

Safety Management International Collaboration Group



Industry Day - Bern, 16th May 2014

Speakers

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Simon ROBERTS - SMS Programme Manager and Chair of European Human Factors Advisory Group, UK CAA

Bio: Simon has 20 years' experience in an aircraft maintenance environment in the UK and Hong Kong. He has worked for the CAA for 14 years and has worked as an Airworthiness Surveyor, Regional Manager and Human Factors specialist. Since 2008 his role has been to manage and harmonise the implementation of Safety Management Systems and oversight across the CAA and the UK aviation industry it regulates. He has been involved in the development of Safety Management System (SMS) guidance material, oversight methodologies, evaluation tools, and training. He has been the Chair of the European Human Factors Advisory Group (EHFAG) for the last 5 years as well as being a member of the EHFAG Continuing Airworthiness and Maintenance Focus Group. He is also a member of the Safety Management International Collaboration Group (SM ICG) and currently sits on its Steering Committee.

Rainer LINDAU - Vice President Quality Management, Lufthansa Technik

Bio: Rainer graduated in Electro- and Device Equipment and also holds a degree in Marketing and Strategy from Boston Business School. He started his professional career back in 1984 as maintenance engineer and successively held positions as Manager Line Maintenance, General Manager, Vice president Technical Operations at Lufthansa, Lufthansa City Line and Lufthansa Technik. In 2009 Rainer took up the position of CEO at Lufthansa Technik Switzerland. Recently he has been chosen as Vice President for Quality Management at Lufthansa Technik.

Abstract: *"Sustainable implementation of Safety Management"*

Lufthansa Technik will present an overview of corporate best practices for sustainable Safety Management – implemented by organisation, processes, tools and methods.

David LAMBOURNE - Specialist Airworthiness Engineer, Rolls-Royce plc.

Bio: David has wide aerospace experience including a Rolls-Royce apprenticeship, holding engine certification, continued airworthiness and company approvals manager roles in the UK CAA and being Managing Director of a small company designing and making aero engines for light aircraft. After re-joining the Rolls-Royce Airworthiness Department in 2006, he was appointed Senior Manager coordinating the Rolls-Royce Production Organisation approval in the UK in 2011. David has recently been appointed as the focal point to work with EASA and UK CAA to develop Safety Management Systems within Rolls-Royce plc. Working as part of the Safety Assurance sub-function, and coordinating Rolls-Royce involvement in CAA and EASA pilot schemes, an important part of this task is to ensure that any SMS activity is applicable, wherever possible, to all parts of Rolls-Royce plc.

Abstract: *“Safety Risk Management – Challenges in a Multi-Sector Business”*

Roll-Royce plc. is not just an aero engine business! As a global organisation, with a diverse range of products in civil aerospace, defense aerospace, Marine and Power Systems, we face a substantial challenge in defining a Safety Management System that is applicable across the whole company.

Bartolomeo FERRERI - Captain & Safety Officer, INAER

Bio: Bartolomeo, INAER Helicopter Pilot with more than 5000 flight hours, operates as Captain in a Helicopter Emergency Medical Services (HEMS) base in day and night operations and mountain search and rescue (SAR) with AW139. He is also rated as Flight Instructor (FI) and Type Rating Instructor (TRI), and authorized as Type Rating Examiner (TRE) within the INAER Approved Training Organisation, as well as Flight Examiner (FE) and Flight Instructor Examiner (FIE) for the Italian National Aviation Authority (NAA) ENAC. Bartolomeo has also extensive working experience as engineer and technical director and therefore has a comprehensive vision of the aeronautical helicopter world from the perspectives of maintenance, airworthiness and operations. Within INAER Aviation Italy he holds the position of Safety Officer and permanent member of the AVINCIS Group Safety Forum. He is also qualified as independent Investigator, a member of the European Helicopter Safety Team (EHST) in the European Helicopter Safety Implementation Team (EHSIT) Specialist Team Group SMS and Operation and a member of the Board of the Italian Flight Safety Committee (IFSC).

Abstract: *“Setup of an integrated SMS in the experience of a helicopter operator: tools for hazard identification, risk assessment and internal investigation of events”*

The construction of an SMS of a company within the Group Avincis, at group and single operating company levels. How to combine in a single structured SMS methodology, which is recognized as the best at the international level, implemented in the Avincis SMS framework through a defined set of software platforms, and integrated to satisfy the criteria and requirements of Avincis.

Yvan BOISHU - Flight Safety Risk Manager, Air France

Bio: Yvan is in charge of the Internal Feedback and Investigation Coordination. After a career in International Hotel Management, Yvan joined Delta Airlines, spending three years in London. He received his ground operations management degree joining Air France during a two-year internal program. Then, he took the Regional Station Manager's position in Nigeria, also acting as an Airport Organization Committee Manager and became a member of the Nigerian Airport Ministry Committee member for three years. Back in France, he managed the Flight Safety Ground Operations Investigation Department. He decided to get back on the operation field taking the long haul ramp operations management in Paris Charles de Gaulle Airport. Recruited by the Flight Safety Department, he started a year ago that new position within Air France assisting the SMS reliance application development for flight safety, while also helping the development of the Air France Safety Management System.

Abstract: *“SMS and Risk assessment automation”*

Capt. Martin TIMMONS - Technical Manager – Safety, Ryanair

Bio: After completing a Bachelor of Science in University College Dublin, Martin joined the Irish Air Corps where he completed the pilot wings course. During his 12 year career in the Air Corps, he qualified as an instructor in fixed wing aircraft before moving onto helicopters. In helicopter operations he was extensively involved in Search and Rescue Missions of the west coast of Ireland, helicopter pilot conversions and police operations. He joined Ryanair in 2002 as a First Officer and within his career to date in Ryanair, he has held the roles of Synthetic Flight Instructor (SFI), TRI, TRE and Line Training Captain. Martin joined the Ryanair Flight Safety Office in 2012 as Technical Manager Safety and in the last month was appointed as the Ryanair Safety Manager. He has over 13,000 hours flying experience and has completed various courses in Risk Assessment Methodology and Compliance oversight.

Abstract: *“Ryanair’s perspective on effective safety risk management”*

Risk Assessment and Communication within Ryanair, including information on the application and interpretation of the Aviation Risk Management Solutions (ARMS) and Bow Tie Methodology.

Capt. Kemal HELVACIOĞLU - Vice President Safety (SMS)/Quality and Compliance, Pegasus Airlines

Kemal began his career in the Turkish Air Force and worked at various positions until retiring as a staff lieutenant colonel 16 years ago. Following this, he started working in the commercial aviation sector and over the years he has worked as a Manager in Safety, Training and Flight Operations Departments. In his current position, he is the Vice President at Pegasus Airlines responsible for Safety Management System, Quality and Compliance. He is an active pilot, TRE-SFE Examiner and instructs crew resource management (CRM), Security and Dangerous Goods courses.

Abstract: *“Risk Based Approach to Management System”*

The presentation will focus on establishing the context of risk management in Pegasus Airlines. It will discuss hazard identification using technological methods in order to achieve proactive and predictive levels of SMS. It will also highlight effective technological improvements for risk mitigation.

Antonio HAERRY - Head of Quality and Safety, SR Technics

Bio: Antonio is a mechanical engineer and holds an engineering degree in thermo-dynamics. He began his career in 1980 at Jet Aviation in Basel working as Project Engineer for completions. From 1982 to 2001, he has been with Crossair and Swissair/SR Technics. At Crossair Technics he started up the technical organization first in Zurich, later in Basel. He then became the head of the line maintenance department at Crossair. He was project leader on behalf of Crossair for the development of the Saab 2000 aircraft, from specification through development and introduction to the airline. At SR Technics he worked in the aircraft overhaul division and later for the flight safety division. Between 1991 and 2006 he was Head of Quality Assurance at Contraves Space (today RUAG Space). Antonio became then Vice President of Quality Assurance and Flight Safety at RUAG Aviation (Emmen), where he introduced a proactive and risk based Quality and Safety organisation including an SMS. He then became Vice President of the Business Unit Products at RUAG Aviation (Emmen and Oberpfaffenhofen/Munich). Among his achievements, was the successful relaunch of the Dornier 228 New Generation aircraft. In January 2011 he re-joined SR Technics Switzerland Ltd. in Zurich as Vice President Group Quality & Safety and Central Engineering.

Abstract: *“Practical Application of Safety Risk Management at SR Technics “*