



AIM RBIS Project – Workshop on Go-team methodology

Experience sharing on QMS|AIXM|TOD implementation

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Outline

- Introduction
- Description of the implementation process
- Challenges encountered
- Lessons & recommendations



Introduction

- In 2005, in application of ICAO standards and recommended practices for security management the Committee of Ministers responsible for ASECNA, by its Resolution No. 2005/CM 44-7 adopted a general policy statement document on the management of security. Through this document, the Statutory Authority asks the Agency to put in place a Safety Management System....
- This presentation takes stock, successively, of the state of implementation of the SMS and the QMS at ASECNA as well as their integration into a single system referred to as the IMS (Integrated Management System).



Description of the implementation process

- Phase 1: planning;
- Phase 2: design, training and deployment of reactive processes;
- Phase 3: development, training and deployment of proactive and predictive processes;
- Phase 4: development, training and deployment of security monitoring.



Challenges encountered

- The implementation of the two plans relating to SMS and QMS clearly shows their interdependence and the need for consistency between the two systems. Furthermore, achieving a good level of performance is also influenced by safety and environmental factors.
- It is in this context that the Agency has embarked on the implementation of an Integrated Management System (IMS): safety, quality, security and environment.



Challenges encountered

- This option is part of the ASECNA Strategic Orientation Plan, the first of the two major objectives of which is: improving the safety of air navigation.
- With a view to effectively achieving the above-mentioned objective, in compliance with the requirements of its Member States resulting from ICAO standards and recommended practices in terms of safety and quality management, ASECNA began in 2013 to integrate the SMS and the QMS.



Recommendations

The implementation of SMS and QMS management systems by an air navigation service provider is a major challenge in achieving ICAO's strategic objective relating to safety. It requires a lot:

- commitments on the part of staff, in particular senior managers;
- human and financial resources.



Recommendations

- From experience, it is clear that the management systems SMS, SMSu, SME and QMS have many similarities and are interdependent due to the fact that the first three use the principles of the last as support. In addition, the performance of an SMS can be impacted by safety and environmental issues.
- An integration of these systems can allow for greater efficiency and ensure good safety performance.



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