



EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

EASA Conference
on future aerodrome safety rules

State of implementation of SMS according to airsight study (2010)

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Your safety is our mission.

22 May 2012



Outline

- Status SMS in the countries (2010)
- SMS solutions in the countries
- SMS at the sample aerodromes (2010)
- Safety assessments at the sample aerodromes
- Opinions of the study authors





SMS in the countries (2010)

➤ **Status:**

- Big challenge for both authorities and aerodromes
- Varying implementation status – legal bases and implementation
- Applicability and scope of SMS differs widely
- Challenging SMS topics: Integration of third-parties, Target Level of Safety, common req. for different operators, state safety plans, oversight by CAA, safety assessments

➤ **Reasons:**

- Insufficient focus in last years (operator and states), challenging new know how

➤ **Solutions:**

- Clear rules and sufficient guidelines from EASA
- Training



SMS solutions in the countries (2010)

- Comprehensive requirements and guidance
 - UK
- Nationwide centralized approaches für implementatoin
 - Switzerland, Germany
- Decentralized responsibilities in SMS
 - UK
- SMS integrated into management systems
 - UK, partly in Germany
- Comprehensive assessments of deviations
 - Switzerland
- Risk assessments methodology and requirements
 - Norway



SMS at the sample aerodromes (2010)

- **Most aerodromes aim to fulfil CAA requirements**
- **Strong variance:** in nat. requirements due to missing EU guidelines
- **All systems mainly base on reporting system**
(= reactive SMS, not proactive yet)

- **Best practice:**
 - Strong SMS as part of the company culture
 - SMS as part of an integrated management systems
- **Issues at the top end:**
 - Monitoring of effectiveness of corrective actions
 - Few audits are conducted
- **Issues at the lower end:**
 - Conduction of investigations and audits
 - Awareness of potential enhancements



Safety assessments at the sample aerodromes (2010)

- **Different approaches to safety assessments**
- **Best practice:**
 - For every deviation from Standard or Recommendation
 - For every change
 - Realisation of change (during construction)
 - Integration of the project leaders (construction) in safety assessments
- **Goals/Problems at the top end:**
 - Derivation of Target Level of Safety
 - Continuous monitoring of the up-to-date results (hazards probability and corrective action efficiency monitoring)
- **Problems at the lower end:**
 - Lack of methods and capabilities to conduct a safety assessment
 - Lack of awareness of deviations at the aerodrome



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Thank you

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