EASA
European Union Aviation Safety Agency

EASA participation in SM-ICG

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Your safety is our mission.

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EASA and SM-ICG

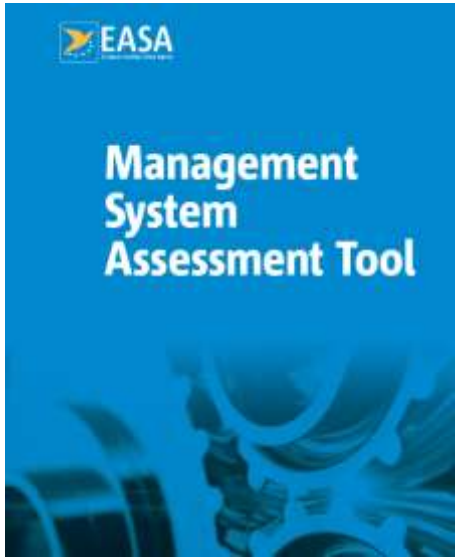
- **Proposing** new projects in accordance with identified needs
  - Based on what we see with our “oversight goggles” (OA + STD)
  - E.g. “Senior management buy-in” & “Role of the safety manager”
- **Participating** in the development of SM-ICG products
  - With expertise, resources and passion
- **Promoting** voluntary implementation of SM-ICG guidance and tools
  - In line with the SM-ICG mandate
- **Using** SM-ICG products as a basis for customised EASA tools
  - One size may not fit all, but why reinventing the wheel?

Overall use of SMICG products

- In the **EPAS**:
  - Encourage implementation of SM-ICG material (MST.002)
  - Review Helicopter Safety & Risk Mgmt material (SPT.094)
  - Promote SMS international cooperation via SM-ICG (SPT.057)
- In the context of the **SM TeB** advisory body
- For the purpose of EASA staff **training**
- To address SMS- and SSP-related **questions**
- As part of the EASA **safety promotion** strategy:
  - SMS workshop takeaways
  - EASA internet and intranet
  - SMS-related guidance (e.g. on the understanding of risks)

Example 1: effective assessment of an SMS

- **SM-ICG tool** as basis to develop an **EASA assessment tool**
  - Adapted to the EU rules
  - Recommended for harmonisation within EU (EPAS MST.026)
  - Further customised by some EU NAAs to cater for local needs
  - Useful to train EASA and NAAs' inspectors
- An element of the EASA surveillance programme (R/PBO)
  - Complemented by the future SM-ICG Tool and Guidance for the assessment of Organisations' **Safety Culture**



Example 2: Understanding of (A)LoSP

- SM-ICG guidance for Comprehensive **Safety Performance Measurement** in a State Safety Program (SSP):
  - Communicated to the EU MS via the SM TeB
  - Used by the EASA (A)LoSP sub-group of the SM TeB to develop guidance on:
    - **Level of Safety performance at Union level** (EPAS § 4.2 « Safety Performance »)
    - **Liaison with the EU MS to develop their ALoSP** (at national level)

Conclusion: SM-ICG seen by EASA

- → A wealth of competence, available to all
- → An opportunity to share and learn from others
- → Valuable products, driven by identified needs
- → Further synergies can be achieved:
  - → At **ICAO** level (SMP, SM initiatives),
  - → At **EU** level (SM TEB),
  - → At **Industry** level
    - → Active participation of industry in SM-ICG?

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Many thanks for your attention

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