



# **SMS Training**

## **Operators Challenges**

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Cologne, May 22<sup>nd</sup> 2015



# IATA

- International Air Transport Association
- International trade body
- Established in 1945
- 250 Member airlines
- 84% of total world air traffic



to represent, lead and serve the airline industry



## All Accidents Overview

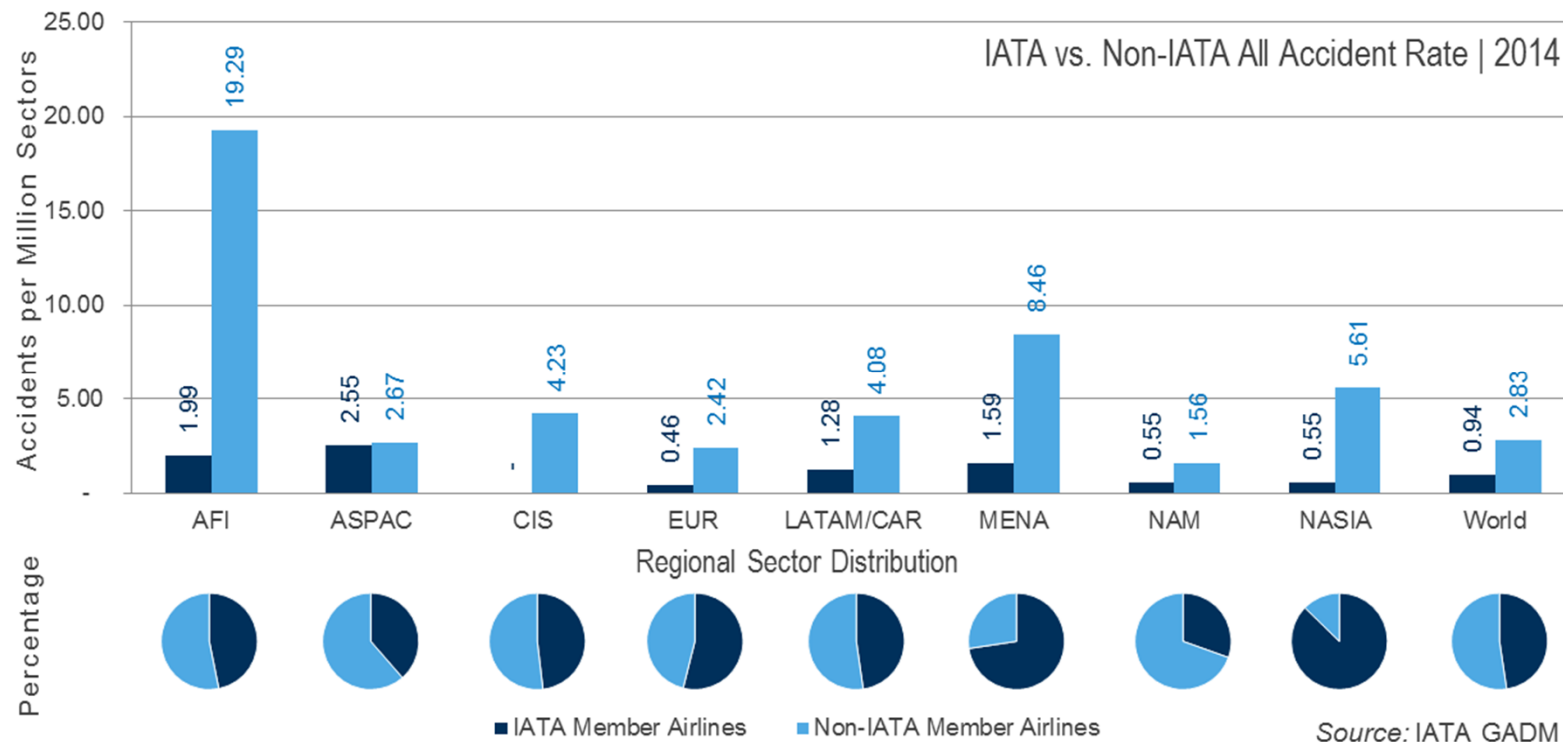
<b>As at:</b>	<b>2014</b>	<b>2009-2013 Average</b>
	<b>31 December</b>	<b>per year</b>
	<b>31 December</b>	<b>31 December</b>
Total Accidents	73	86
Accidents with IATA Members	17	26
Total Jet Hull Losses	7	16
Total Turbo-Prop Hull Losses	17	20
Total Fatal Accidents	12	19
Fatalities	641	517

*Source: IATA GADM*

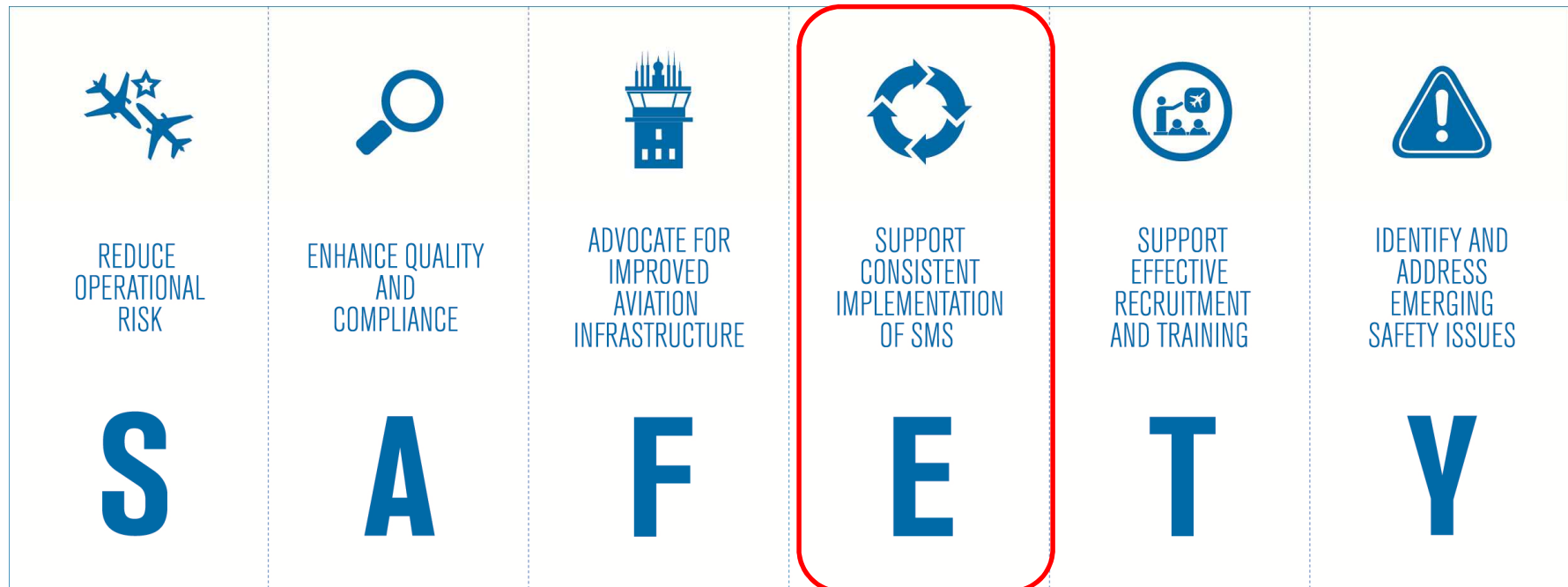


# All Accident Rate for IATA Members vs. Non-Members

(includes Jet & Turboprop aircraft)



# IATA Safety Strategy



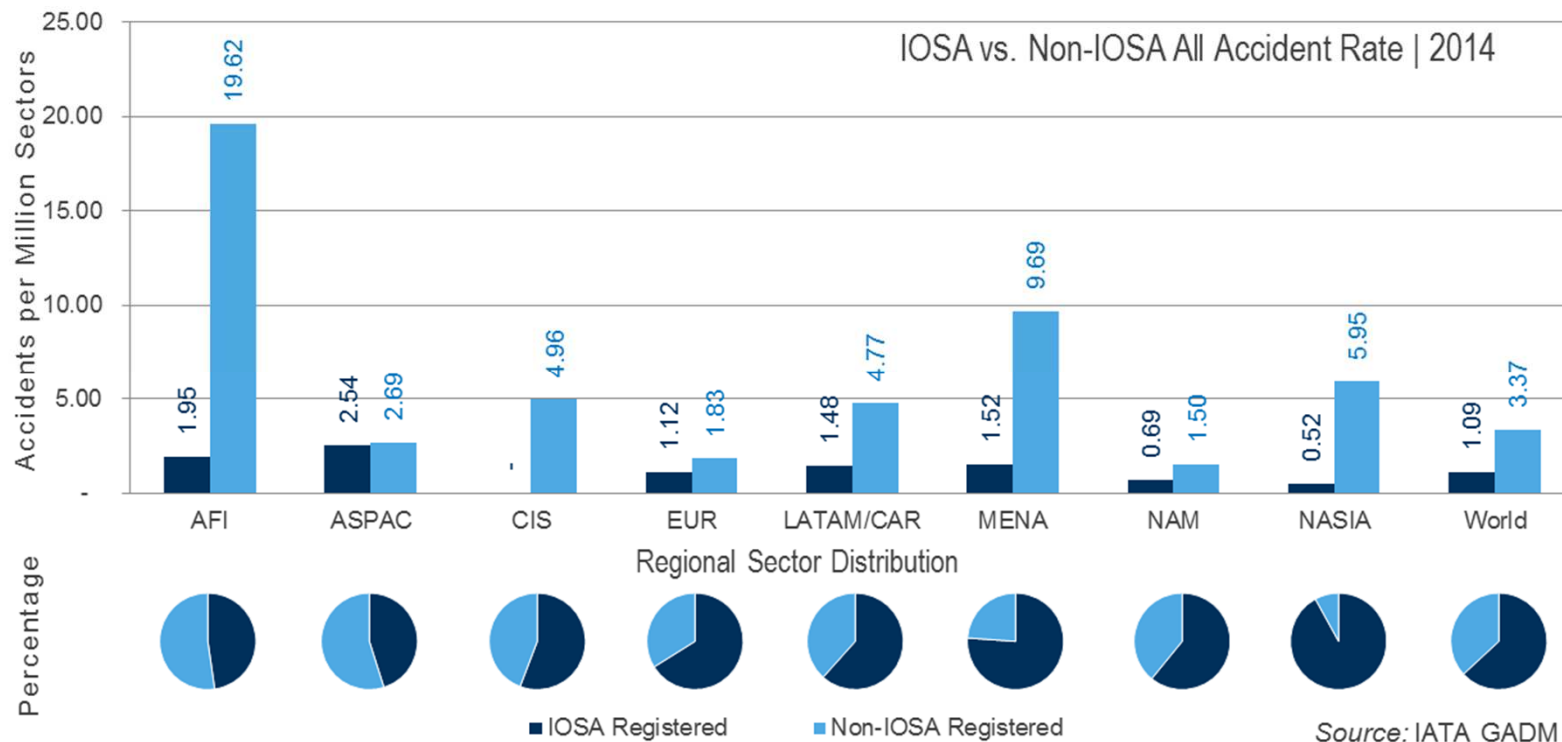
# IOSA

- IOSA as recognized Industry Standard for Operational Safety and Security



# All Accident Rate for IOSA Operators vs. Non-IOSA

(includes Jet & Turboprop aircraft)





## Key Philosophy of Introducing IOSA SMS

- Conservative, phased approach adopted for the introduction of SMS, in line with ICAO recommended implementation plan
- Existing (QA and other) provisions designated as SMS standards
- New SMS provisions designated as Recommended Practices



## IOSA SMS Strategy

- All elements of the ICAO SMS Framework incorporated in the ISM Edition 3 in 2010
- Edition 8 of the ISM covers SMS using Standards and Recommended Practices
- i.a.w. ICAO's recommendation of 5yr SMS implementation plan, upgrading of all SMS provisions to Standards by Sep 2016



# IOSA SMS Training Requirements

**ORG 1.6.5A** The Operator should have a program that ensures personnel throughout the organization are trained and competent to perform SMS duties. The scope of such training should be appropriate to each individual's involvement in the SMS. [SMS] (GM) ►

- Note: Conformity with this ORG recommended practice is possible only when the Operator is in conformity with all repeats of this ORG recommended practice in other ISM sections.
- Note: Effective 1 September 2015, this recommended practice will be upgraded to a standard.

# IOSA SMS Training Requirements

## **ORG 1.6.5A** Guidance

- SMS training is an element of the Safety Promotion component of the SMS framework.
- Within an SMS both management personnel (including the accountable executive) and non-management personnel are expected to complete SMS training.
- The content of such training is appropriate to the individual's responsibilities and involvement in the SMS.

## ORG 1.6.5A Guidance

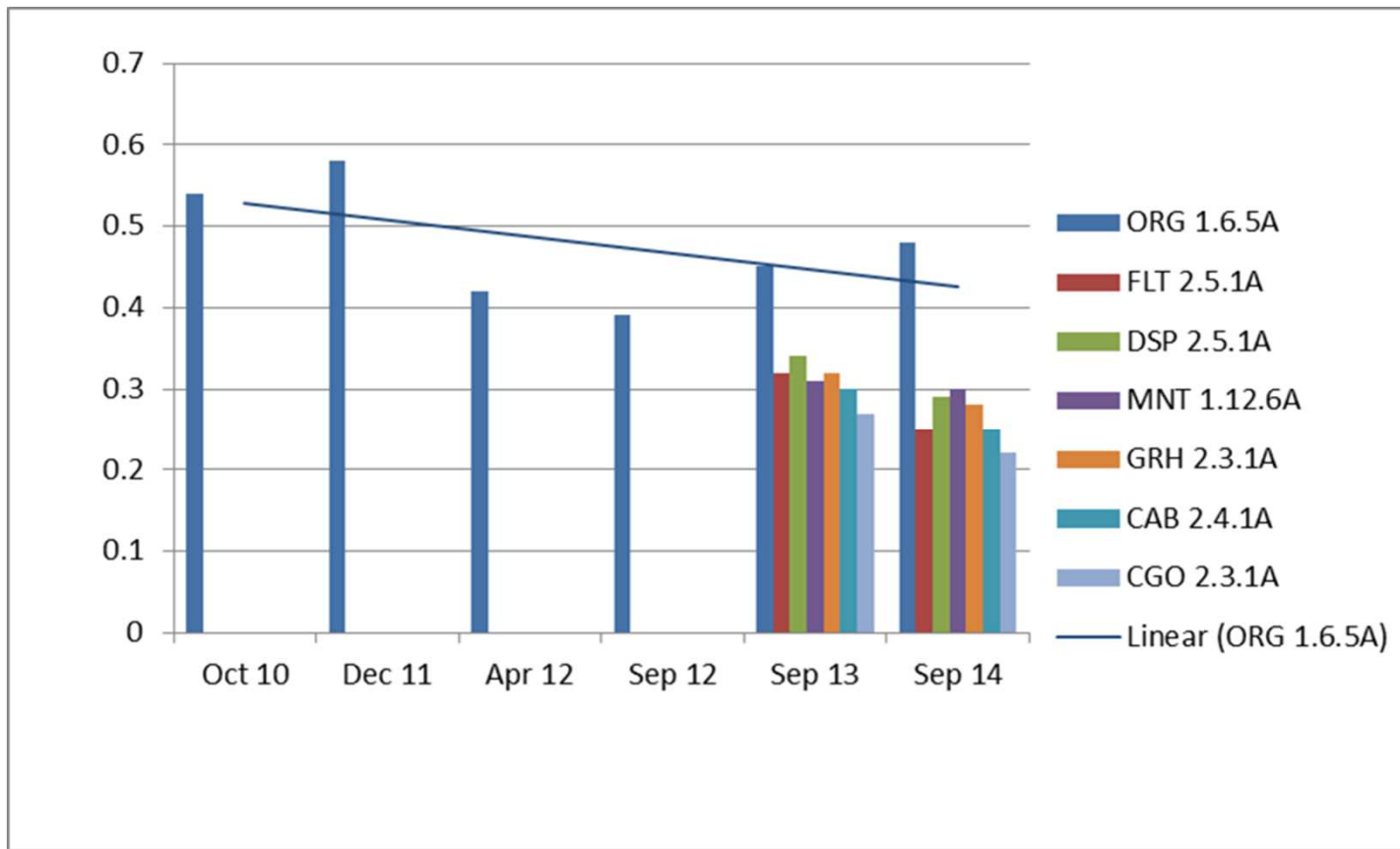
A training curriculum typically includes modules that provide an overview of the elements of SMS, such as:

- Event investigation and analysis techniques;
- Hazard identification;
- Risk assessment and mitigation;
- Audit principles and methodology;
- Communication techniques;
- Safety reporting;
- SMS implementation, analysis and continual improvement;
- Emergency response preparedness.

Expanded guidance may be found in the ICAO SMM, Document 9859.

# IOSA SMS Training Requirements

## Average non-compliance per audit



# IOSA SMS Status To Date

## Challenges for Operators

- Implementation of the SMS concept
- Interpretation of SMS ISARPs
- Many States do not have SSPs, which makes operators reluctant to implement SMS

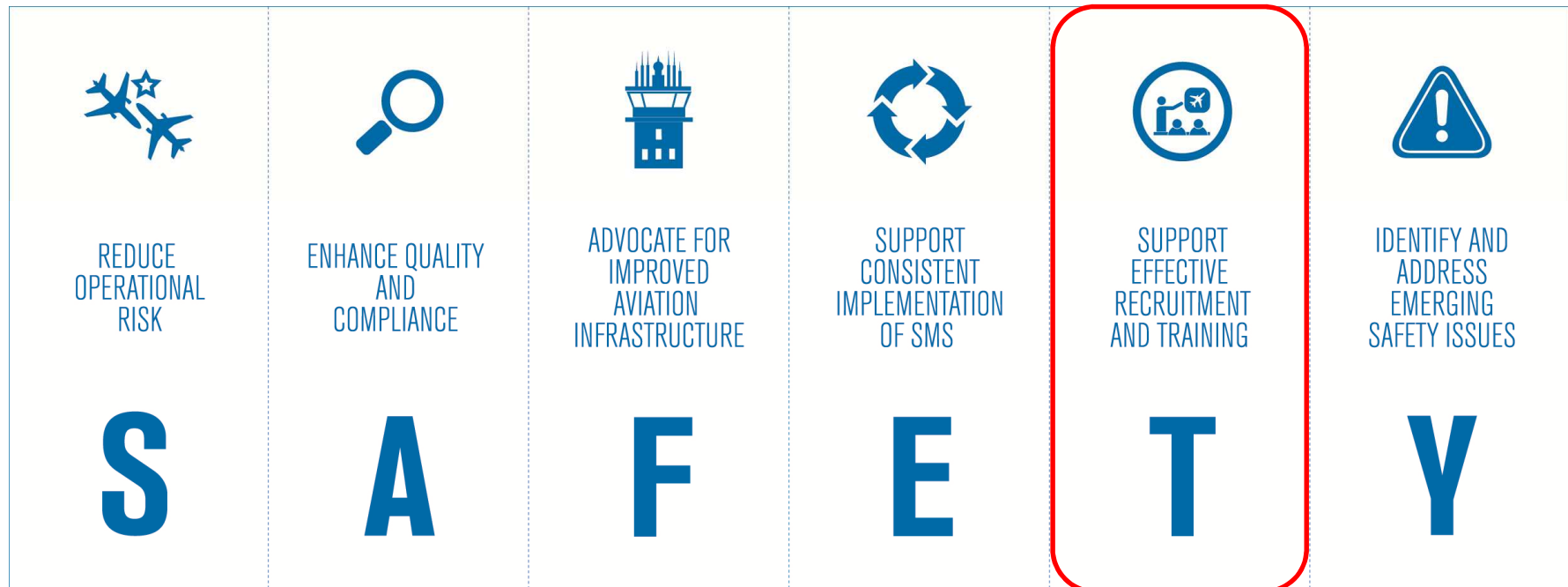
## Challenges for Audit Organisations

- In some regions, assessing an SMS structure before a SSP has been published
- Interpretation and understanding of SMS provisions
- On-going guidance and training needed for Auditors

# SMS and the Regulators

- Some NAA not fully ready
- Compliance vs. Performance based environment
- Use of data
- Regulatory intervention on specific high level issues:
  - Volcanic ash
  - Overflight of conflict zone

# IATA Safety Strategy





# Support effective recruitment and training

- SMS Training for Industry and regulators
- SMS training mainly based on ICAO early guidance
- Overall improvement in training needed to address SMS maturity and evolution



# Support effective recruitment and training

- More practical approach needed
- Lack of clear SPI and ALOS
- Inspectors SMS training key issue for PB Oversight implementation





# Thank you

## Safe Journey

SM ICG  
22<sup>nd</sup> May 2015

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the airline industry

