

# Safety Management Systems ACG Briefing für Luftfahrtunternehmen

Oktober 2009

SICHERHEIT LIEGT IN DER LUFT



# AGENDA 1

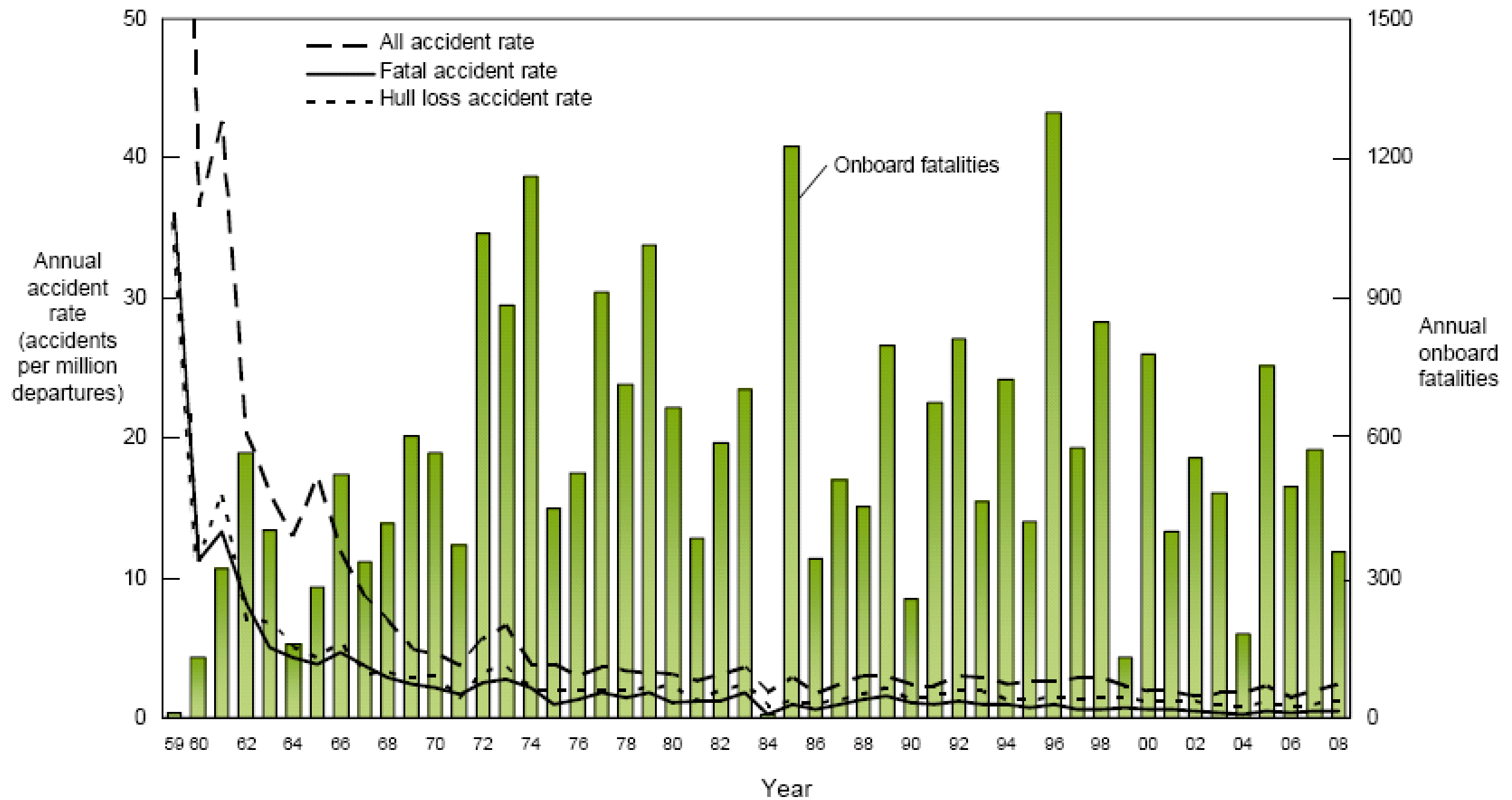
<b>Zeit</b>	<b>Thema</b>	<b>Vortragender</b>
10:00-10:15	Welcome/Briefing	JAG
10:15-11:15	SMS Grundlagen	KLK
11:15-11:30	Cafepause	
11:30-12:30	Safety Culture in Luftfahrtunternehmen, SQMS - Safety & Quality Mangement System	WIJ
12:30-13:00	Debrief/Ausblick seitens der ACG	JAG
13:00-1400	Mittagspause	

# AGENDA 2

<b>Zeit</b>	<b>Thema</b>	<b>Vortragender</b>
14:00-15:00	S/W Applikationen	ASQS
15:00-15:15	Cafepause	
15:15-16:15	S/W Applikationen	Joyn-IT
16:30	Ende der Veranstaltung	

# Accident Rates and Onboard Fatalities by Year

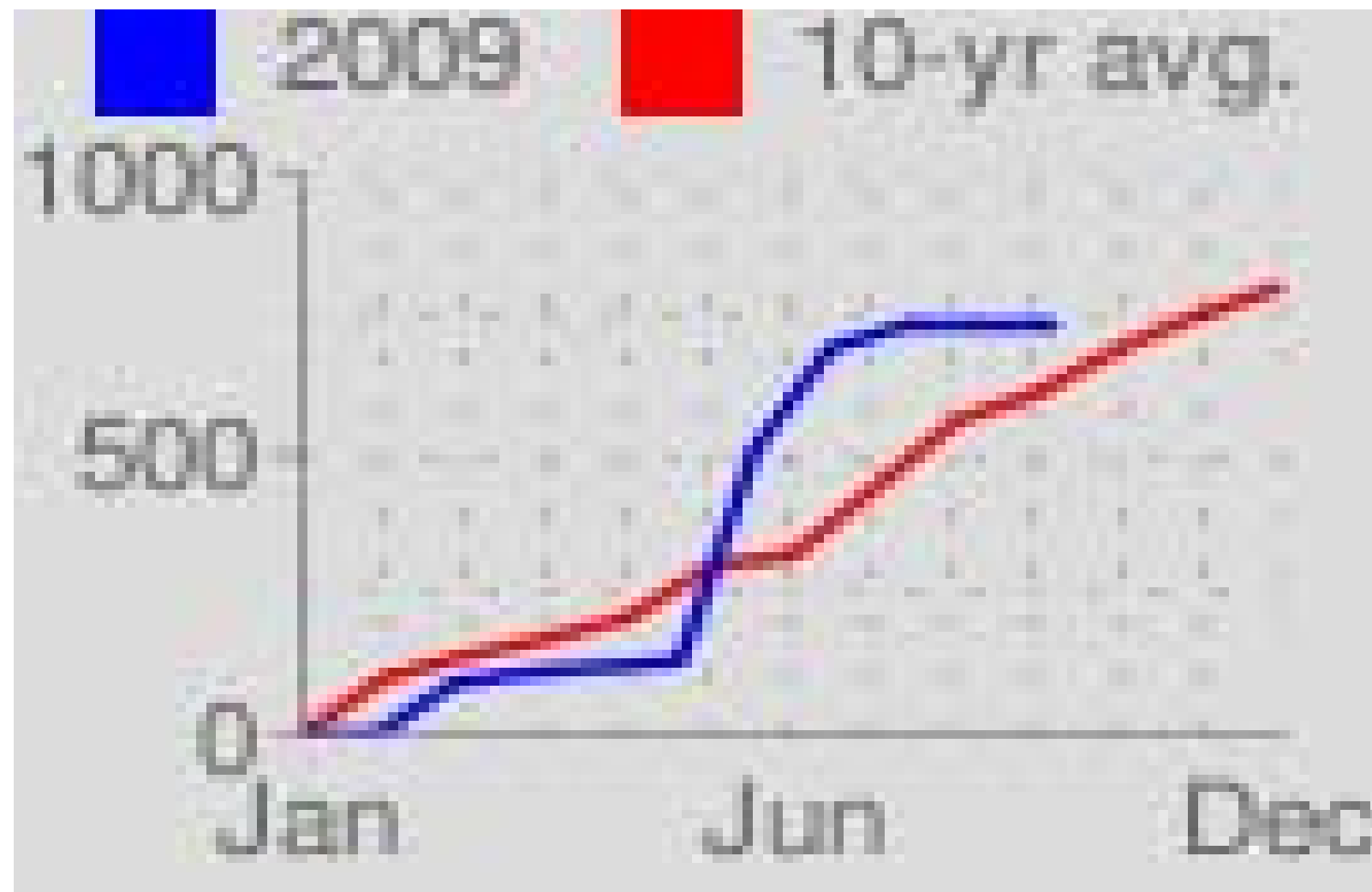
## Worldwide Commercial Jet Fleet – 1959 Through 2008



# TREND October 2009 (source:<http://aviation-safety.net/index.php>)

24 accidents, 731 fatalities

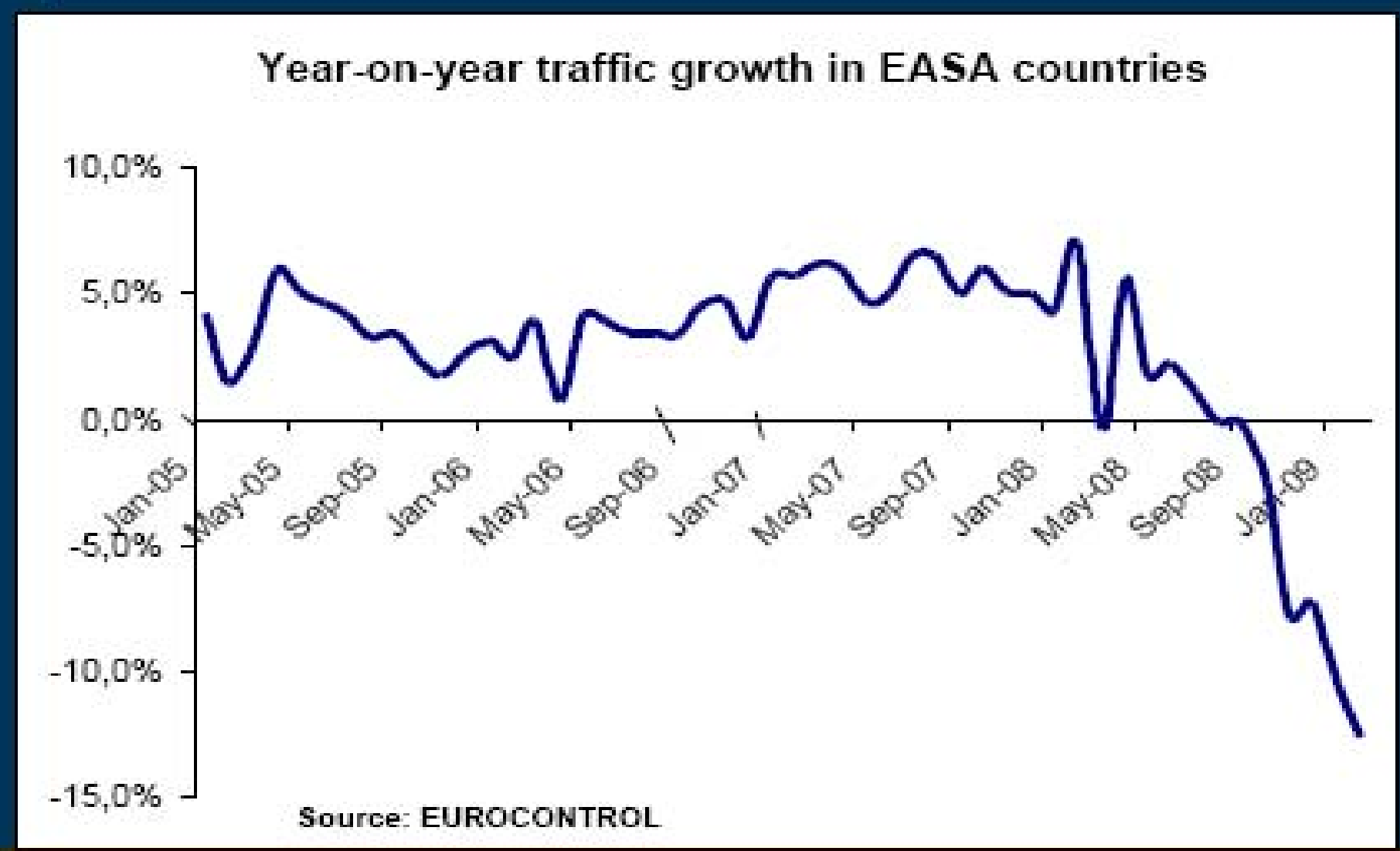
10-year average: 25 accidents, 629 fatalities





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# A changing world

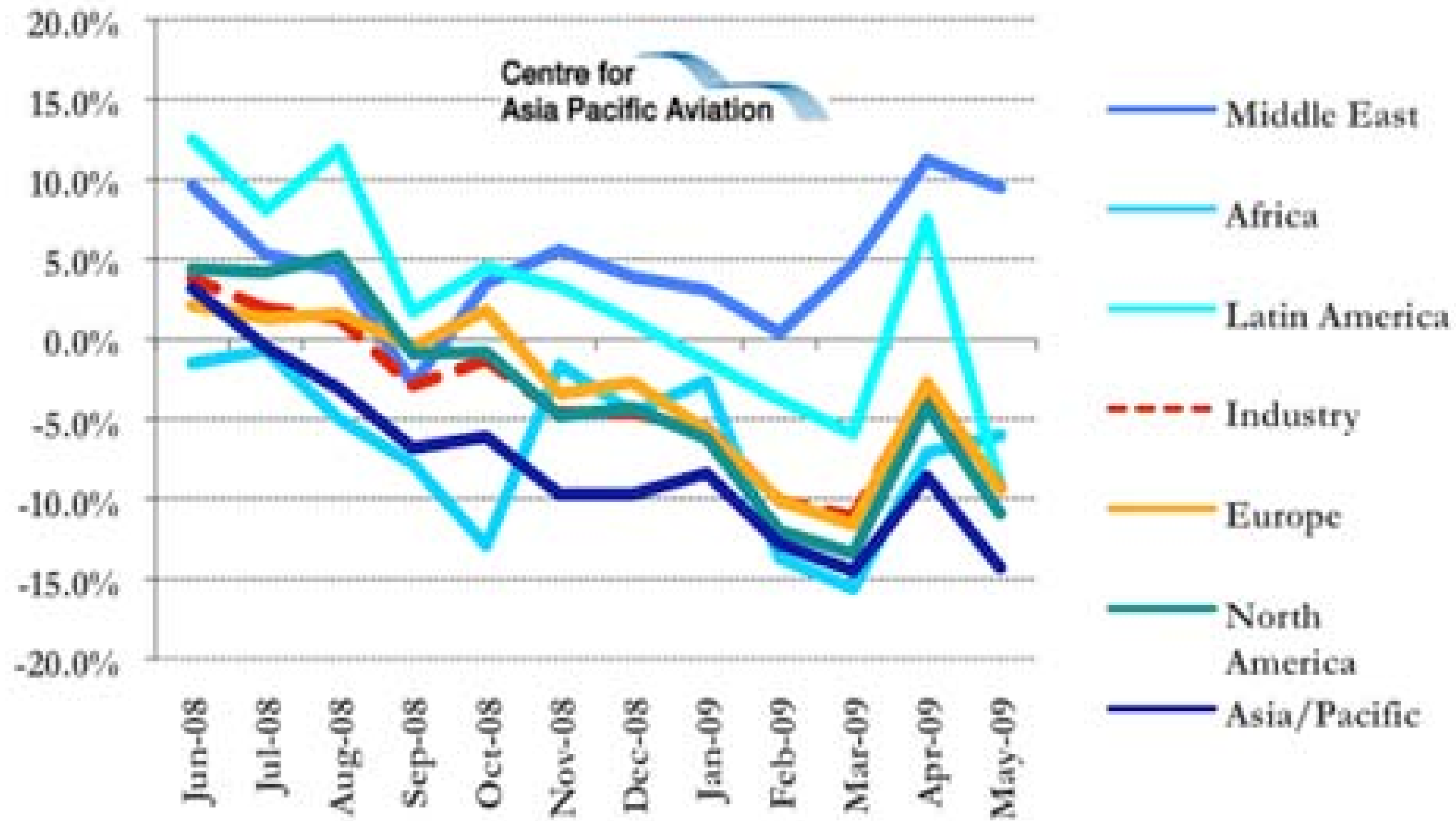


23.06 2009

Eric Sivel



# IATA airlines RPK growth by region: Jun-08 to May-09



## Dilemma

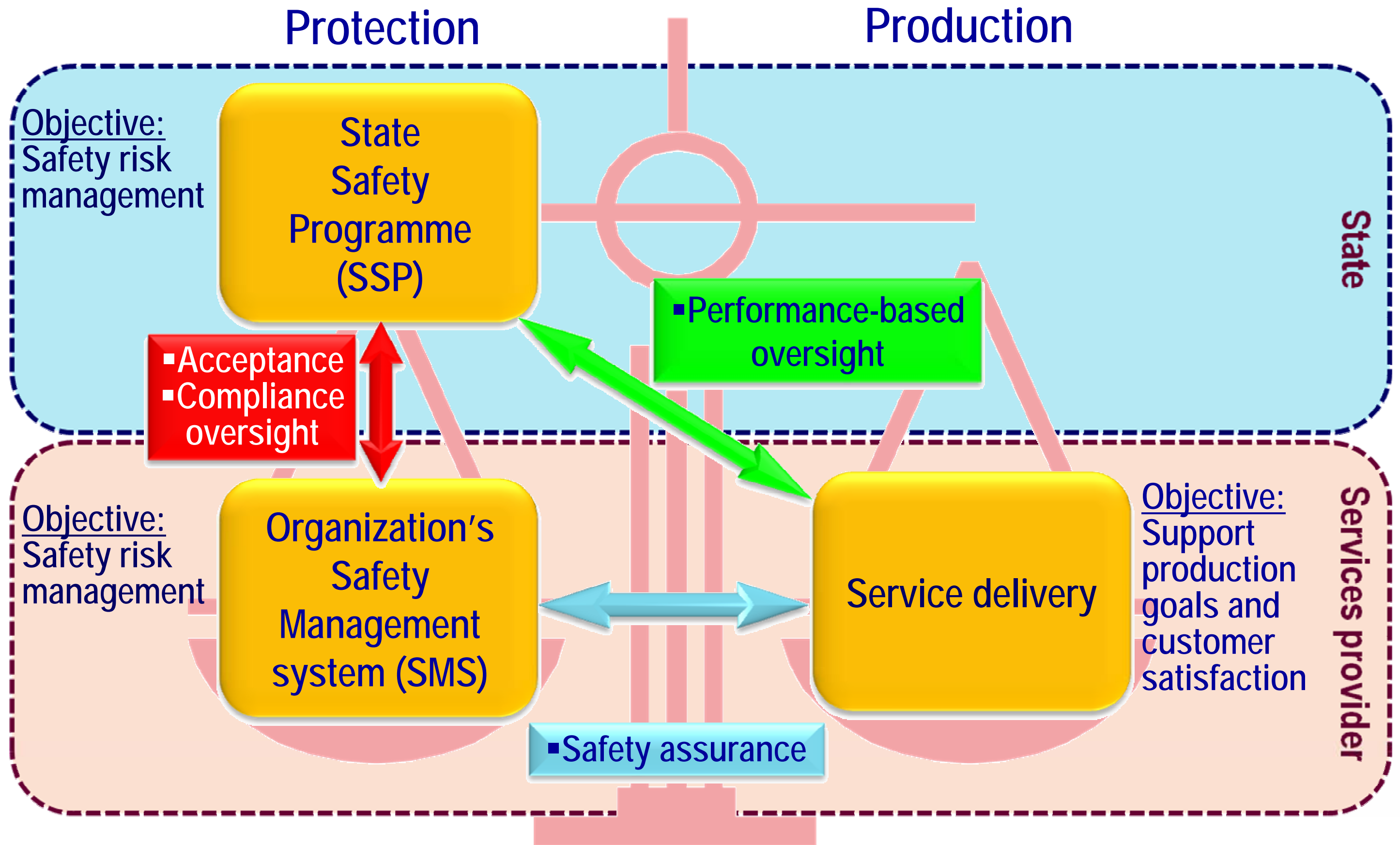
How to increase industry safety levels while:

The number of certified organisation is increasing and  
The NAA's want to increase efficiency

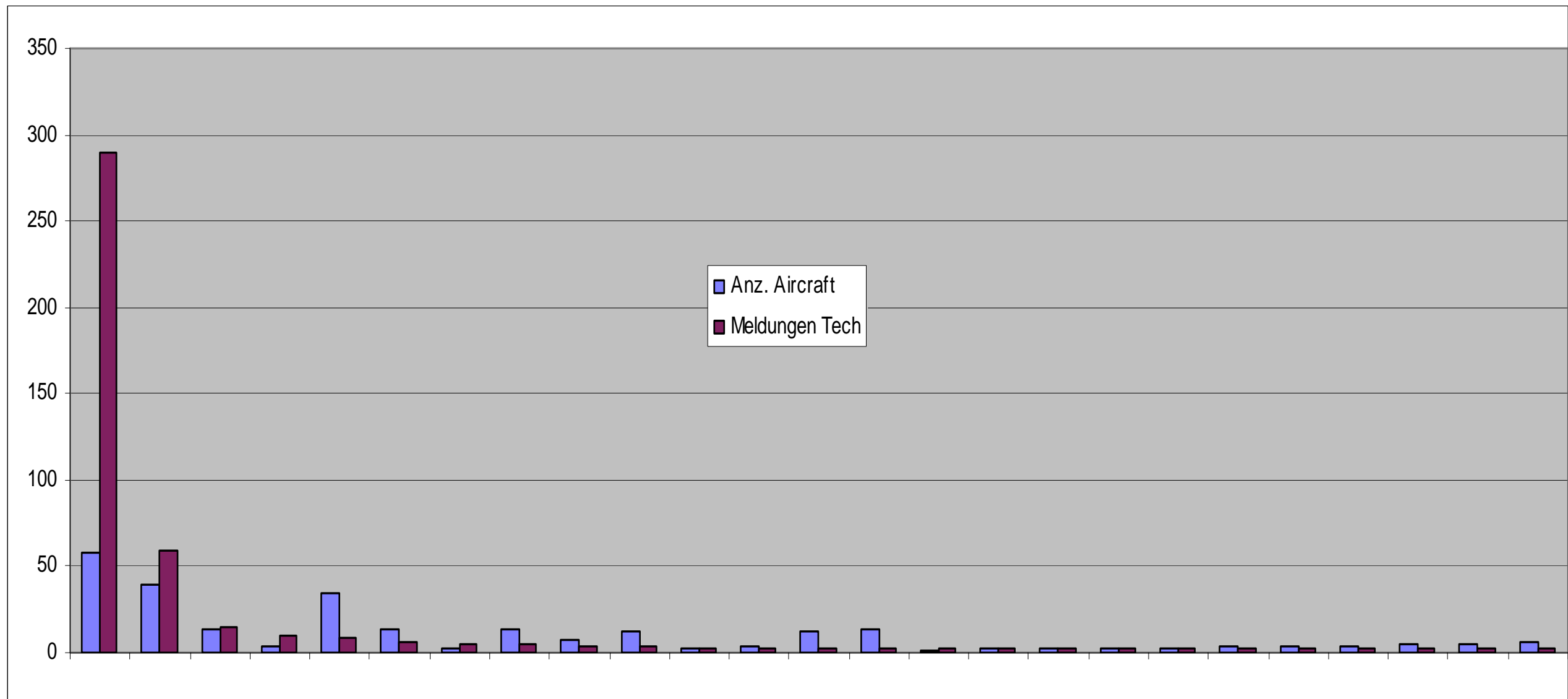
- ▶ “Where to inspect more, where to inspect less?” that’s the question.

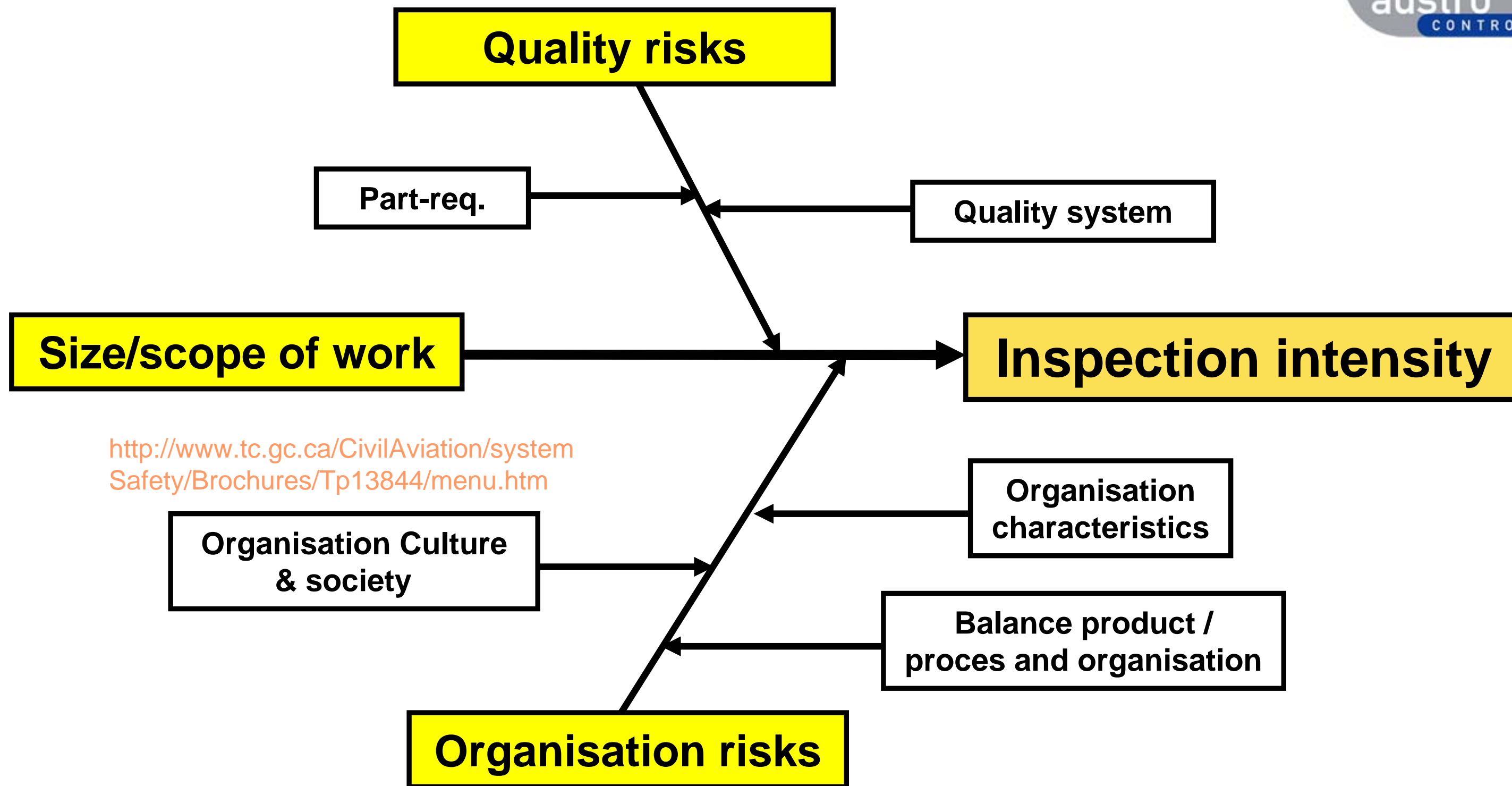


# SSP – SMS relationship



# OE „Reporting Culture“





- More / less inspections based on quality and organisation risks.
- ‘feeling/sense’ is more grounded (implicit risk analyses becomes more explicit).

## Risk Profile

3 / RAT / 117

03-Dec-2002 41508 Air Adventures New Zealand Limited

Reason for profile Request from within the CAA - 3/rong/56

<u>Criteria</u>	<u>Assessment</u>	<u>Comments</u>
Operator Profile	4	Has non-145 maintenance provider (10786), unsched pax, est > 12 mths.
Operator Management	9	Two ppl each hold 2 or more positions: J Williams is OI, QA & Maint., M Bannerman is Ops & Trg.
Management Stability	0	No recent changes.
Operational Stability	2	Added NCA - PA31, type previously operated.
Occurrence Evaluation	0	Nothing remarkable. Stats 3q01-2q02: 555 hrs, 2 occ's, 1-2 expected gives 82.1%. 0 occ since 1/7/2002.
Financial Status	4	Bad debtor once in last year - 402 for \$2792.
Conditions Imposed		Not used as from 1/4/00
Last Audit Quality Evaluation		None in the 1st year.
Non-compliance Evaluation	4	Moderate NCI of 60 from 1 major, 1 minor non-compliances and 5 hrs audit in last year.

Actual Profile Score: 23

Possible Profile Score: 70.00

Profile Percent Score: 32.86 %

Profile Level: Moderate

### **Profile History for the 12 months prior to this profile**

06-May-2002 Change in Credit Status with the CAA

38.57 %



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## Safety regulations – a historical perspective

**Yesterday:** compliance with rules, checked by the Authority

**Today:** compliance with rules, self checked by the organisation (Quality System) – Authority checks the system

**Tomorrow:** Quality System + Safety Management System (SMS) - Authority checks the system + link with the State Safety Programme (SSP)

Reactive approach

Reactive + Proactive approach

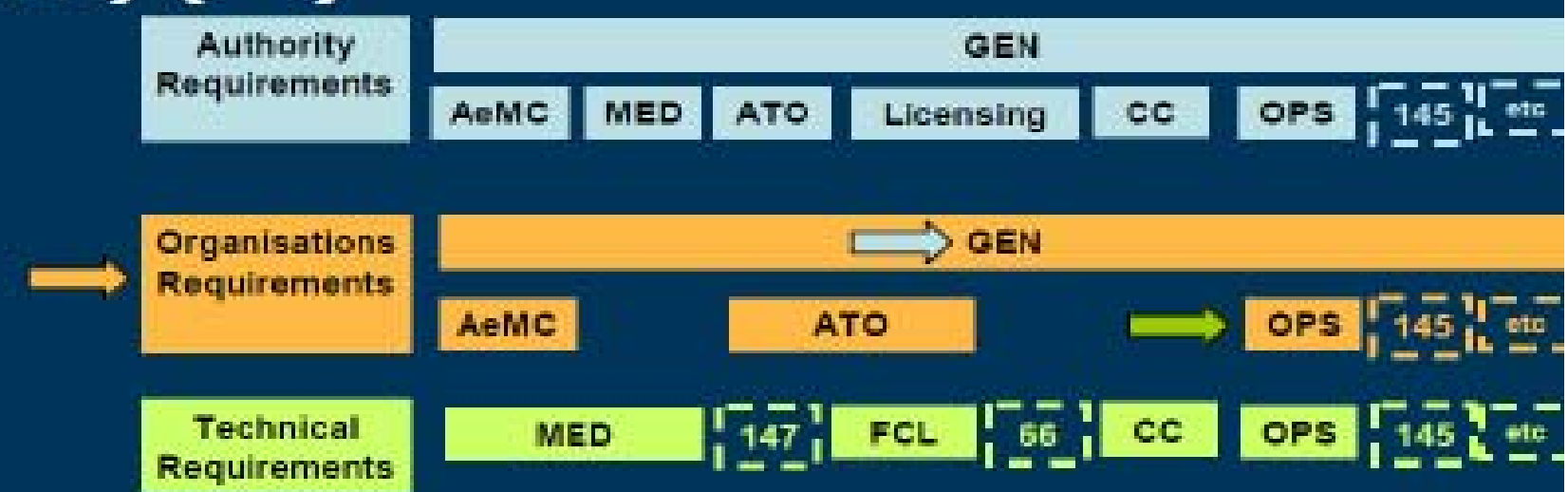
# EASA's „Total System Approach“



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## SMS requirements and the total system approach

- Applicable to all organisations (→)
- Generic requirements in Part OR Subpart GEN (→)
- Specific requirements in dedicated Subparts (e.g. Fatigue Risk Management in Part OR Subpart OPS) (→)





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## SMS requirements: IR vs AMC AMC for small organisations (extract)

### AMC 1 to OR.GEN.200(a)(2) Management System Safety Management System – Safety Risk Management - Small Organisations

1. The safety risk management system for small organisations should include hazard identification, risk analysis and mitigation process, but would be expected to do so in a simplified manner.
2. The safety risk management system may use hazard checklists or similar risk management tools or processes, which are integrated into the activities of the organisation.

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- ▶ ICAO Annexe
  - DOC 9859 „SMM Manual“
  - SMS für alle „Betriebsformen“
  - SSP für die Behörden
  
- ▶ EASA NPA 2008-22 Organisational Requirements (OR), Authority Requirements (AR)
  - Management System (OR.GEN.200)
  - Management System (AR.GEN.200)
  - Oversight based on Risk involved (AR.GEN.305)
  
- ▶ EASA NPA 2009-02 Implementation Rules for OPS, Part OR
  - FDM (OR.OPS.201.AOC)
  - FRMS (OR.OPS.025.FTL)