# Australia's SSP – RSMP Implementation
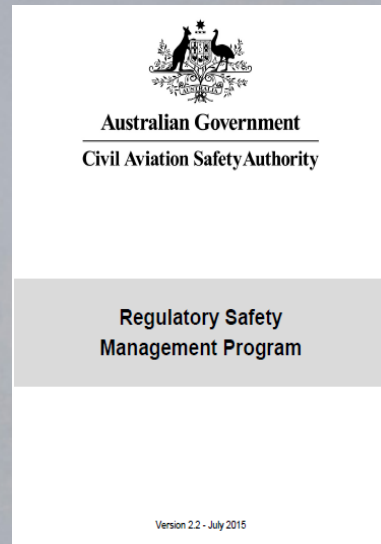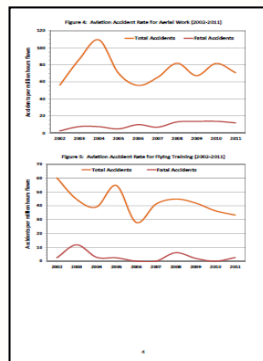
APRAST/7, Bangkok, 31 August 2015
Stephen Duffield, Manager Safety Performance

# Australia's State Aviation Safety Program

- January 2011
- April 2012
- Addendum – February 2014



https://infrastructure.gov.au/aviation/safety/ssp/index.aspx



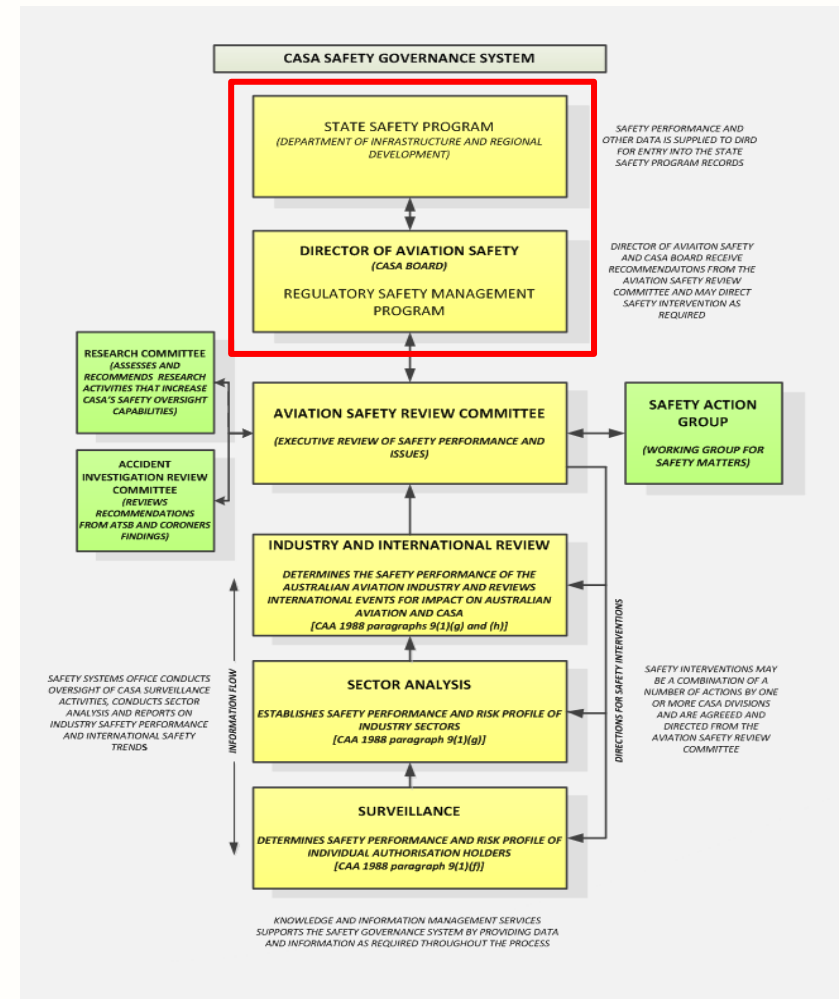- *State Safety Programme update end of 2015*

- State Aviation Safety Program (Australia)
  - Department of Infrastructure and Regional Development has overall responsibility for managing Australia's SSP

  - Other players include:
    - Australian Transport Safety Bureau (Accident Investigation Agency),
    - Airservices Australia (ANSP and ARFF Provider), and
    - Civil Aviation Safety Authority (Regulator)

CIVIL AVIATION SAFETY AUTHORITY
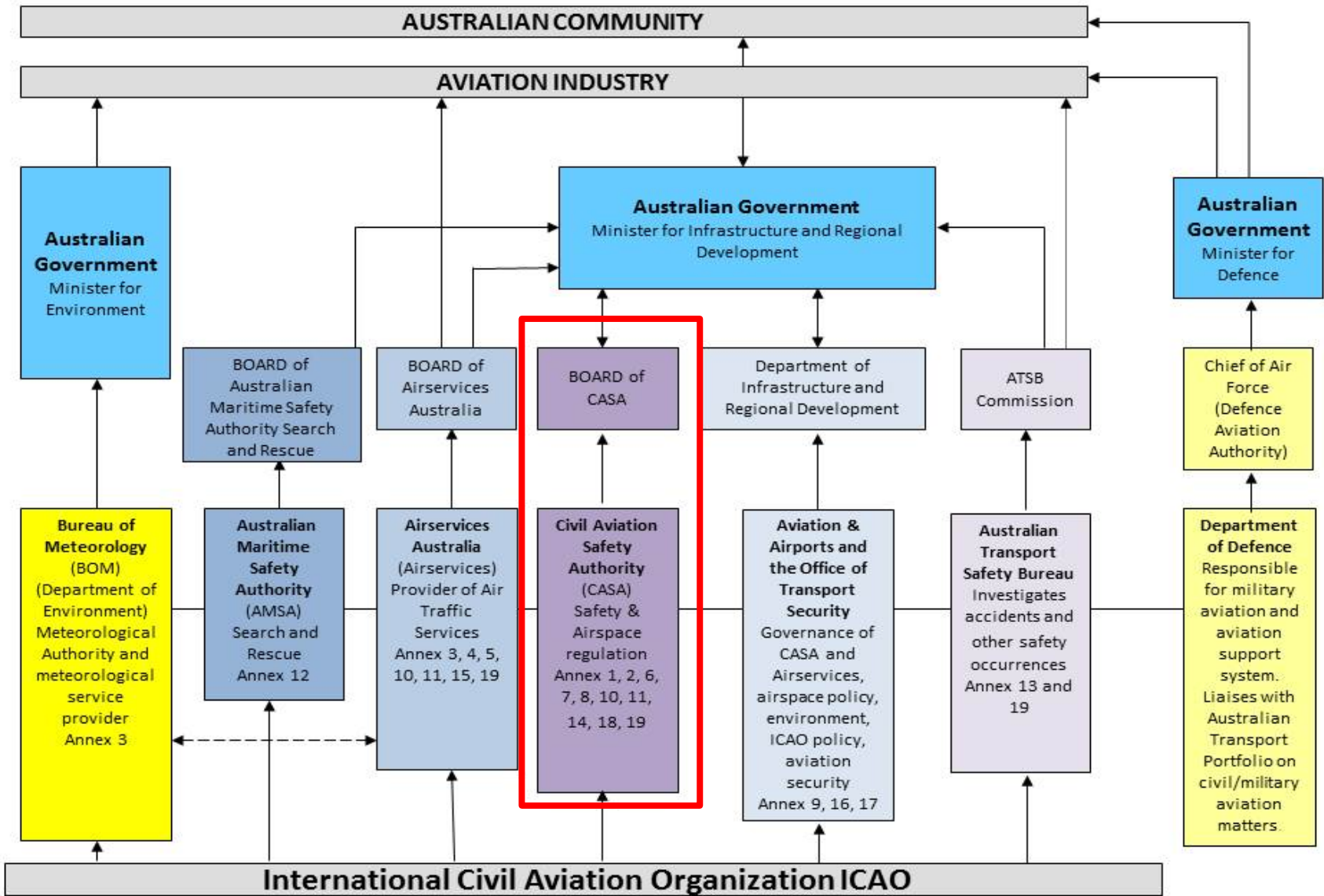
# Regulatory Safety Management Program (RSMP)

The purpose of CASA's RSMP is to document the internal management program used by CASA to conduct its aviation safety activities and to provide further detail as to how it carries out the functions and responsibilities referred to in Australia's SSP.
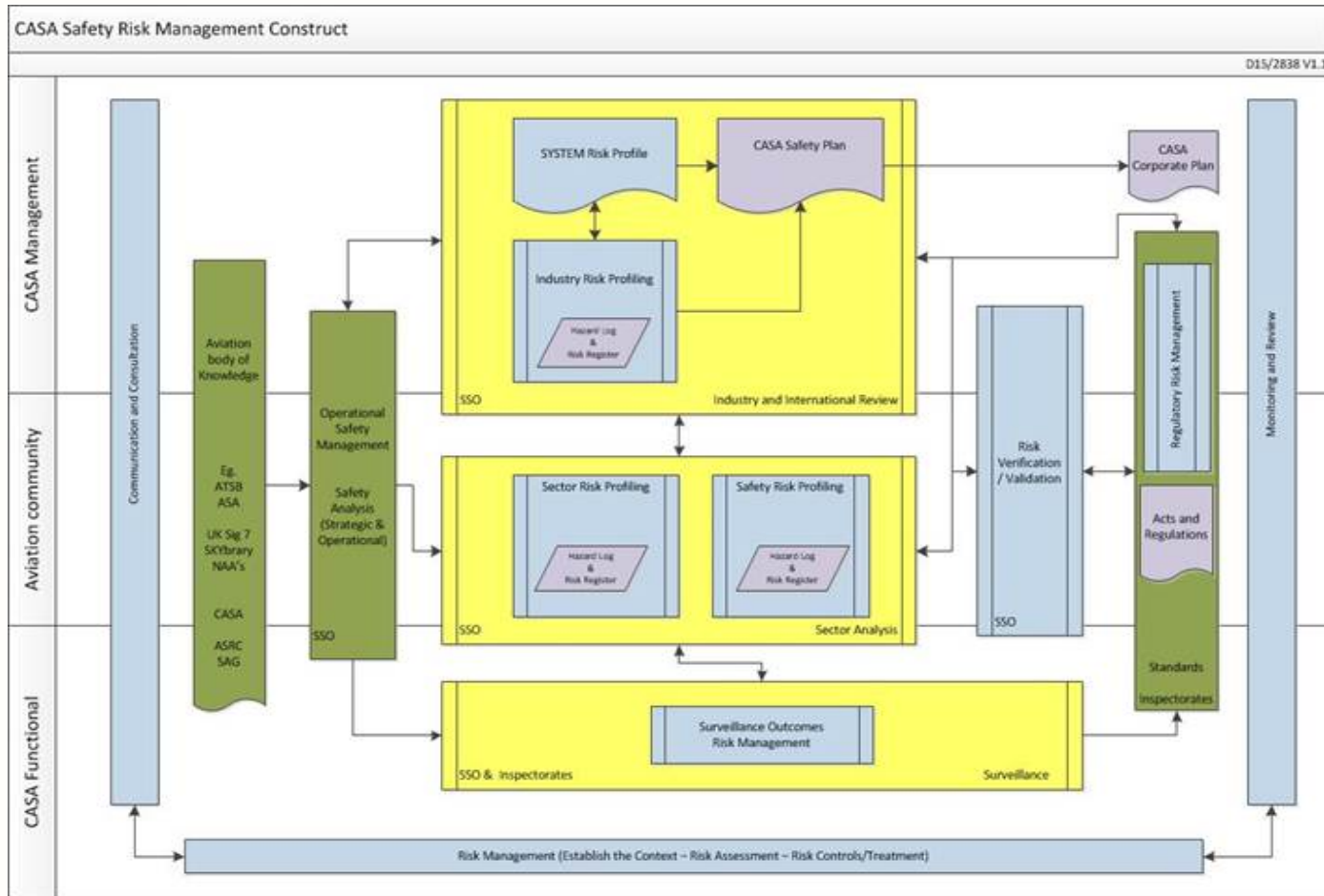
- Version 1.1 July 2011
- Version 2.0 February 2015
- Version 2.1 May 2015
- Version 2.2 July 2015

- Key challenges:
  - Safety Risk Management
  - Safety Performance Indicators
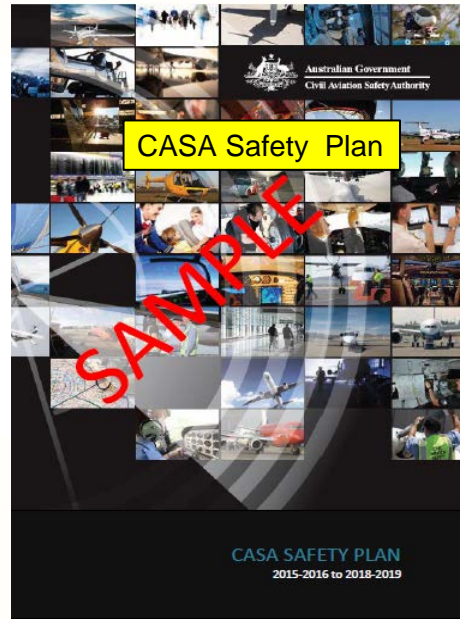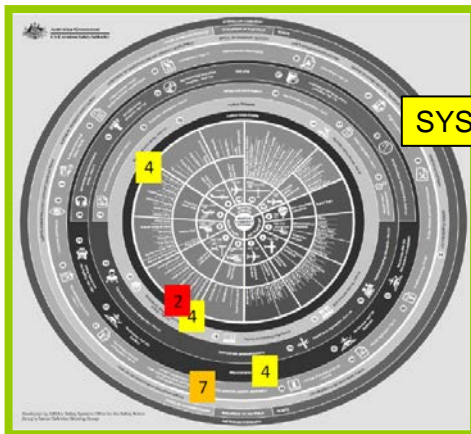  - Acceptable Level of Safety Performance

https://www.casa.gov.au/manuals-and-forms/standard-page/regulatory-safety-management-program-manual

# Recent Developments

- Safety risk management construct (RSMP Chapter 3)

SYSTEM Risk

CASA Safety Plan

SAMPLE

CASA SAFETY PLAN
2015-2016 to 2018-2019

work in progress…

Industry Risk

Regulatory Risk

Australian Government
Civil Aviation Safety Authority

CIVIL AVIATION SAFETY REGULATIONS 1998
(CASR 1988)

Volume 4 (Part 1)
Parts 139 to 202 (Rr. 139.005–202.900)
the Dictionary
Endnote 1–Legislation history
Endnote 2–Amendment history

Reprinted as in force on 21 May 2013

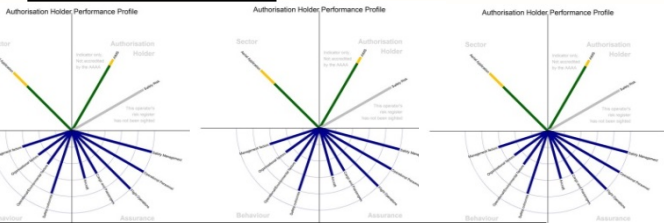Reprint No. 6

Aviation Body of Knowledge

Sector Risk Profile
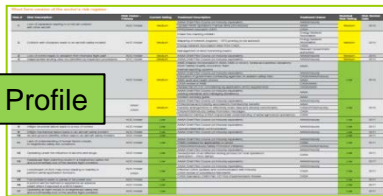
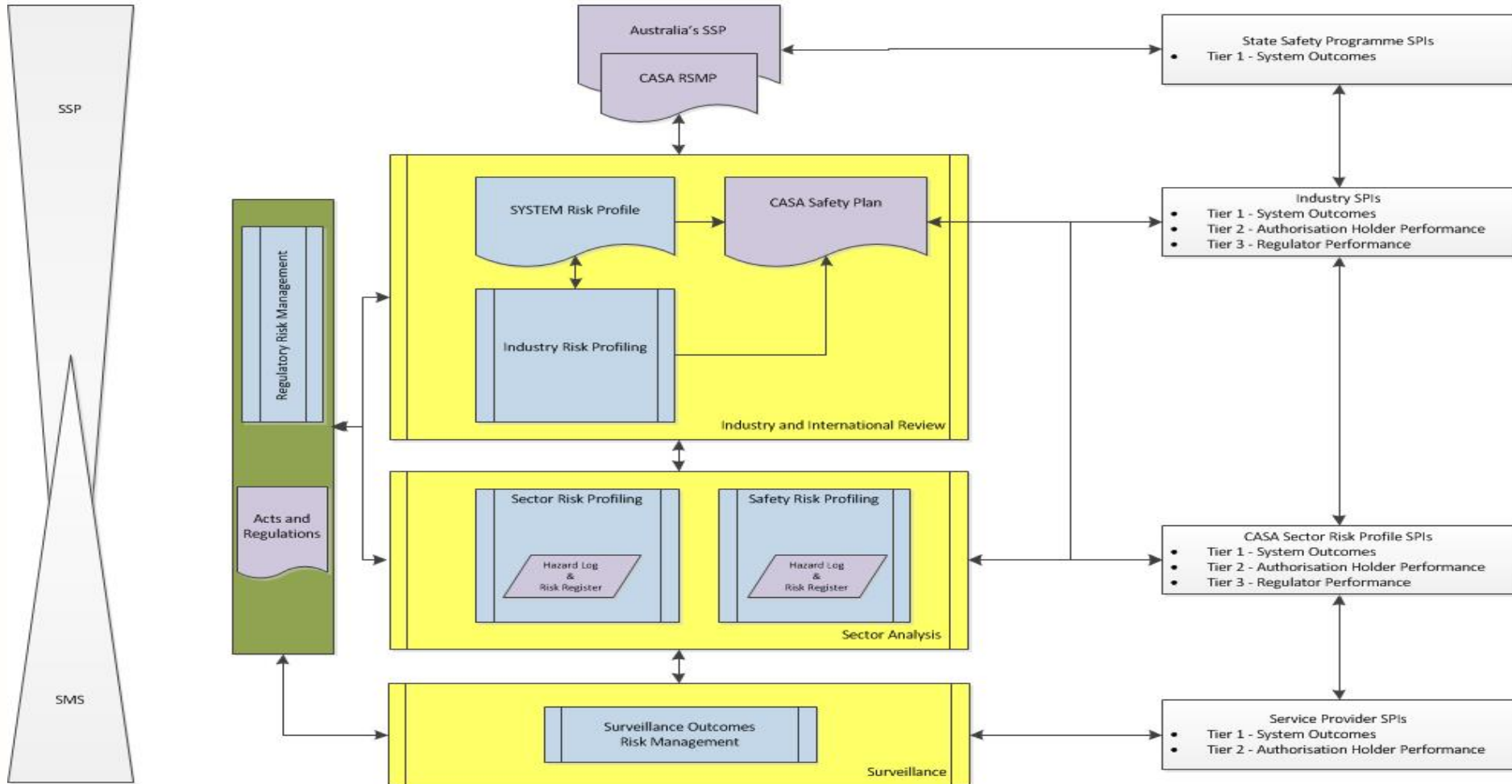Surveillance Risk (AH Performance Profile)

**Australian Government**
Civil Aviation Safety Authority

# Australian aviation community sectors
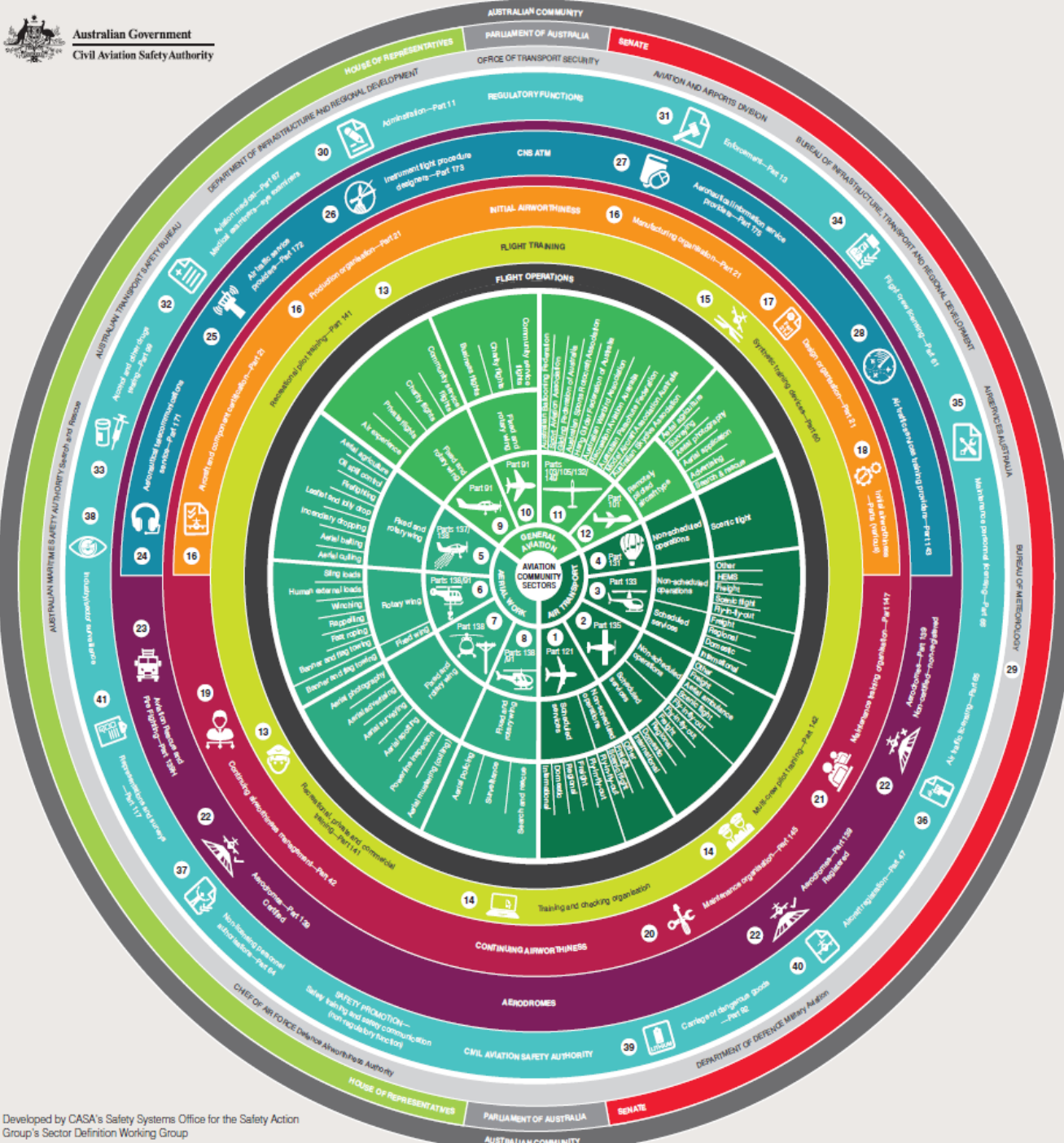


## FLIGHT OPERATIONS

### COMMERCIAL AIR TRANSPORT SERVICES
1. Air Transport Operations – Large Aeroplanes – Part 121/119/91
2. Air Transport Operations – Small Aeroplanes – Part 135/119/91
3. Air Transport Operations – Helicopters – Part 133/119/91
4. Air Transport Operations – Balloons – Part 131

### AERIAL WORK
5. Dispensing and Aerial Application Operations – Parts 137/138
6. External Load Operations – Fixed wing and Rotary wing – Parts 138/91
7. Task and/or Role Specialist Operations – Part 138/91
8. Emergency Service Operations (other than HEMS and Ambulance) – Parts 138/91

### GENERAL AVIATION
9. Private Flying – Part 91
10. Business Aviation – Part 91
11. Self-Administered Organisations – Part 149 and Warbirds – Part 132
    Sport and Recreational – Part 103 and Parachuting – Part 105
12. Remotely Piloted Aircraft Systems – Part 101

## FLIGHT TRAINING
13. Recreational, Private and Commercial Pilot Training Organisations – Part 141
14. Multi-crew Training Organisations – Part 142
15. Synthetic Training Devices – Part 60

## AIRWORTHINESS MANAGEMENT

### AIRWORTHINESS
16. Aircraft/Component Manufacturing Organisation – Part 21
17. Design Organisation – Part 21J
18. Initial Airworthiness – Parts 22/23/25/26/27/29/31/32/33/35/39/90

### CONTINUING AIRWORTHINESS
19. Continuing Airworthiness Management – Part 42
20. Maintenance Organisation – Part 145
21. Maintenance Training Organisation – Part 147

## INFRASTRUCTURE AND SERVICES

### AERODROMES
22. Certified, Registered and Other Aerodromes – Part 139
23. Aviation Rescue and Fire Fighting Service – Part 139 sub-part H

### COMMUNICATION, NAVIGATION, SURVEILLANCE AND AIR TRAFFIC SERVICES
24. Aeronautical Telecommunication and Radio Navigation Services – Part 171
25. Air Traffic Services – Part 172
26. Instrument Flight Procedure Designers – Part 173
27. Aeronautical Information Services – Part 175
28. Air Traffic Services Training – Part 143

### METEOROLOGICAL SERVICES
29. Meteorological Services (not regulated by CASA)

## REGULATORY FUNCTIONS
30. Regulation Administration – Part 11
31. Regulation Enforcement – Part 13
32. Aviation Medical Examinations – Part 67
33. Alcohol and Other Drugs Testing – Part 99
34. Flight Crew Licensing – Part 61
35. Maintenance Personnel Licensing – Part 66
36. Air Traffic Services Licensing – Part 65
37. Authorisations for Non-licensed Personnel – Part 64
38. Industry/Sector Surveillance – Civil Aviation Act 1988
39. Consignment and Carriage of Dangerous Goods by Air – Part 92
40. Registration of Aircraft and related matters – Part 47
41. Representations and surveys – Part 117
    Safety Promotion – safety training and safety communication

### AVIATION INSURANCE* – not shown

Developed by CASA's Safety Systems Office for the Safety Action Group's Sector Definition Working Group

# Recent Developments



Derivation of safety performance indicators for Australian aviation

# Recent Developments

- Acceptable Level of Safety Performance
- SM ICG project developments – new vision…

*An acceptable level of safety performance (ALoSP) for the State is defined through the measurement of aviation system risk as well as process implementation associated with the SSP and SMS implementation and maintenance following the implementation of the safety related SARPS.  The aggregation of these measures will show if safety is managed effectively.*

*ALoSP requires the State to consider the effectiveness of the following four components:*
- *The States implementation of the SSP*
- *Service providers implementation of SMSs*
- *The management of aviation system risk and associated Safety performance Indicators*
- *Implementation of ICAO SARPs by State.*

*The system, industry and sector risk profiles will support the SSP indicators and contribute in identifying the minimum degree of safety that must be assured by an aviation system ALoSP.*

*The Accountable Executive, along with the management team, will then decide what should be the ALoSP for the State while taking into consideration all the data that has presented to them.*

# Questions