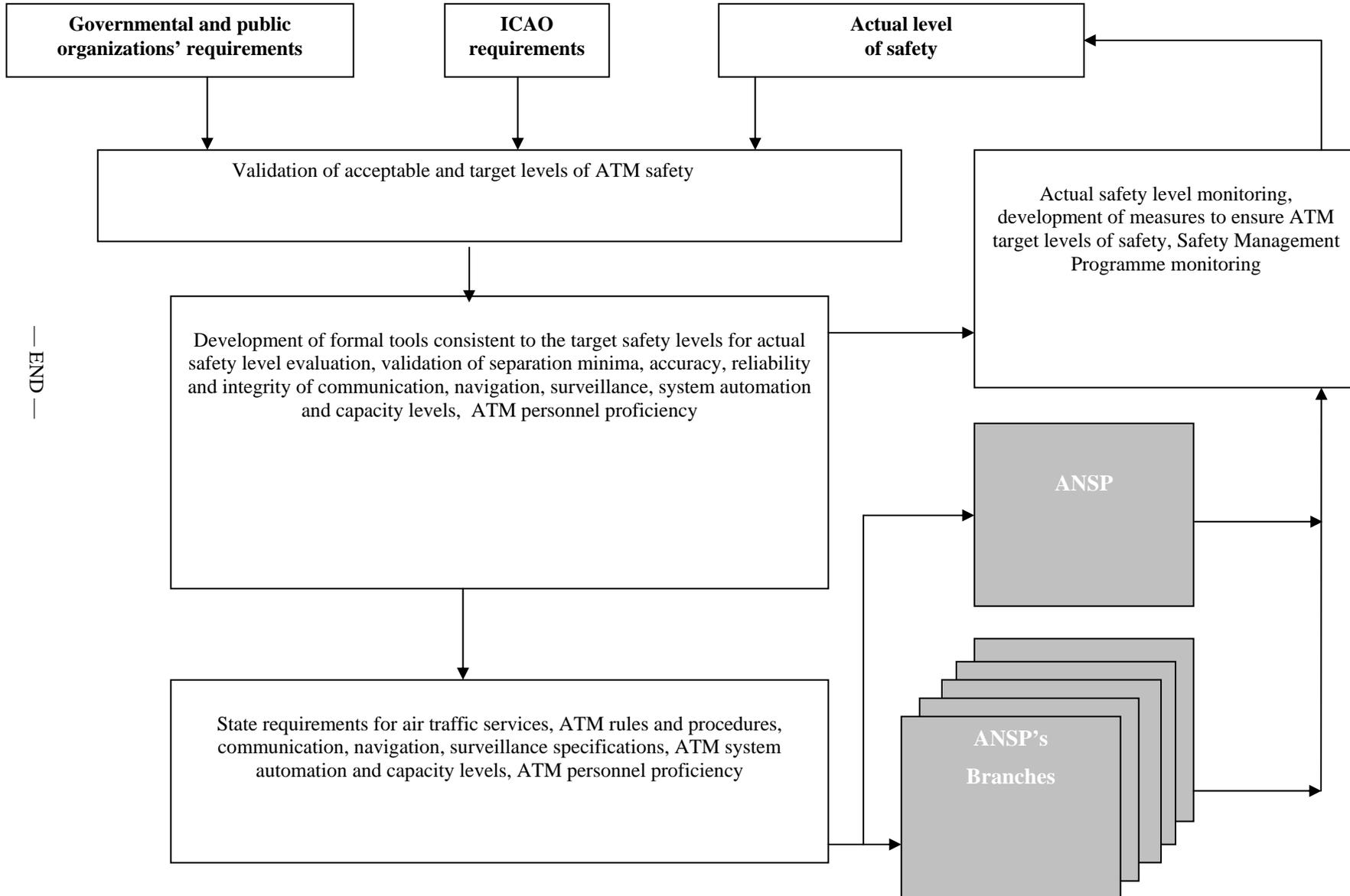
2.2 The above-mentioned documents are in full compliance with provisions of Annex 11 — *Air Traffic Services* to the Convention on International Civil Aviation, *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444) and the *Safety Management Manual (SMM)* (Doc 9859).

2.3 In accordance with ICAO requirements the Safety Management Programme of the Russian Federation lays down state-imposed requirements for the level of air traffic safety, safety management principles, safety indicators and criteria. The Programme describes responsibilities, functions and primary ATM safety management activities. An outline of the ATM Safety Management System is presented in the Appendix to this paper.

2.4 The ATM Safety Management Manual introduced in the “State ATM Corporation”, Russia’s ANSP, includes provisions on safety culture, safety management processes within a corporate SMS, its structure and functions. The provisions regulate Safety Management System performance in area control centres (ACCs) and terminal control units (TCU), outsourced inspection and ATM-related safety occurrences, as well as monitoring of deficiencies in ACCs and TCUs, SMS performance within ATS units. The provisions of the document also encompass in-house inspections and work of safety commissions and monitoring of ATM-related infringements and deficiencies in ATS units. The Manual contains relevant safety provisions concerning safety management performance in the branches and the Head office of the State ATM Corporation. In addition, the Manual specifies provisions on safety management audits, personnel training, responsibilities and functions of the Director on Safety and Quality Management, inspection divisions, senior executives in the Head Office and branches. Special emphasis is placed on compliance with safety management documents and workflow management as well as on reporting requirements.

APPENDIX

ATM Safety Management System Architecture in the Russian Federation



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