



SSP vs. SMS

Conventional vs. Risk Based Oversight

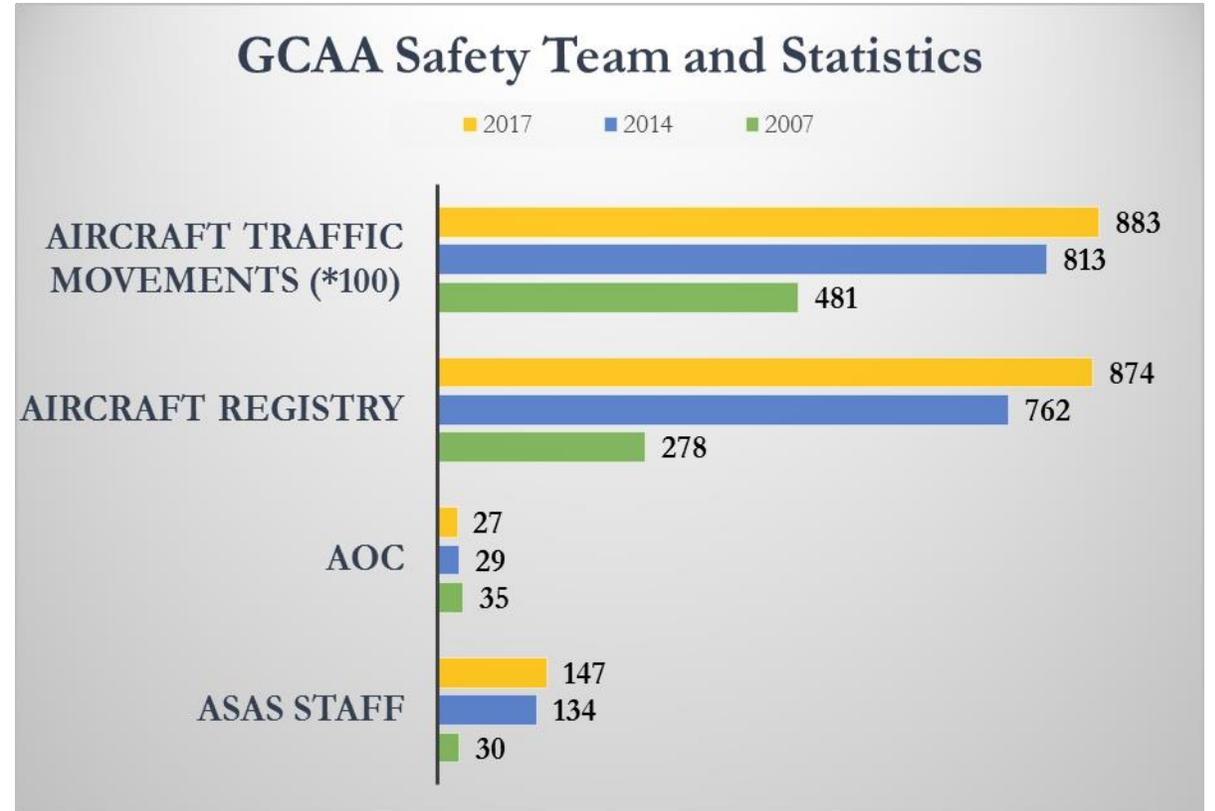
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UAE Industry Size

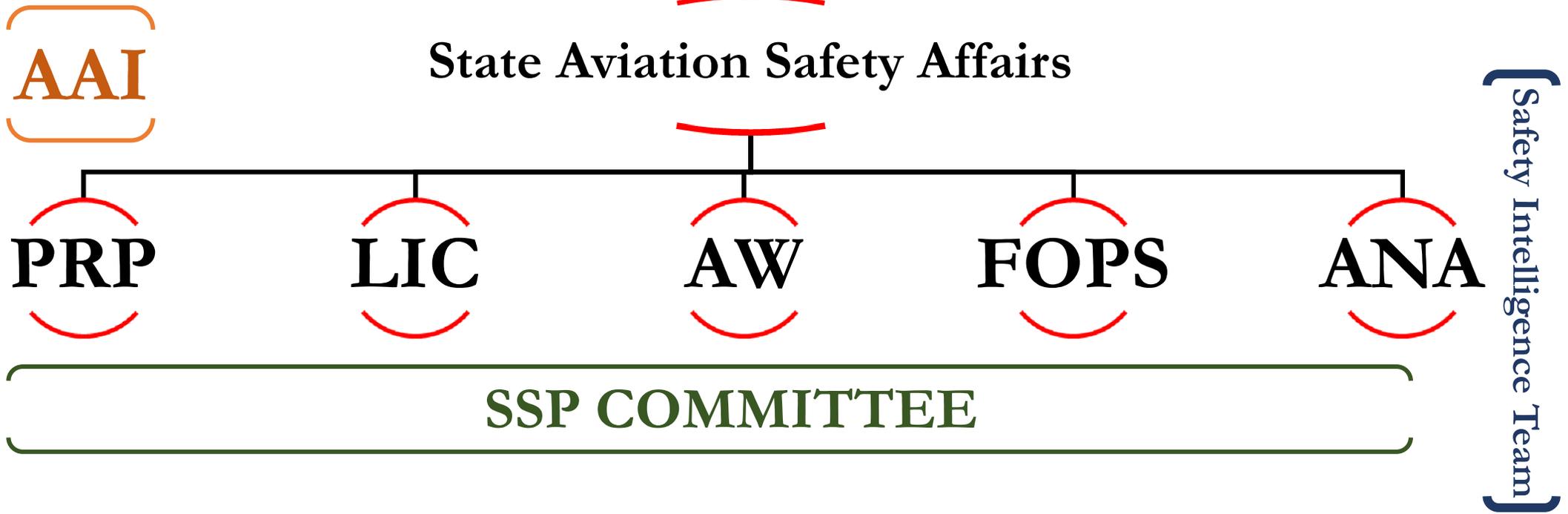
Description	Total in numbers
Aircraft	869
Drones	5116
AOC	27
Maintenance Organizations	182
Aerodromes	10 (8 + 2)
2017 Aircraft Movements	877,420
2017 Airspace Movements	2,515,221
Licenses (Pilot/ Engineers/ Cabin Crew/ ATCO/ FD)	8745/ 4370/ 38611/ 453/ 369 = 52548

GCAA Safety Team





UAE Framework





SSP MANAGEMENT COMMITTEE

- As the implementation activities require action and commitment from various disciplines in the CAA, there was a need to create horizontal integration under common leadership to resolve the ongoing issues and make future arrangements for the advancement of SSP in the UAE.

ALoSP
*Safety Performance
Measurement*
Stream 1

**SMS Oversight
Integration,**
*SMS Compliance
vs Effectiveness*
Stream 2

**Risk Based
Oversight**
*Organization Risk
Profiling and
Organization Risk
Scope*
Stream 3

**Enabling
Information and
Communication**
Stream 4



Stream 3 - Organization Risk Scope Program- ORS

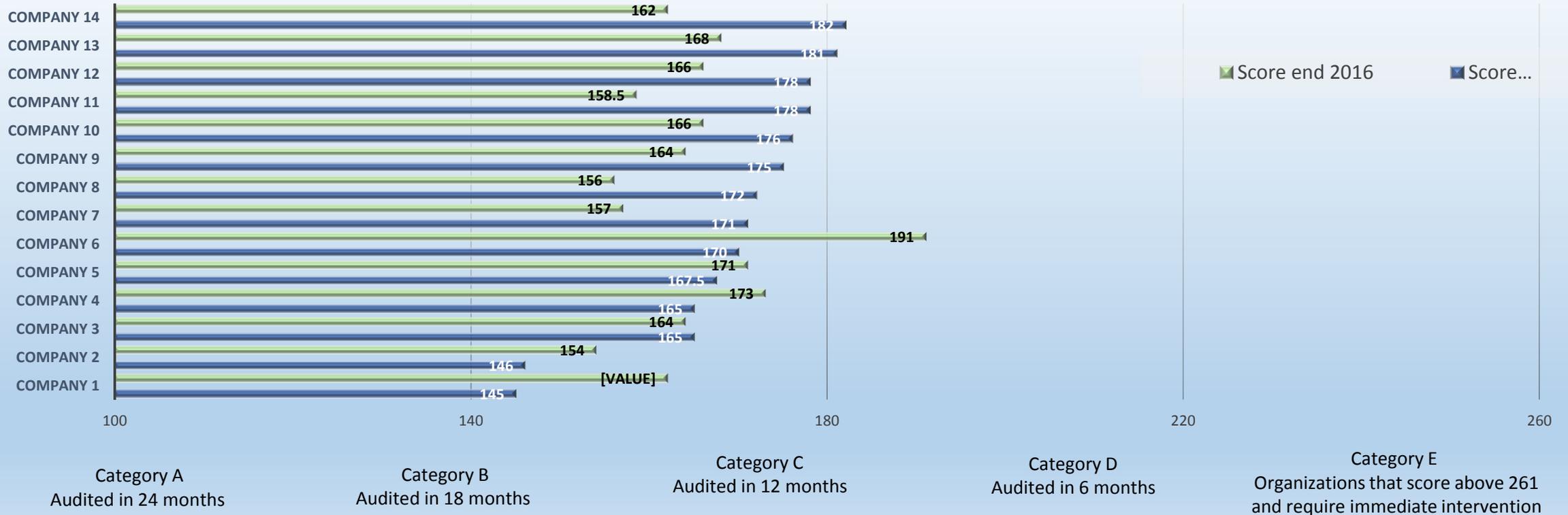
Implementation –RI Chart (before moderation)

Scope	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CAR M.101 Scope	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CAR M.201 Responsibilities	5	1	1	5	1	1	1	5	1	5	1	5	5	1	1	5	1
CAR M.301 Continuing airworthiness tasks	1	1	1	1	1	1	1	1	5	5	5	1	5	1	5	5	1
CAR M.202 Occurrence reporting	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0
CAR M.302 Aircraft Maintenance programme	3	7	3	3	3	3	3	7	3	7	3	3	3	3	3	3	3
CAR M.303 Airworthiness directives	0	0	0	0	0	0	0	4	0	4	0	0	4	0	0	0	0
CAR M.304 Data for modifications and repairs	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0
CAR M.305 Aircraft continuing airworthiness record system	5	1	1	1	1	1	5	5	1	5	1	5	5	5	1	5	1
CAR M.306 Operator's technical log system	1	5	1	1	1	1	1	5	5	5	5	1	5	5	1	5	1
CAR M.307 Transfer Of Aircraft Continuing Airworthiness Records	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CAR M.401 Maintenance data	5	1	1	1	1	1	1	1	1	5	1	1	5	5	1	5	1
CAR M.402 Performance of maintenance	5	1	5	1	1	1	5	5	1	5	1	1	5	1	1	1	5
CAR M.403 Aircraft defects	5	1	1	5	1	1	1	1	1	5	1	5	5	1	1	1	1
CAR M.501 Installation	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
CAR M.502 Component Maintenance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CAR M.503 Service life limited components	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
CAR M.504 Control of unserviceable components	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	4
CAR M.601 Scope	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CAR M.602 Application	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CAR M.603 Extent Of Approval	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CAR M.604 Maintenance Organisation Manual	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CAR M.605 Facilities	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CAR M.606 Personnel requirements	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CAR M.607 Certifying Staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CAR M.608 Components, Equipment And Tools	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CAR M.609 Maintenance Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Stream 3 -CAMO ORP - June 2017

Total of 28 organizations assessed





Stream 2 - SMS Evaluation Round III Concept

- Implementation of SM ICG SMS Evaluation Tool across all Aviation Safety areas revealed the following dilemmas:

Compliance vs. Effectiveness
Audit vs. Evaluation
Combined vs. Separated
Findings vs. No Findings
Quality vs. Safety

- The GCAA conducted a thorough review and evaluation of the accepted SMS manuals and SMS audit reports and conducted interviews of inspectors and Industry with the main objective of continuously improving standard (not apportion blame).
- A total of 40 inspectors (50% of the inspectors) and all SMS post holders were interviewed before a SMS Evaluation Round III was launched.
- As a result GCAA started revising its philosophy: guidance, procedures, processes, training and forms.

Without changing patterns of thought, we'll not able to solve problems created with our current patterns of thought... Albert Einstein.



SMS EVALUATION TOOL

ROUND III

1 SAFETY POLICY AND OBJECTIVES

1.1 MANAGEMENT COMMITMENT

Ref	CAR PART X requirements		
2.1.1 (e)	The service provider shall define its safety policy in accordance CAR PART X.		
2.1.1 (g)	The <u>safety policy</u> shall: e) <u>be signed</u> by the accountable executive of the organization g) <u>be periodically reviewed</u> to ensure it remains relevant and appropriate to the service provider		
PRESENT	SUITABILITY CONSIDERATIONS	OPERATIONAL	EFFECTIVE
There is a safety policy that includes a commitment to continuous improvement, observe all applicable legal requirements, standards and considers best practice signed by the accountable manager.	There are no suitability considerations A safety policy should be short and succinct whether its in a large complex organisation or in a small simple organisation.	It is reviewed periodically to ensure it remains relevant to the organisation. The accountable manager is familiar with the contents of the safety policy.	The accountable manager is familiar with the contents of the safety policy. The policy is updated for continuous improvement.
Assessment results			



Safety Intelligence Changes

- Due to the large magnitude of reports received, the GCAA time was consumed on the preliminary investigations.
- GCAA has re-categorized occurrences, re-assigned responsibilities, revamped reporting flow and timelines leading to a 60% decrease in the number of ROSIs assigned to inspectors.
- The onus for investigating the occurrences remains with the industry. This has allowed the CAA to focus on highlight trending issues, **identify** Safety Issues, **Define** the Safety Actions and **Monitor** the Implementation of these changes.



CHALLENGE

Vintage style of Safety Management

CAAs Staff and Industry's key personnel have not fully embarked in a journey which will take them away from a more traditional oversight. We need to “undo” whatever we have done from decades and decades. The Paradigm shift has been initiated but it still requires time in particular when a higher trust in data-driven information must be anticipated. We, all, should consider increasing our risk appetite to an acceptable level, of course!



CHALLENGE

Detection of emerging threat

An advanced maturity of the reporting culture puts the CAA at stake since (a high volume of) information is now available to us while not yet transformed into meaningful data. And ‘real-time’ dimension of any submitted report creates additional latency in any detection process.



CHALLENGE

Holding organisations accountable for their act and gaining their commitment for building safety resilience

Organisations are still seeking the assistance of the GCAA to resolve safety issues, while some issues could be addressed under their own SMS hence disabling their capacity to create an effective SMS.



CHALLENGE

Relationships and Trust:

For an effective Safety Management, the right culture should be created where the Regulator is confident that the operator is doing things right and the Operator is assured that the Regulator will do the right thing.



“There is no love;
There is only proof of love”.

Jean Cocteau

الهيئة العامة للطيران المدني
GENERAL CIVIL AVIATION AUTHORITY



YEAR OF
ZAYED



Thank You.

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