



Safety Management System Training

SMS Introduction

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SMS is defined as

- A systematic approach for managing safety, including the necessary organizational structures, accountabilities, policies and procedures. ICAO
- SMS is the formal, top-down business approach to managing safety risk, which includes a systemic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures. FAA

Service providers required to implement an SMS

1. Approved training organizations that are exposed to safety risks during the provision of their services
2. Aircraft operators
3. Approved maintenance organizations
4. Organizations responsible for design and/or manufacture of aircraft
5. Air traffic services providers
6. Certified aerodromes



Reactive/Proactive/Predictive

- Reactive requires a serious triggering event (usually aircraft accident)
- Proactive requires a less serious triggering event (human factors)
- Predictive requires no triggering event



SMS (Predictive)

- SMS looks at the history of accidents/incidents and identifies hazards.
- Develop a list of hazards
- Develop safety performance indicators
- Develop safety performance targets
- Safety Risk Analysis

Example Safety Indicators

- Fatal airline accidents
- Serious incidents
- Runway excursion events
- Ground collision events
- Development/absence of primary aviation legislation
- Development/absence of operating regulations
- Level of regulatory compliance

Examples Safety Targets

- Reduction in fatal airline accidents
- Reduction in runway excursion events
- Reduction in ground collision events



Safety Risks

- Safety Risks is defined as the assessment, expressed in terms of predicted probability and severity, of the consequences of a hazard, taking as reference the worst foreseeable situation. (9859)



SSP (Country)

- Defines Hazards for the country
- Develops safety performance indicators
- Develops safety performance targets
- Develops the Acceptable Level of Safety (ALoS) this will work in conjunction with SMS
- Safety Risk Analysis in conjunction with SMS

Acceptable Level of Safety (ALoS)

- ALoS is a way of expressing the minimum degree of safety that has been established by the State and assured by the SSP, measuring the safety performance of a service provider and its SMS. (9859)
- *The State shall establish a **State safety programme (SSP)**, in order to achieve an acceptable level of safety performance (ALoSP) in civil aviation. (COCESNA)*

Planning your SMS

- There are four phases in developing your SMS.
 - Safety policy and Objectives
 - Safety Risk Management
 - Safety Assurance
 - Safety Promotion



Safety Policy and Objectives

Phase I (Due February 2015)

- Management commitment and responsibilities
- Safety Accountabilities
- Appointment of key safety personnel
- Coordination of emergency response planning
- SMS documentation

Safety Risk Management

Phase II (Due February 2016)

- Hazard identification
- Risk assessment and mitigation



Safety Assurance

- Phase III (Due 30 June 2016)
- Safety performance monitoring and measurement
- The management of change
- Continuous improvement of SMS
- *****Phase III and IV are due at the same time.

Safety Promotion

- Phase IV (Due 30 June 2016)
- Training and education
- Safety communication
- *****Phase III and IV are due at the same time.



BDCA Training

- BDCA training will consist of a four day overview of SMS.
- SMS Introduction training will be done on October 6th – October 10th from 08:30 – 3:30.
- Upon completing the course and passing the exam, participants will receive SMS certificate.

BDCA training/workshops

- Phase I, II, III and IV training will be conducted based on the phases of the SMS. The idea is that the training will assist in developing your SMS.
- These training days will consist of 1-3 days with workshops where they can work on the companies documents.
- Additional training is available as needed.



Questions

