

Við
fylgjumst með
fluginu



SSP development in a ~~small~~ tiny NAA - challenges

A perspective challenges and approach

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Definition of Safety



- Safety is the state in which
- the possibility of harm to
- persons or property
- damage is reduced to, and
- maintained at or below, an
- acceptable level through a
- continuing process of
- hazard identification and
- risk management



Aviation in Iceland

Year 2009 USD 120/ISK KRONA



- Gross production value of aviation compared with some other major industries in Iceland

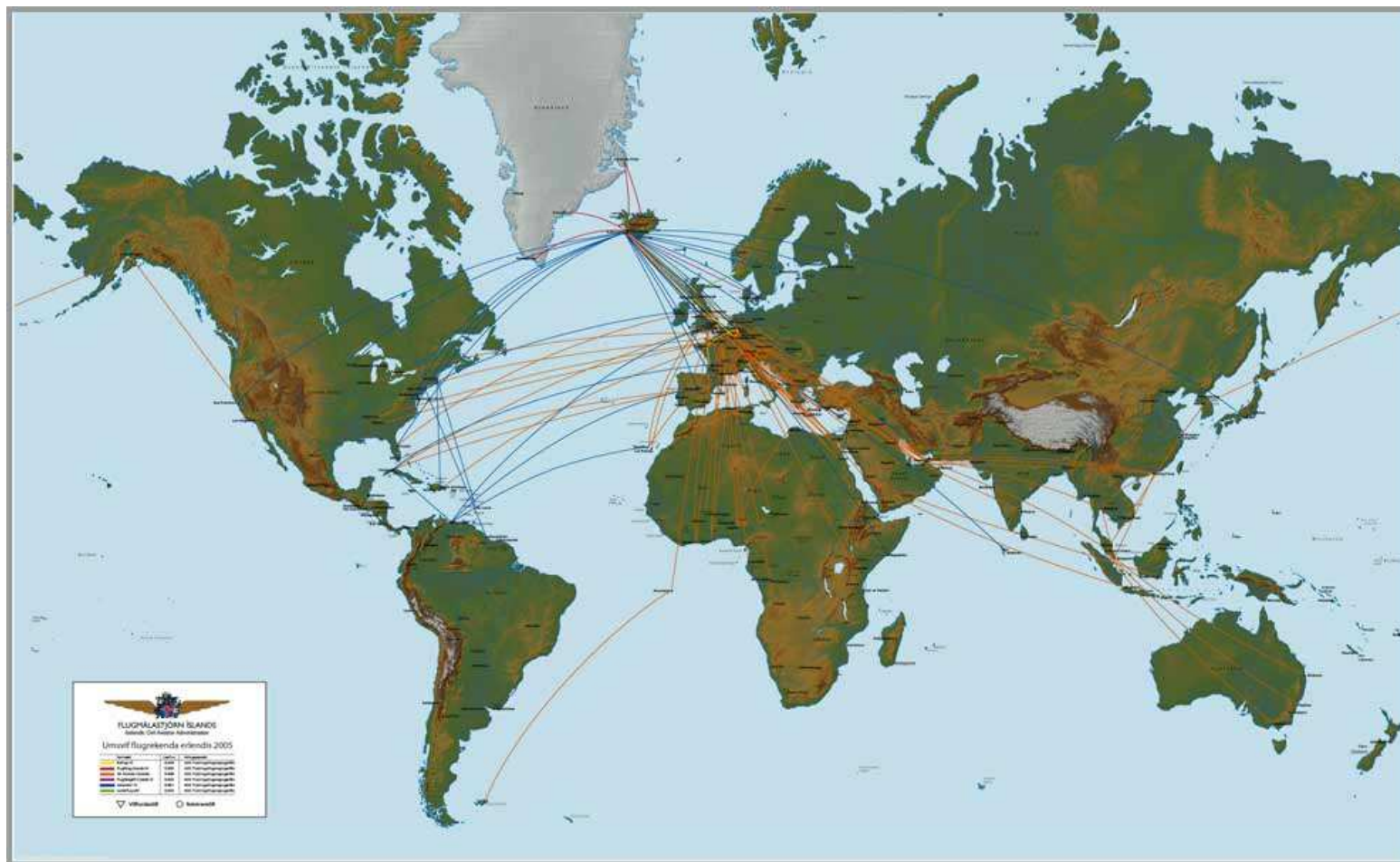
– Aviation transport	1.3 Billion USD, 5.2%
– Fishery	0,89 Billion USD
– Fish Processing	1,33 Billion USD
– Aluminum Production	1,42 Billion USD
– Energy Production	0,82 Billion USD

AOC holders

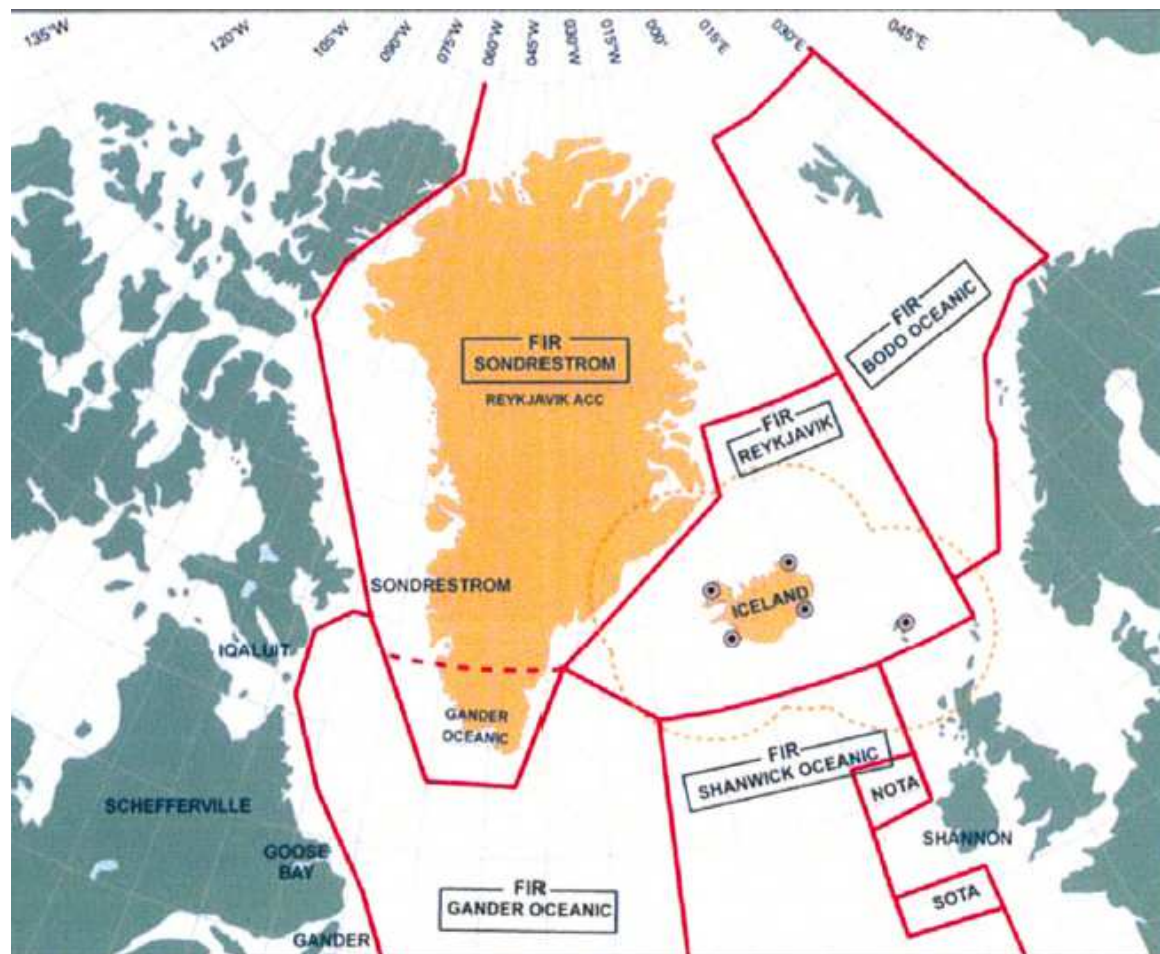


- AOC – holders operating aircraft > 10 MTOM
 - Blue Bird 7 aircraft
 - Air Iceland 8 aircraft
 - Air Atlanta 20 aircraft
 - Icelandair 20+ aircraft
 - Icelandic Coastguard 1+3 aircraft
- TOTAL 60
- 7 AOC holders operating aircraft <10 MTOM

✈ Operations over the world



Reykjavik Control Area (CTA)



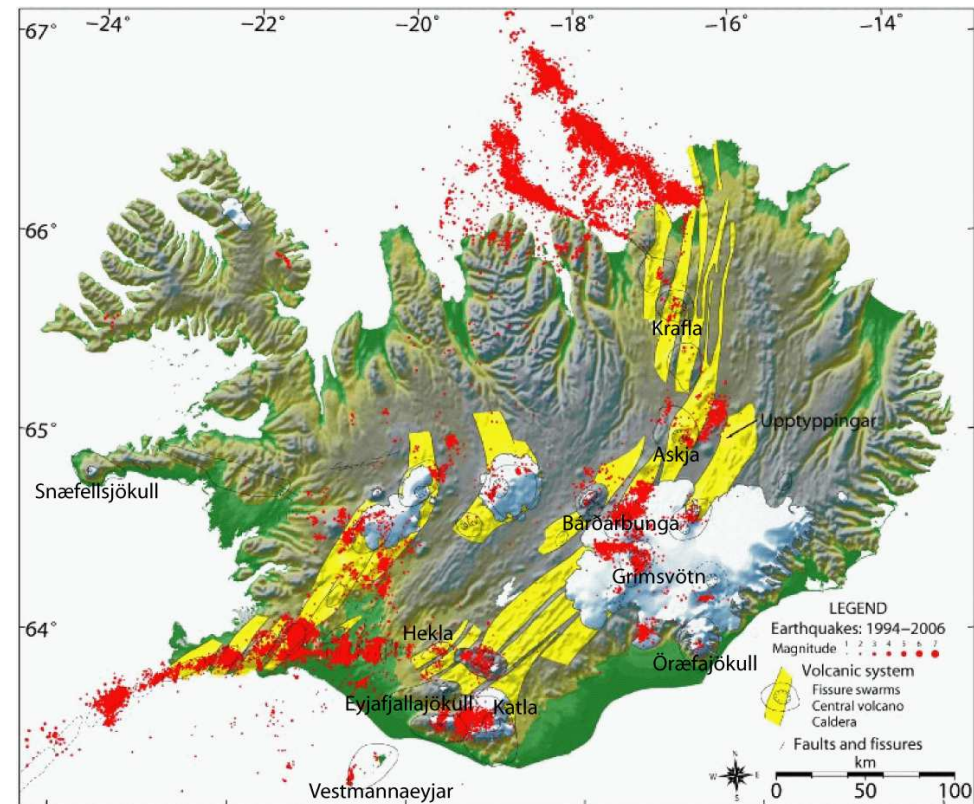
Complex plume



Icelandic active zone



- About 25 eruptions
- Since 1961:
 - Askja
 - Surtsey
 - Hekla x5
 - Vestmanneyjar
 - Krafla x5
 - Grímsvötn x4
 - Gjalp
 - Eyjafjallajökull
 - Fimmvörðuháls
 - Submarine
5 km south of Iceland



Volcanic Activity



- Non-routine event, even in Iceland
- Quality system was not volcanic ready
- A lot of national work ongoing
- Needs to become routine
- Eyjafjallajökull vs. Grímsvötn

ICAA organizational structure



..... arrangement of responsibilities, authorities and relationships between people

Top Management

Director General

Administration Division

Flight Safety Division

Air Navigation and Aerodrome Division

Lessons



- Who is responsible within an NAA?
- „The department“:
Ops/Airworthiness/Aerodrome.....“?
- The internal QMS?
- The SSP function
- Complexity breeds Confusion!!
- Risk Based Oversight + Promotion is the key

Icelandic SSP



- “Started” around 2008
- An Icelandic SSP document issued in 2010 and latest version in 2013
- Query for all the inspectors about the “State of the Union” i.e; operators (OPS/PartM), Part 145 and FCL later on.
- Identification of safety hazards, QMS of operators etc.
- This year added a more detailed questioner for each operator (Austro Control)
- SPI analysis - next project (fall 2013)

SMS implementation



- ICAA required Icelandic operators to provide implementation plan for SMS 2011
- All operators have submitted implementation plan and SMS manual.
- Operators will be fully compliant 2014.
- Occurrence reports linked with FDM.
- Aerodrome and Air Navigation compliant earlier.

FDM



- 13 operators => 3 FDM
- FDM Programme audited every year
- Coordination meetings 3-4 times every year to discuss safety related issues, including FDM

Where are the challenges?



- Oversight, oversight, oversight.....Risk based
- Get the Big Picture
- Too many bits and pieces and you are „lost“ among the trees.
- EASP is a challenge by itself.

European level



- ICAO courses on SMS for the staff and the industry
- European guidance material on SMS would be welcomed

Guidance, guidance,....

Or

Compliance?!

SSP



- - 1. **State's safety policy and objectives**
- 1.1 - CAA safety standards
- 1.2 - CAA safety responsibilities and accountabilities
- 1.3 - Accident and incident investigation
- 1.4 - Enforcement policy
- 2. **State's safety risk management**
- 2.1 - Safety requirements for service providers SMS
- 2.2 - Approval of service provider's acceptable levels of safety
- 3. **State's safety assurance**
- 3.1 - Safety oversight
- 3.2 - Safety data collection, analysis and exchange
- 3.3 - Safety data driven targeting of oversight on areas of greater concern or need
- 4. **State's safety promotion**
 - 4.1 - Internal training, communication and dissemination of safety information
 - 4.2 - External training, communication and dissemination of safety information

ARA.GEN.200 Management system

AUTHORITY REQUIREMENTS FOR AIRCREW



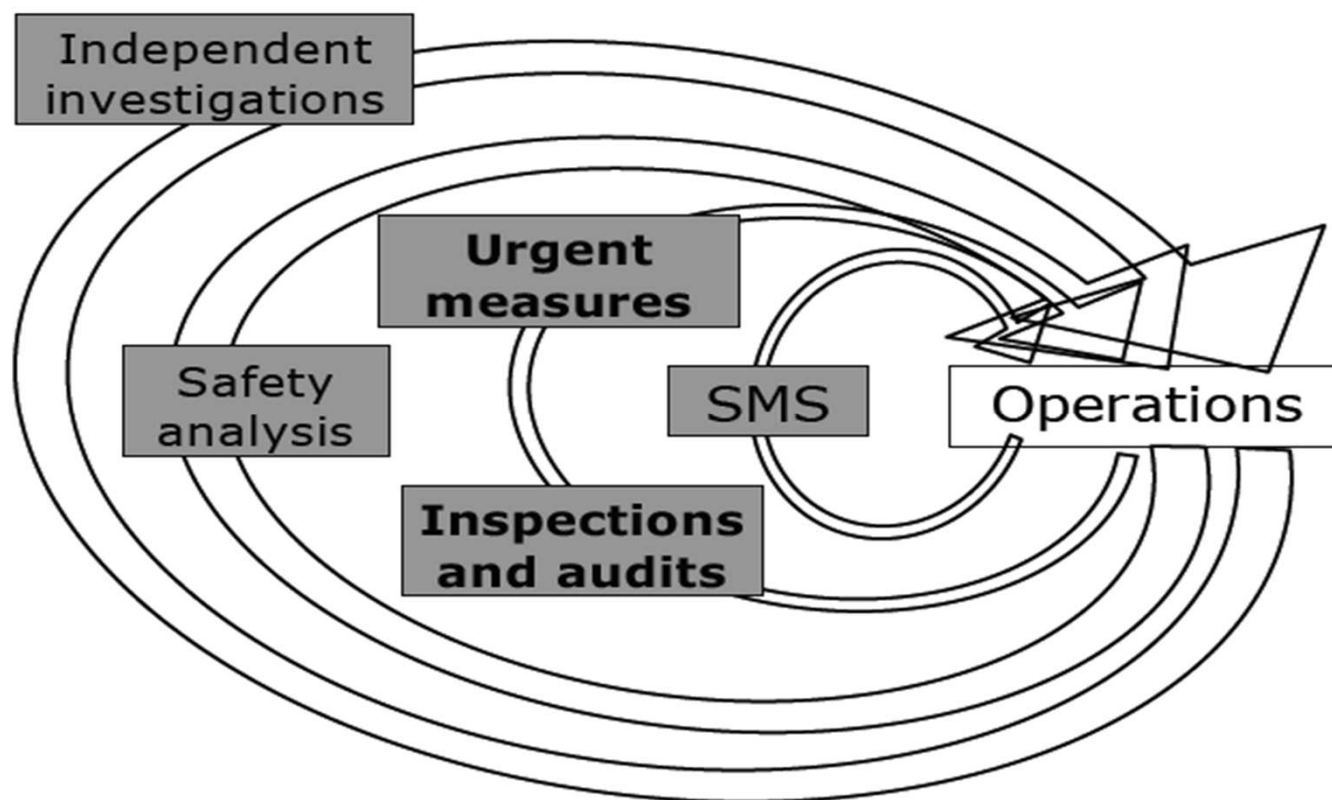
- establish and maintain a management system
- documented policies and procedures
- a sufficient number of qualified personnel to ensure the proper completion of all tasks;
- adequate facilities and office accommodation
- a function to monitor compliance of the management system
 - requirements
 - procedures
 - internal audit process and corrective actions
 - safety risk management process
 - a feedback system to the senior management
- person (or group of persons) responsible for the compliance monitoring function
- person (or more persons) responsible for the management of the relevant task(s)
- participation in a mutual exchange of information with other competent authorities
- procedures available to EASA (agency) for the purpose of standardisation.

EASP/EASp



- The EASp projects/products are on a voluntary basis
- In some cases the content is more or less a “compliance check”?
- The EASp portfolio is getting crowded for a tiny NAA
- Fewer and better focused EASp products over time is needed

Four flight Safety loops



Thoughts for the „Think Tank“



- High number of requirements
- A lot of development and changes ongoing
- Wakeup calls – routine vs. non-routine
- AR/SSP is generally a good framework
- Compliance + Safety Risk management
- Quality is still needed!

Steady and Safe Pace

