

# ATNS SAFETY MANAGEMENT SYSTEM

PROMULGATED BY: E:ATM/cns  
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ENQUIRIES: SM:SRA  
ISS  
APPLICABLE TO: ALL ATNS PERSONNEL INVOLVED IN ACTIVITIES WHICH CAN IMPACT OVERALL SYSTEM SAFETY WITHIN ATNS

## 1. BACKGROUND

- 1.1 Safety has always been an important consideration in all aviation activities. This is reflected in the aims and objectives of ICAO as stated in Article 44 of the *Convention on International Civil Aviation* (Doc 7300), commonly known as the Chicago Convention, which charges ICAO with ensuring the safe and orderly growth of international civil aviation throughout the world.
- 1.2 The formal, systematic procedures and practices for the management of safety are generally referred to collectively as a *safety management system*. The overall ATS safety management programme within South Africa can therefore be seen as having two components; a safety regulatory and oversight function, which will always be the direct responsibility of the Department of Transport and the South African Civil Aviation Authority, and an active safety management component, implemented through the safety management system of ATNS.
- 1.3 The safety oversight programme within ATNS was established prior to the inception of ATNS in 1994. The programme originated in the Directorate of Air Traffic Services, Division of Civil Aviation and was adopted and developed by ATNS during the commercialisation process. ATNS currently operates a mature safety and standards management system with well documented requirements, comprehensive safety/event investigations, and safety assurance audits.
- 1.4 ICAO Annex 11, chapter 2.26, requires states to implement ATS safety management programmes. This Directive with the accompanying safety management system manual gives effect to this requirement and ensures that ATNS complies with ICAO SARPS, whilst consolidating the previously implemented components of the safety oversight programme into one comprehensive SMS.

## 2. AIM

- 2.1 The ATNS SMS Manual contains the ATNS safety policy and scope as well as providing clear guidance on the various topics related to the SMS.
- 2.2 The aim of the ATNS Safety Management System (SMS) manual is to consolidate all the various Procedures, Directives and Instructions, constituting the components of the standards maintenance and safety oversight programme, into one consolidated SMS. It therefore also follows that some previously published directives and instructions, related to the ATNS standards oversight programme are superseded and replaced by this Directive and the attached Safety Management System Manual.

- 2.3 The SMS addresses all the requirements specified in the ICAO Draft “*Manual on Safety Management for Air Traffic Services*”. Activities and requirements described in the SMS supports the requirements specified in SA CAR and CATS Part 172.03.2, the Universal Safety Oversight Audit Programme (USOAP) of ICAO and the recommendations of, the globally accepted, ATM Operational Concept. The ATNS SMS does not address OHAS, other than in the requirements for the work environment included in the Safety Audit activities.

### 3. CONCLUSION

- 3.1 As indicated in the ATNS Safety Management Policy, ATNS subscribes to a safety culture and the notion of a “Just Culture”. It is therefore incumbent on all staff members involved with the SMS to perform the activities described in the ATNS Safety Management manual diligently and to support the notion of a safe and just culture.
- 3.2 It is imperative that all ATNS staff members involved with service delivery impacting on the SMS shall support the SMS in pursuit of their routine activities. This implies that all support activities which could impact on the SMS should be treated with the same diligence and dedication. All staff members are invited to actively seek opportunities to identify and process potential improvements to the SMS.