



EASA International Cooperation
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USING HUMAN PERFORMANCE AND SAFETY CULTURE AS TOOLS FOR REGULATORY PERFORMANCE AND RISK BASED OVERSIGHT

www.caa.gov.qa

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Head-Flight-
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6/13/2014

Capt Joachim Wirths



الهيئة العامة للطيران المدني
CIVIL AVIATION AUTHORITY

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QCAA Flight OPS SECTION

Manages all commercial aviation movement. Serves as commercial air transport focal point for National Aviation Operators, Aviation Training, Safety Assessment of Foreign Aircraft, Accident Investigation, Operational Occurrence Management and Dangerous Goods. Manage all internal and external QCAA OPS issues and standards.

Our Main Challenge.....?

Regulatory Oversight to meet one of the fastest growing aviation industries in the World....



6/13/2014



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هليكوبترات خليج

GULF HELICOPTERS



2

Where are we now?



PAST = QM / SMS was a burden..... ☹️

PRESENT = QM / SMS is established as beneficial tool.... 😊

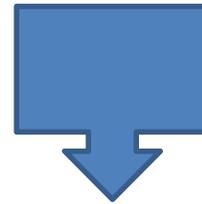
Only a few NAAs could manage to establish a working SSP... ☹️

FUTURE = **SMS** will be used as acceptable tool achieving tailored needs of an operator within a more and more standardised aviation safety system. 😊

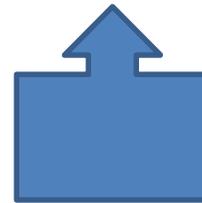
SSP could be the ultimate tool managing regulatory oversight. 😊



INTERNATIONAL AVIATION OVERSIGHT ORGANIZATIONS



STATE



AVIATION INDUSTRY



KM 1 CAAs must start to cooperate with the aviation industry

Definition Management?



Change resources available into results.....

FACTS

- ❖ The aviation industry have more resources available
- ❖ CAAs often suffer from lack of resources

ONLY SOLUTION NOW:

- ❖ CAAs must start to cooperate with the aviation industry / Climate of trust 😊

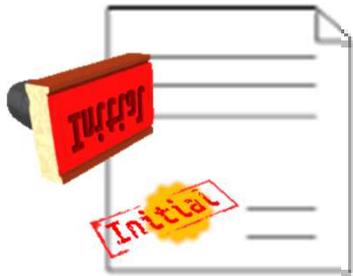
KM 2 - PROPOSED PERFORMANCE / RISK BASED CAA APPROVAL PROCESS BASED ON PRINCIPLES OF SMS/SRM



PROPOSED PERFORMANCE BASED CAA APPROVAL PROCESS BASED ON PRINCIPLES OF SMS/SRM



QCAA / Risk Assessment
Legal Aspects
OVERSIGHT



6/13/2014 Initial Approval



Audit / Inspection



Final Approval



Joint Assessment Risk Mitigation

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KM 3 – PREREQUISITES / PERFORMANCE BASED OVERSIGHT

- ✓ Climate of trust between CAA and Aviation Industry
- ✓ Monitoring Compliance with legal framework
- ✓ Using SMS /SRM as a Tool to grant derogations and exemptions
- ✓ Learning from the aviation industry
- ✓ Crosschecking and flexible oversight methods in force
- ✓ Continues Risk mitigation via data collection and cooperation
- ✓ Communication
- ✓ Performance Indicators

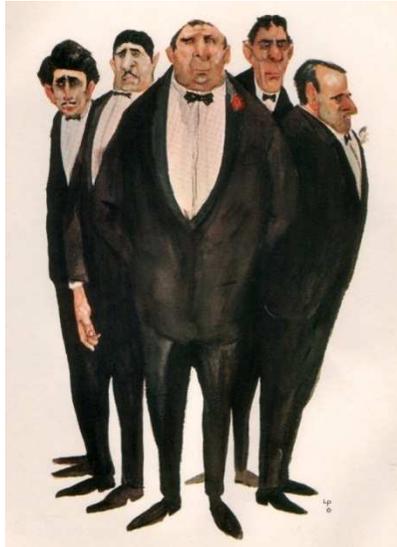


PERFORMANCE AND RISK BASED OVERSIGHT...



- ✓ Will never work without an established Safety Culture
- ✓ Needs a clear Safety Leadership within the organisation
- ✓ Needs fully implemented QM,SMS,SRM
- ✓ Needs competent inspectors and continues training of all personnel involved
- ✓ Needs clear established procedures, rules and SOP,s
- ✓ Needs digital tools, effective data monitoring, evaluation and risk based occurrence management
- ✓ Need to adhere to international established SARPs, especially if the aviation industry is asking for exemptions and derogations

The three challenging cultures...



National

Organizational

Professional

Conclusion



- ✓ **Teamwork / cooperation and proactive, safety related approaches** are required between all stakeholders to overcome old structures
- ✓ If we try to understand each stakeholder's needs we are able to **learn from each other** and we will develop a good safety system together
- ✓ A **well established professional culture and a proven, open minded organisational culture in an organisation** should supersede ☹️ habits and personal goals and agendas of individuals.