Achieving Acceptable Level of Safety Performance

**4th MID Region Safety Summit
Riyadh, Saudi Arabia**

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الهيئــة العامــة للطيران المدني
General Authority of Civil Aviation

**2 - 3 October 2018
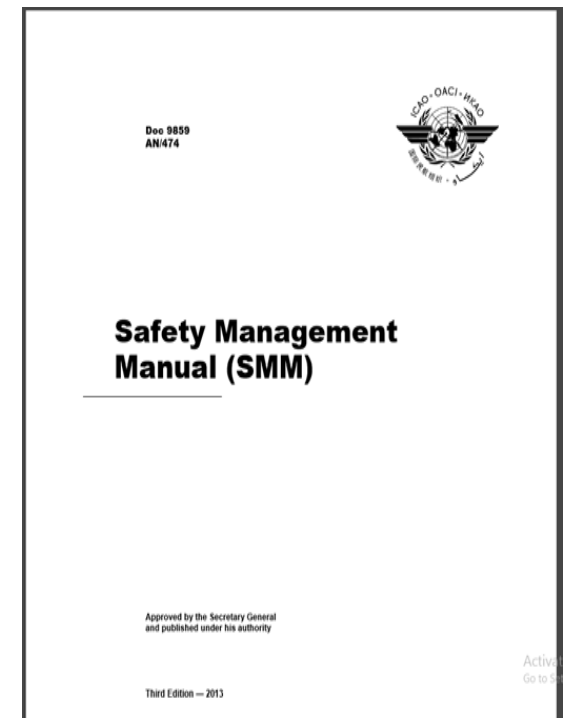By / Hussam Abumansoor**

Outlines

- Definitions

- ALoSP & SPI's

- Saudi Arabia's Experience

- Agreement on the Service Providers' Safety Performance

- ALoSP Challenges

- SSP/SMS

- Recommendations

Acceptable Level of Safety Performance

ALoSP – The minimum level of safety performance of civil aviation in a State, as defined in its SSP, or of a service provider, as defined in its SMS, expressed in terms of safety performance targets and safety performance indicators – (Doc 9859 3Ed)

Doc 9859
AN/474

Safety Management Manual (SMM)

Approved by the Secretary General and published under his authority

Third Edition — 2013

ALoSP – ANNEX 19

- *The acceptable level of safety performance to be achieved shall be established by the State (Annex 19)*

- *States shall establish the acceptable level of safety performance to be achieved through their SSP (Annex 19 2Ed)*
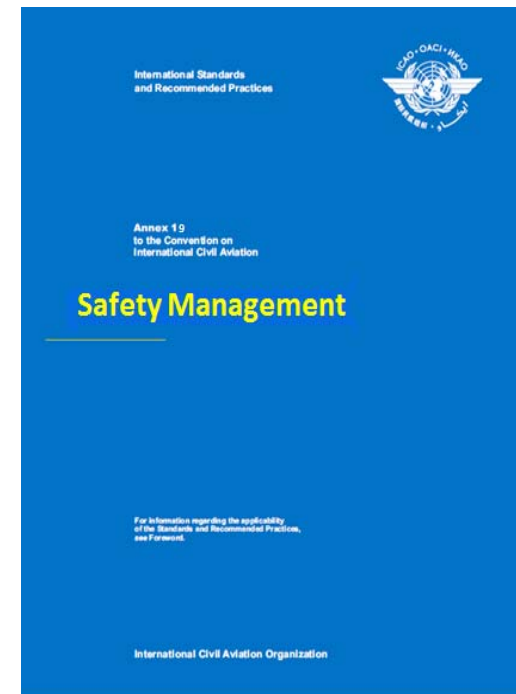
Safety Performance Indicators (SPI's)

- **Data-based** safety **parameter** used for **monitoring and assessing** safety **performance**.

- **High-consequence Indicators**
  - SPIs pertaining to the monitoring and measurement of high-consequence outcomes, such as accidents or serious incidents *(Doc 9859 3Ed Chap 4.3.5.6)*

- **Lower-consequence Indicators**
  - Safety performance indicators pertaining to the monitoring and measurement of lower consequence occurrences, events or activities such as incidents, non-conformance findings or deviations (*Doc 9859 3Ed Chap 4.3.5.6*)

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Saudi Arabia's Experience

- **GACAR Part 4 Mandatory Reporting of Accidents, Incidents and Statistics**

- Be Vigilant

- Be Voluntary

- Be Anonymous

- Identify hazards and better understand latent failures

- Not for blaming if within SMS loop (unless malicious, negligent, and/or criminal act involved)

- Be supported by accountable manager (no blaming)

- See GACA Enforcement Policy Statement

GACAR Part 4
SUBPART B – Notification and Reporting of Accidents and Incidents

4.25 Notification of Incidents

Each holder of a certificate or authorization issued by the President under the GACAR must notify the President as soon as practicable if the certificate or authorization holder is involved in an incident included in the applicability provisions of GACAR § 4.3. Notifications of incidents must be made in a form and manner acceptable to the President.

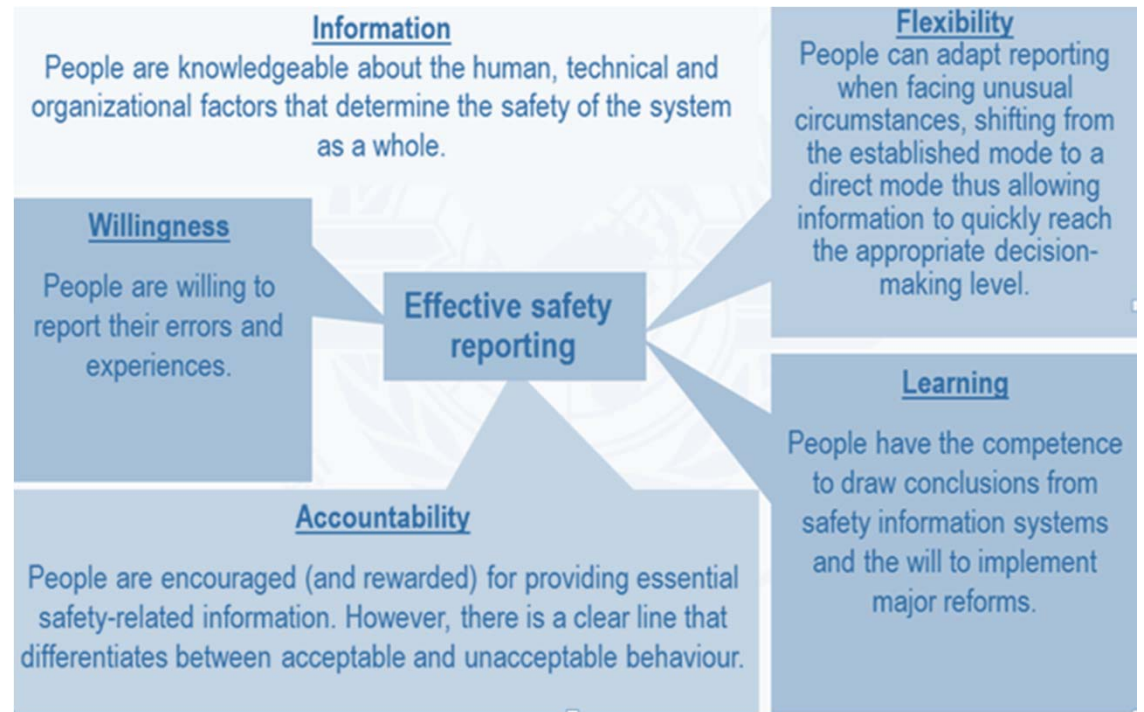|	
4.21 Notification of Accidents and Serious Incidents.	• **ASAP**
4.23 Reporting Details of Aircraft Accidents and Serious Incidents.	• **Within 48 hours**
4.27 Reporting Details of Incidents.	• **Within 7 days**
4.29 Notification of Ultralight Vehicle Accidents.	• **ASAP**

Just Culture

An atmosphere of trust in which people are encouraged to providing essential safety-related information, but in which they are also clear about where the line must be drawn between acceptable and unacceptable behavior. (ICAO)

Information
People are knowledgeable about the human, technical and organizational factors that determine the safety of the system as a whole.

Flexibility
People can adapt reporting when facing unusual circumstances, shifting from the established mode to a direct mode thus allowing information to quickly reach the appropriate decision-making level.

Willingness
People are willing to report their errors and experiences.

Effective safety reporting

Learning
People have the competence to draw conclusions from safety information systems and the will to implement major reforms.

Accountability
People are encouraged (and rewarded) for providing essential safety-related information. However, there is a clear line that differentiates between acceptable and unacceptable behaviour.

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Agreement on The Service Provider's Safety Performance

SSP Element 2.2

- The State has agreed with individual service providers on the safety performance of their SMS

- The agreed safety performance of an individual service provider's SMS is periodically reviewed to ensure it remains relevant and appropriate to the service providers (*Doc 9859 3Ed Chap 4.2*)

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ALoSP Challenges

- Defining the targets and selecting the appropriate SPIs

- Inefficient/incomplete historical data required to determine the safety targets"
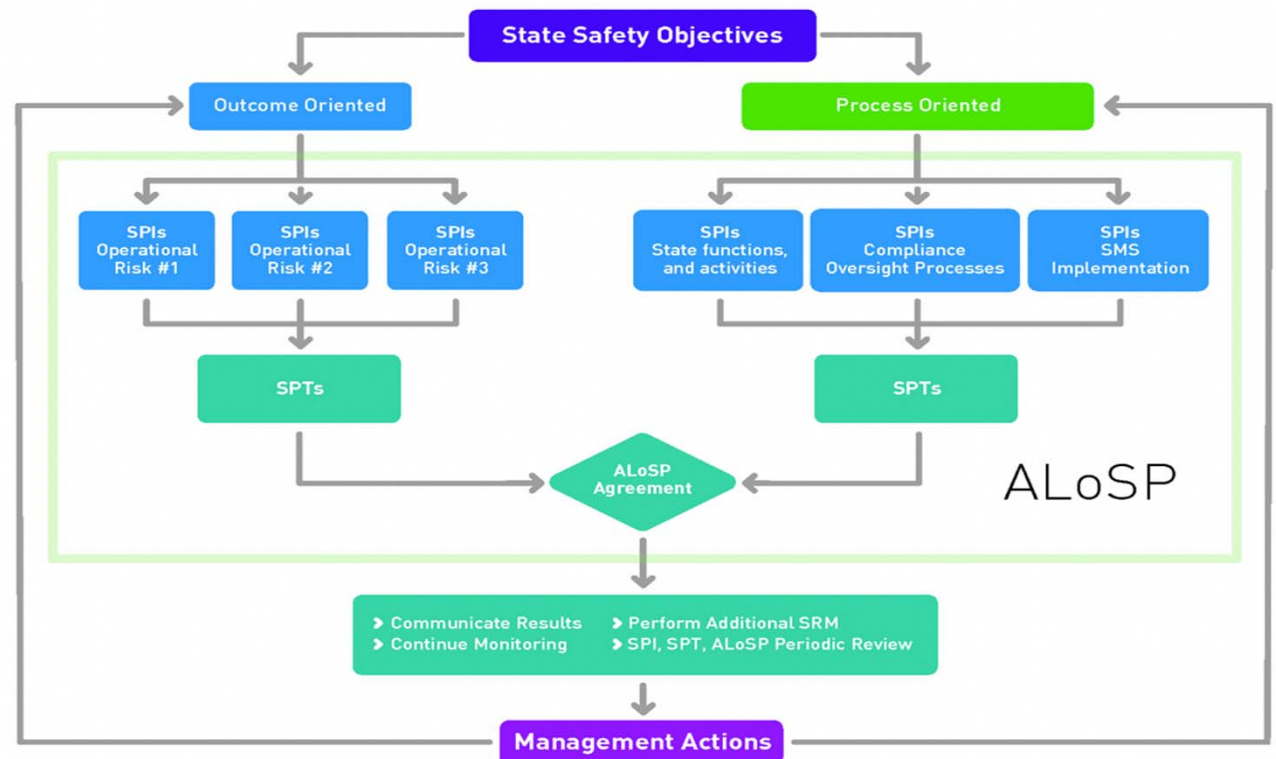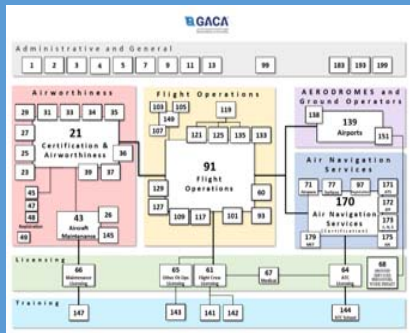
SSP/SMS Interaction

SSP

An integrated set of <u>regulations</u> and <u>activities</u> aimed at improving safety

REGULATIONS

IMPROVED SAFETY

=

Effective State Safety Management Responsibilities

ACTIVITIES

1- Safety Oversight Capabilities

✓ Approved plans of periodic oversight
✓ Investigations (AIB + GACA + MoU)
✓ Root Cause Analysis & Corrective Actions
✓ Data Collection & Analysis
✓ Agreement on SPIs
✓ Targeted oversight on areas of greater concerns
✓ Regional/Global participation
✓ Promotional Activities

2- SMS Acceptance/Surveillance

✓ Mandated on 6 categories (existing + new)
✓ 78 service providers:
 45 Accepted (including SANS, 5 Int'l Airports, 5 Operators, & major repair stations) – 36 In-Progress
✓ SMS Periodic Surveillance on-going

Recommendations & Conclusion

- Safety information received via various reporting systems (mandatory and/or voluntary) play a key role in defining the appropriate set of SPI's;

- ALoSP indicators, targets and alert levels should be defined on the basis of key safety data that have been systematically collected over a period of many years through mandatory and voluntary occurrence reporting systems;

- The tight collaboration and discussion (an opportunity for open dialogue) between service providers/operators and civil aviation authorities seem to be the area of crucial importance in selecting the set of key SPIs and their targets and alert levels

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Thank You