



EASA
European Aviation Safety Agency

SMS, a substitute for compliance?

Karl SPECHT

Continuing Airworthiness Organisations Manager

Flight Standards Directorate

EASA

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SMS: the “Mandate”



For a few years now SMS has been in the focus of the aviation community



- Mandated through ICAO Annex 19.
- Manifested by the EASp and State Safety Programmes in the European Member States
- Should be complemented by the application of PBR (Performance Based Regulations) by the competent authorities.
- Progressive introduction in EASA’s regulatory framework: OPS, FCL, Aerodromes, ATM ...



SMS: Practical Experience

- Due to the recent introduction there is little practical experience in some areas of the EU aviation system.
- However other authorities introduced SMS rules and oversight principles some years ago and went through the teething problems already.
- What are their „lessons learned“?



Lessons learned, case study



Transportation Safety Board
of Canada



Bureau de la sécurité des transports
du Canada

AVIATION INVESTIGATION REPORT A13W0120



ENGINE FAILURE AFTER TAKEOFF AND COLLISION WITH TERRAIN

BUFFALO AIRWAYS LTD.
DOUGLAS DC-3C, C-GWIR
YELLOWKNIFE AIRPORT, NORTHWEST TERRITORIES
19 AUGUST 2013

Canada



Lessons learned, case study

- Aviation Investigation report A13W0120 of the Transportation Safety Board of Canada
 - Buffalo Airways accident 19th August 2013 in Yellowknife Canada
 - Quotes from this report (published in Flight Safety Foundation, Aerosafetyworld, July-August 2015):
 - “While a move towards **SMS has great potential to enhance safety** by encouraging operators to put in place a systemic approach to proactively manage safety, the regulator must also have assurances of compliance with existing regulations, particularly for operators that have demonstrated a **reluctance to exceed minimum regulatory compliance....**” “If TC (Transport Canada) does not adopt **a balanced approach that combines inspections for compliance with audits of safety management processes**, unsafe operating practices may not be identified, thereby increasing the risk of accidents.”



Lessons learned, “Way forward”

How are we going to address these concerns in Europe ?

- Phased approach
- Stakeholder involvement
- Maintain compliance backstops
- Balance the split between rules and AMCs
- Combine safety management system assessments with audits for regulatory compliance



Q+A

Thank you for your attention!

Questions will be taken after the panel discussion...