This slide presentation has been produced by the UKFSC, as a model for you to tailor to meet the need of your company's Safety Management System.

To modify it simply:

- Replace the UKFSC logo with your company logo.
- Insert your company name in the text where required.
- Modify any of the wording to accommodate your own and your company's style as required.
- Add the transitions you desire.

A Corporate Approach to Safety

Safety Management System

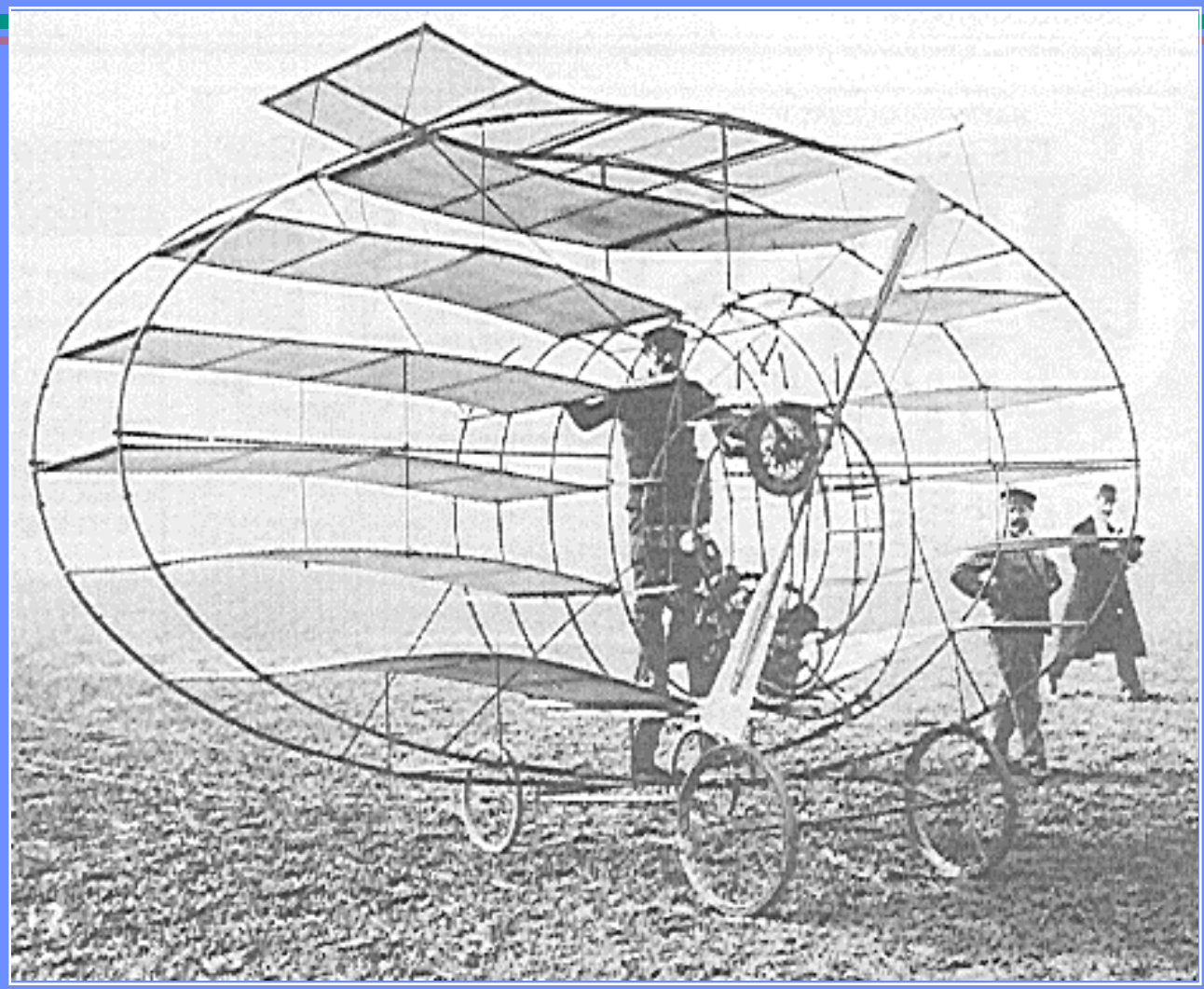
Authorities

- The CAA is committed to introduce Safety Management Systems in the UK for organisations that operate or maintain large aircraft for commercial air transport.
- EU/JAA is committed to the implementation of a Joint Safety Strategy Initiative, JSSI.
- Gore Commission is committed to an 80% reduction in hull losses by 2010.

Structure of the Presentation

- Flight Safety Overview Historical & Future
- What is a Safety Management System?
- What are we required to do?
- Potential Cost Benefit
- Conclusion

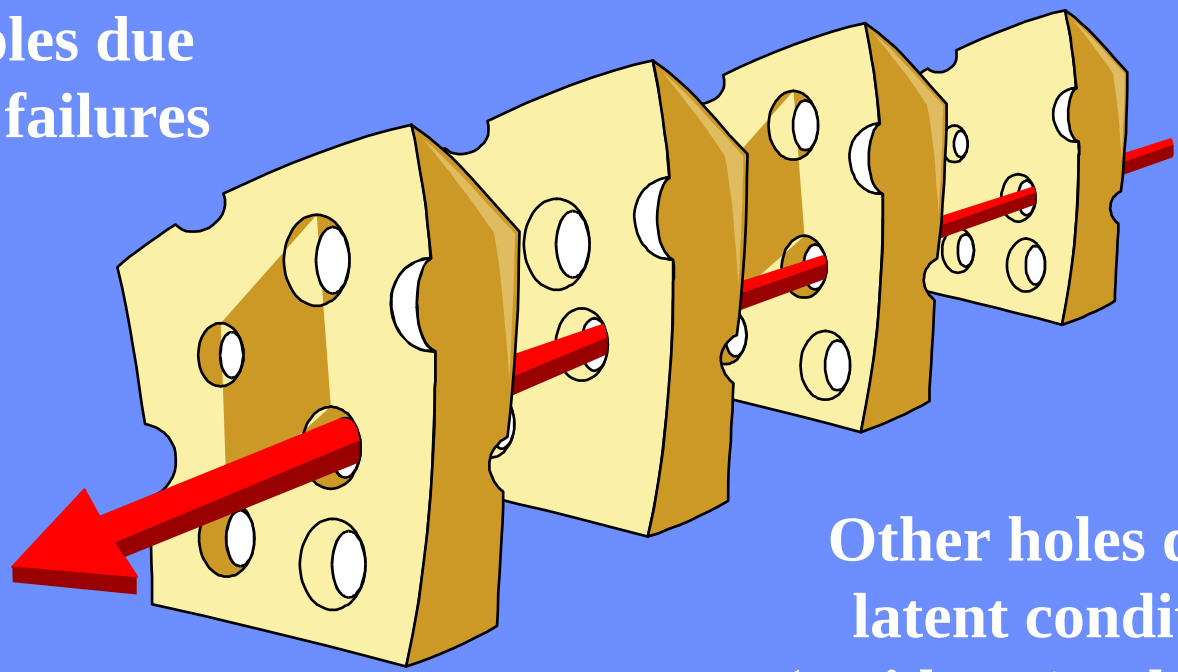
There was a time when. . .



Now: A complex system with many Hazards

The Swiss cheese model of accident causation

Some holes due to active failures



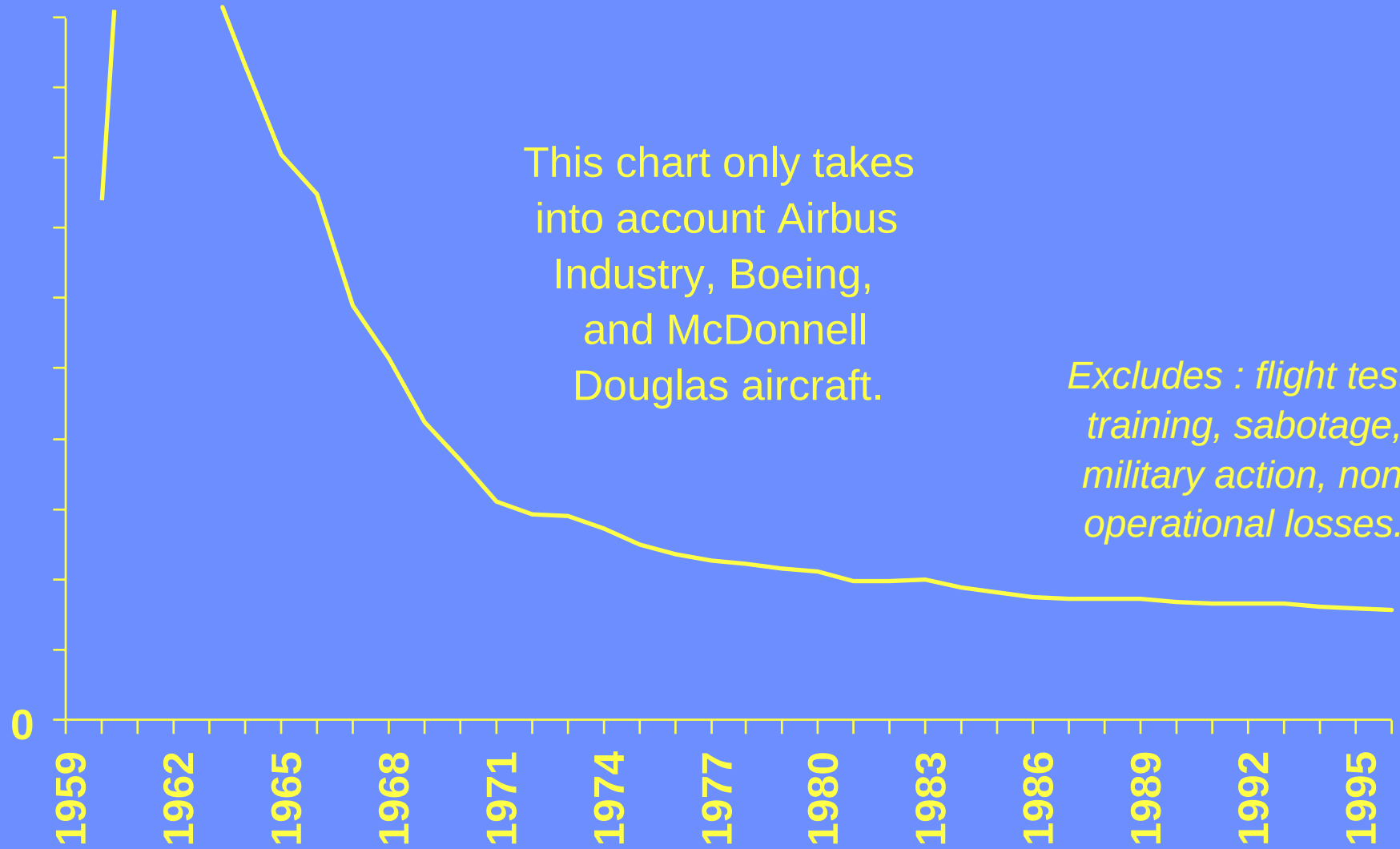
Hazards

Losses

Other holes due to latent conditions (resident ‘pathogens’)

Successive layers of defences, barriers, & safeguards

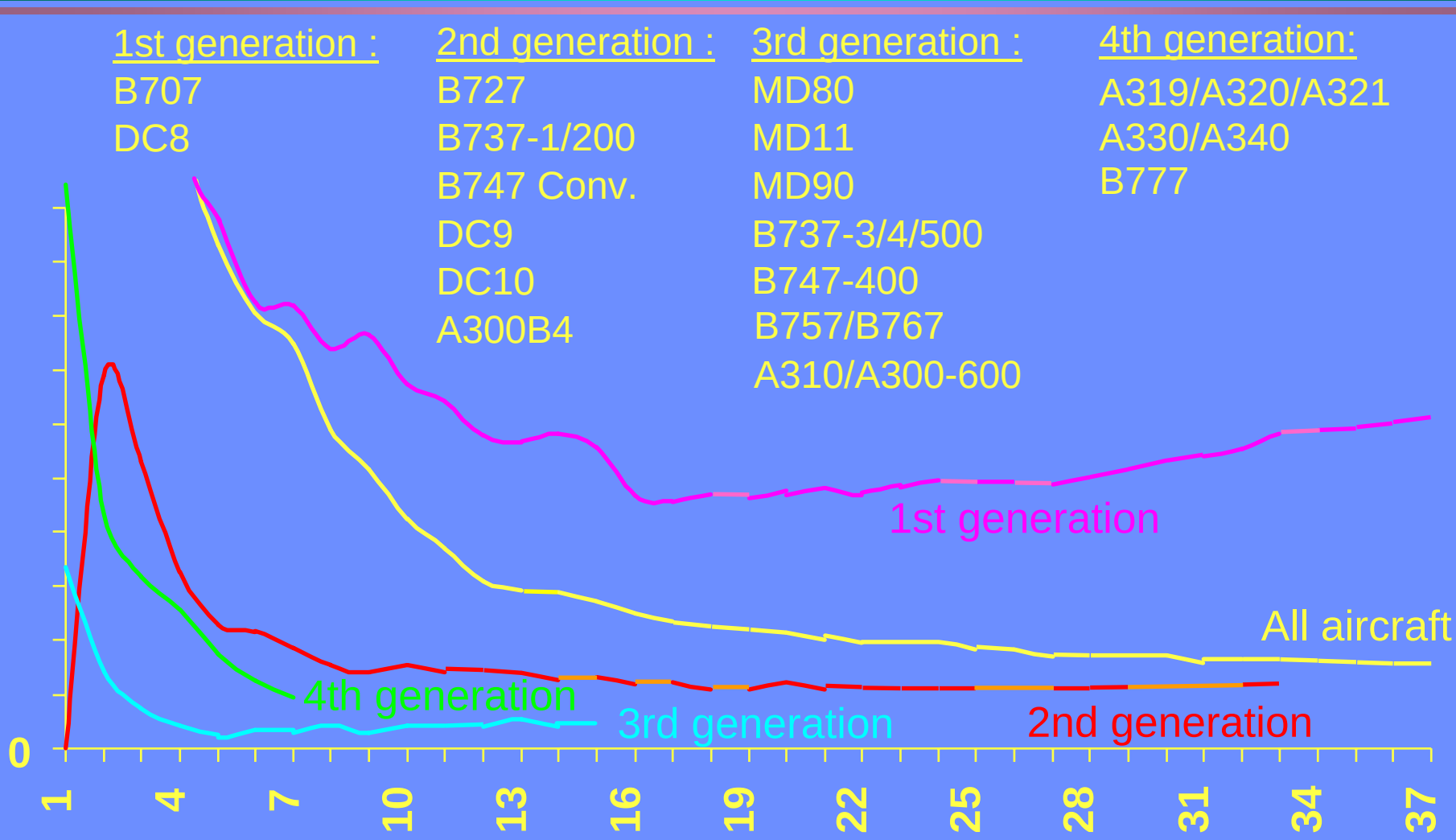
Historic Accident Rate - All Aircraft



This chart only takes into account Airbus Industry, Boeing, and McDonnell Douglas aircraft.

Excludes : flight test, training, sabotage, military action, non operational losses.

Historic Accident Rate



What about us?

- Hull losses
- Potential hull losses
- Transportation of dangerous goods
- Ground damage
- Others
- What is our exposure to hazards?

What is our exposure to hazards?

We don’t know

what we don’t know !

Risk Management

We need to identify the hazardous sources of our risks and find ways of exposing our vulnerability...

Only then we can start to manage risks, instead of just being exposed to them.

Currently, we only react to incidents and accidents, having had a propensity to blame the individual instead of reviewing our systemic latent failures before the event.

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SAFETY MANAGEMENT :

Objective

To provide assurance, through comprehensive evidence and argument, that we have an adequately safe operation, by identifying and assessing the major hazards and safety risks and managing them to levels which are As Low As Reasonably Practicable.

SAFETY MANAGEMENT :
Regulation

The Authorities continue to provide the minimum regulatory framework whilst moving towards self regulation.

- CAA
- EU/JAA
  - JAR - OPS
  - JAR 145
- Is this sufficient with the introduction of the new concept of self regulation?
  - our history and that of the aviation industry suggests otherwise!

SAFETY MANAGEMENT :

Prerequisites

SAFETY MANAGEMENT:

Corporate Approach to Safety

- Corporate Safety Policy
- Integrated Safety Culture
- Effective Safety Standards

Comprehensive Corporate Approach to Safety

SAFETY MANAGEMENT

Organisation for Delivering Safety

- Integrated Safety Organisation
- Accountability within the organisation
- Establishment of analytical methods throughout the organisation

SAFETY MANAGEMENT

Systems for Assuring Safety

- Integrated Quality System
  - Quality assurance systems

SAFETY MANAGEMENT

Initial Corporate Solution

- Visible commitment from the top
- Safety Case embracing
  - Hazard Assessment
  - Risk Analysis
- The establishment of safety systems
- Monitoring and measurement
- Well developed Safety Culture
- Integrated Quality System

SAFETY MANAGEMENT :

Safety Case

- Safety Case

  A Safety Case lists (Registers) the HAZARDS inherent in a specific operation and details how the Safety Management System identifies, assesses and controls those hazards and what recovery (contingency) measures are in place should the hazard be released.

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Safety Management

Staff Requirements

In order to protect the continued growth and development of the business the following additional appointments may be required.

- Safety Director / Manager
  - To provide a continuous safety overview, to recommend safety policy and to represent the organisation in relation to safety.
  - Responsible for the safety oversight of all new initiatives.

Safety Management

Staff Requirements

- Safety Manager
- Emergency Response Planner
- Incident Investigator
- Support staff

Note: Some or all of these may be the same person depending on the size of the organisation.

BM Safety Management
Documentation

- Policy Document
  - Policy promoted by Main Board
- SMS Guide Document
  - Modular elements
  - Dynamic - constant review possible.
  - Integrated - to manage HSE, Quality……
  - Conform to Aviation Policy and Law.

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Investment

The substantial investment required to introduce safety management has been structured to maximise the potential benefits.

- An integrated corporate solution, reducing staff and equipment requirements
- Phased implementation - increased time scale
- Research collaboration negotiated with Flight Data Company and NASA - (Gore commission)

Potential Benefits

- The introduction of SMS provides enhanced safety and safety assurance to the Organisation, the Owners/Shareholders, Authorities and our customers. This is vital for the continued development of the business and the approval of our new initiatives, by the Authorities.

- Hazards are able to be identified before an operation takes place.

- Residual risks able to be better managed tactically.

Potential Benefits

- Cost savings by reducing unforeseen safety deficiencies - mending the holes in the Swiss cheese.
- Reduction of hidden costs (repairs, delays) associated with incidents and accidents.
- Additional savings by Operations and Engineering through enhanced monitoring programmes.

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Conclusion

- Aviation is a high risk business, requiring the management of safety to be enhanced.
- We must identify our hazards, analyse our risks and implement appropriate defences.
- By managing our risks we will minimise our losses and have the opportunity to reduce our costs.
- We must introduce a Safety Management System.

Conclusion

By our introduction of Safety Management we will:

- reduce our exposure to hazards
- reduce the risk of the likelihood of a hull loss
- reduce our costs due to accidents and incidents
- provide the opportunity to revitalise and improve the safety culture of the Company
- improve our relationship with the Authorities and our staff

Questions ?

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