The Safety Management International Collaboration Group (SMICG)
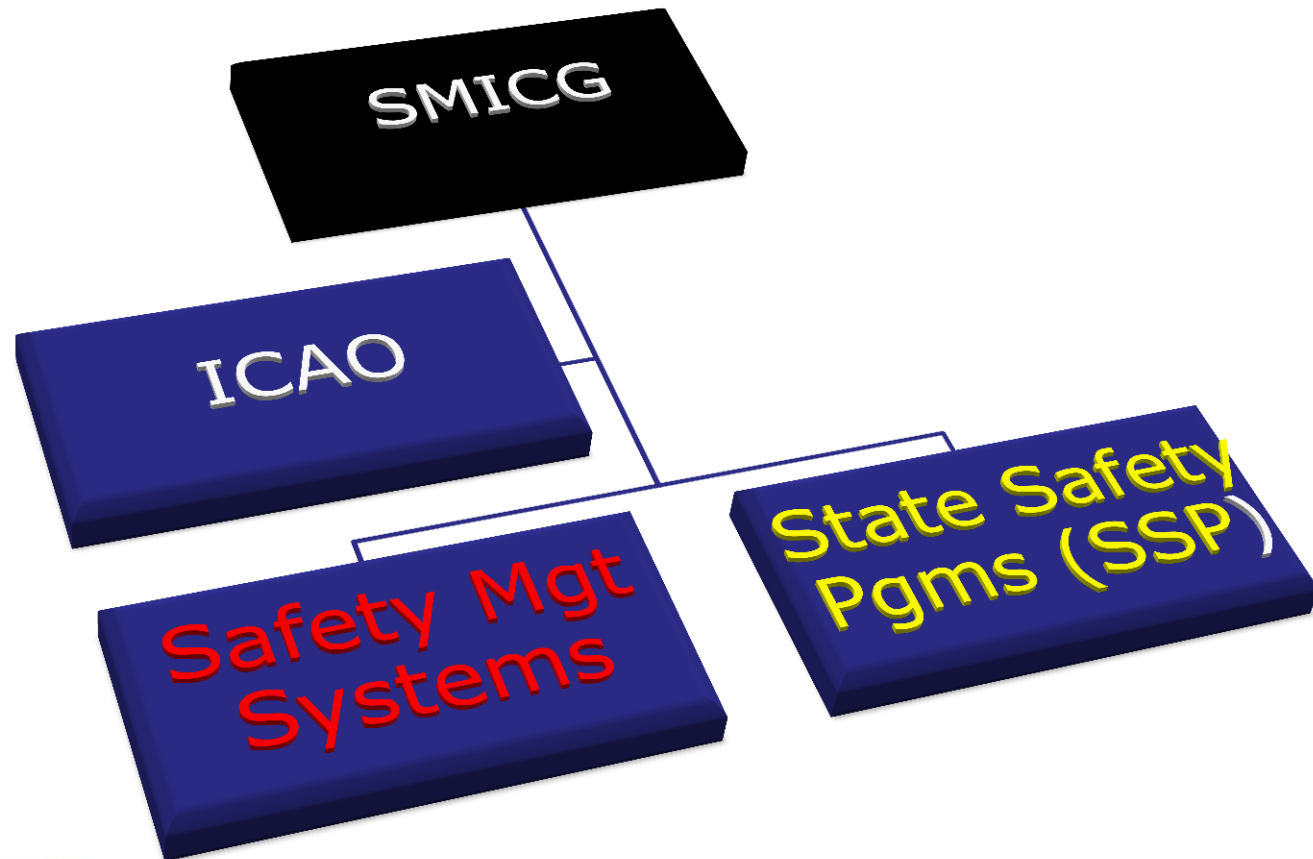
Hanif Mawji
Transport Canada

Mandate & Background

- Founded by TCCA, EASA & FAA

- Promoting a common understanding of safety management principles and requirements and facilitating their implementation across the international aviation community

- Approximately 15 Member States from 5 continents & ICAO as members & observers (and growing)
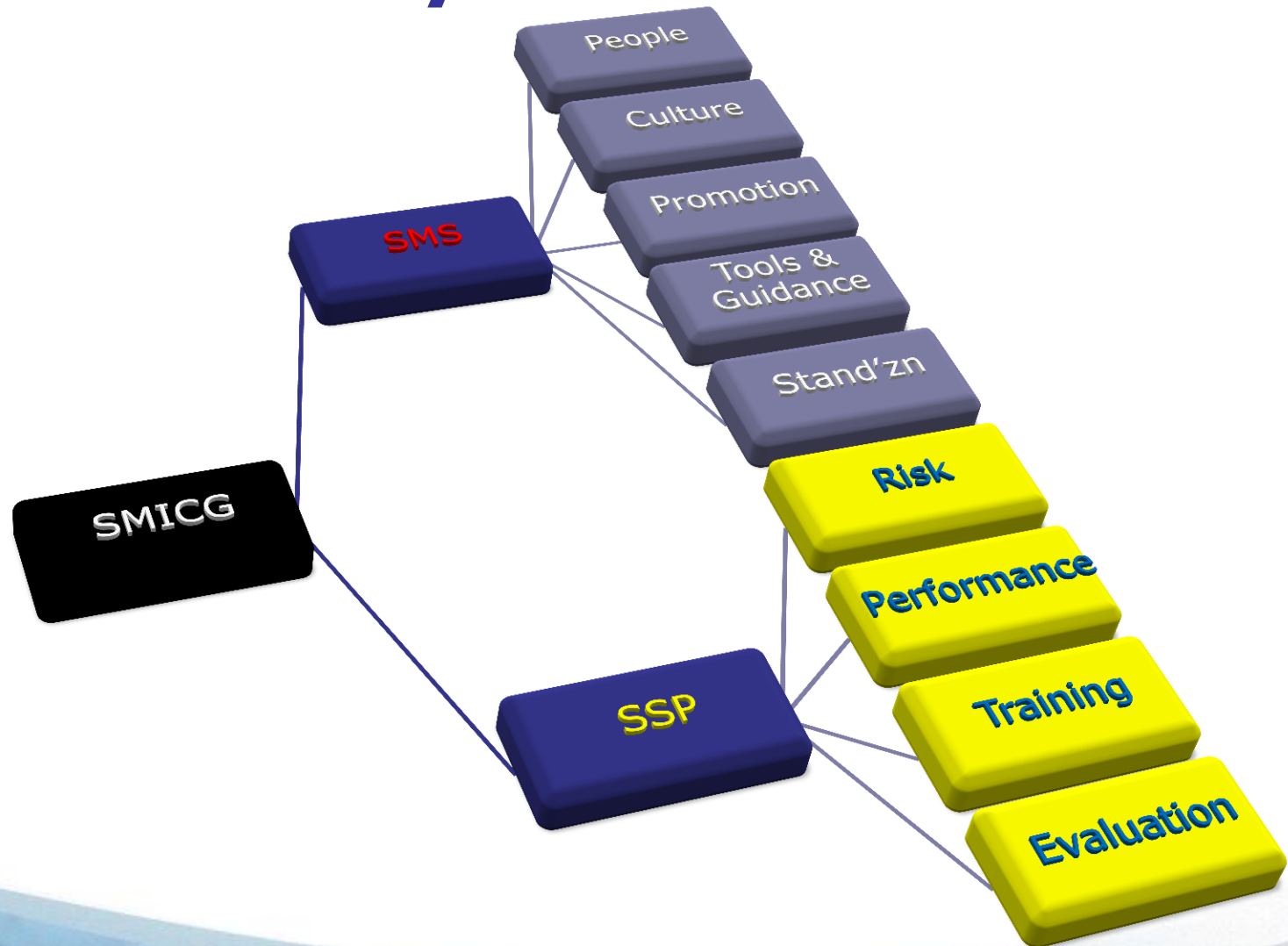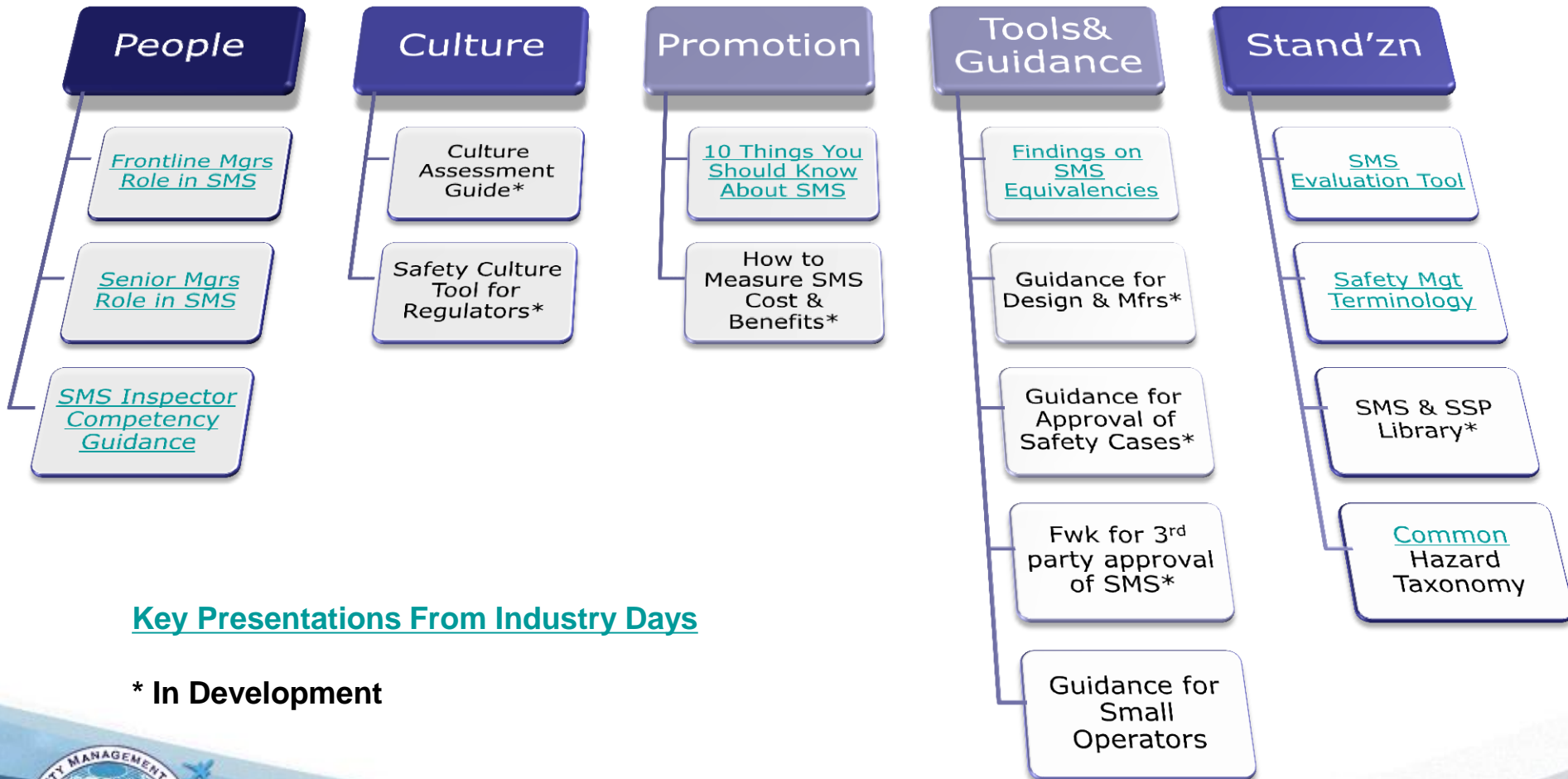
Focus

Key Materials

Key Materials - SMS

People
- Frontline Mgrs Role in SMS
- Senior Mgrs Role in SMS
- SMS Inspector Competency Guidance

Culture
- Culture Assessment Guide*
- Safety Culture Tool for Regulators*

Promotion
- 10 Things You Should Know About SMS
- How to Measure SMS Cost & Benefits*

Tools& Guidance
- Findings on SMS Equivalencies
- Guidance for Design & Mfrs*
- Guidance for Approval of Safety Cases*
- Fwk for 3rd party approval of SMS*
- Guidance for Small Operators

Stand'zn
- SMS Evaluation Tool
- Safety Mgt Terminology
- SMS & SSP Library*
- Common Hazard Taxonomy

Key Presentations From Industry Days

* In Development

Key Materials - SSP

RISK

- *Risk Based Decision making*
- *Guidance for Risk & Perf Based Oversight**
- *Establishing the "Risk Picture"**

TRAINING

- How To Support Successful SMS & SSP

EVALUATION

- Joint Safety Assessment Methodology*
- SSP Assessment Tool*

PERFORMANCE

- SPMA Concept
- SPMA Process*
- Acceptable Levels of Safety Perf.*
- Future State of Safety Data Analysis*
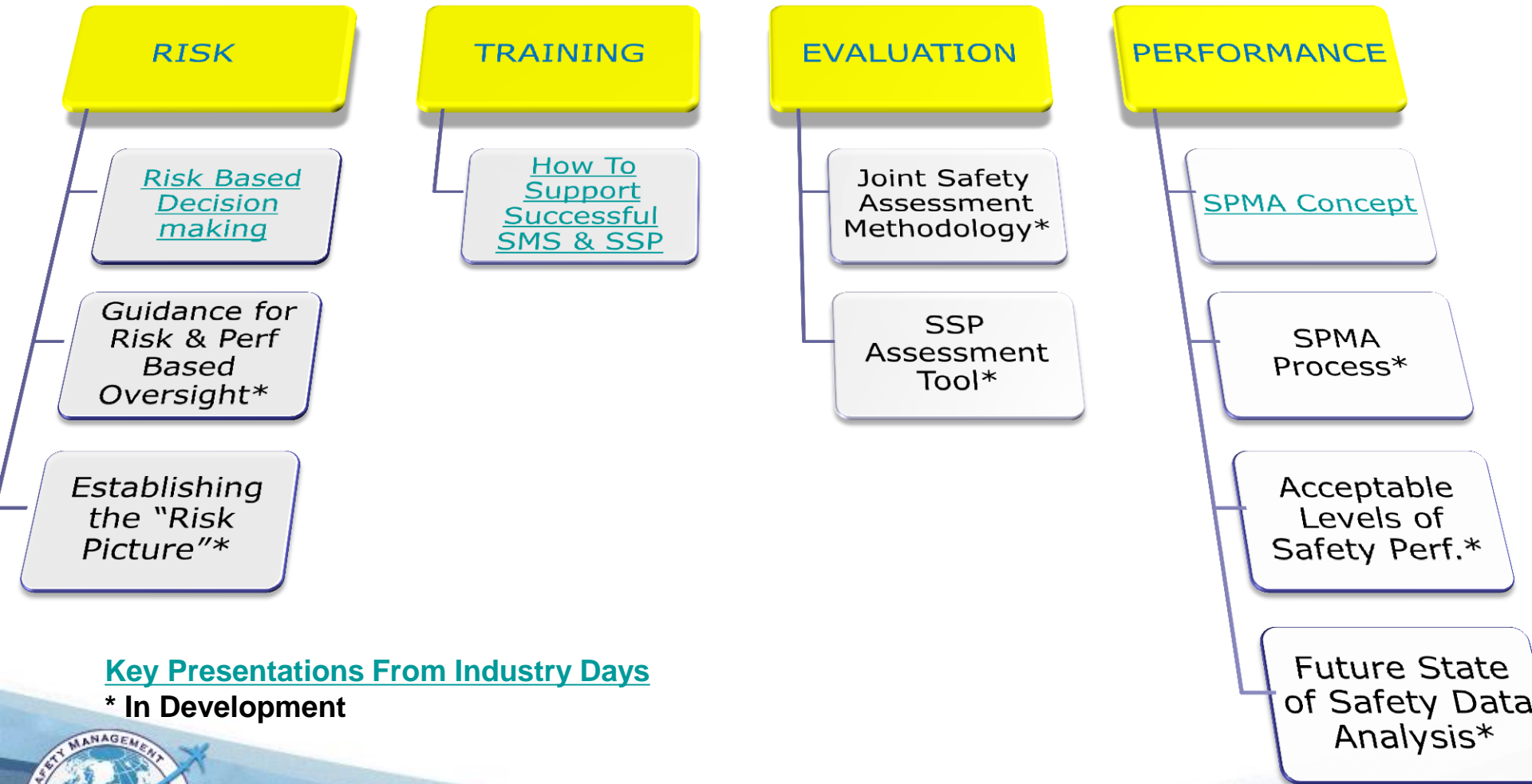
Key Presentations From Industry Days
* In Development

Standardization

- Development of a Common Hazard Taxonomy
- Hazard Taxonomy Examples
- Safety Management Terminology

Promotion

- 10 Things You Should Know About SMS
- Industry Day Events
- The Frontline Manager's Role in SMS
- The Senior Manager's Role in SMS

Guidance/Tools

- A Common Approach to Safety Performance Measurement (SPMA) Paper
- A Systems Approach to Measuring Safety Performance – The Regulator Perspective
- Determining the Value of SMS
- How to Support a Successful SSP and SMS Implementation – Recommendations for Regulators
- Measuring Safety Performance Guidelines for Service Providers
- Risk Based Decision Making Principles
- SM ICG SMS Evaluation Tool
- SMS for Small Organizations
- SMS Inspector Competency Guidance
- SMS Integration – Points to Consider
- SSP Assessment Tool

Resources

- SM ICG Description Paper
- SM ICG Terms of Reference

Upcoming Guidance Materials

- Available Now:
  - The ***Determining the Value of SMS*** product is available at http://www.skybrary.aero/index.php/Determining_the_Value_of_SMS
  - Group member for this – excellent overview of the costs and benefits of SMS

Upcoming Guidance Materials

- Training Program Outline for Inspector SMS Competency (hopefully ready to publish later in 2016).

The following will likely not be ready to be published until 2017:

- Comprehensive Safety Performance Management Document

- Safety Culture Evaluation Tool and Guidance

- Alignment of SSP Assessment Tool with Annex 19 Amendment 1
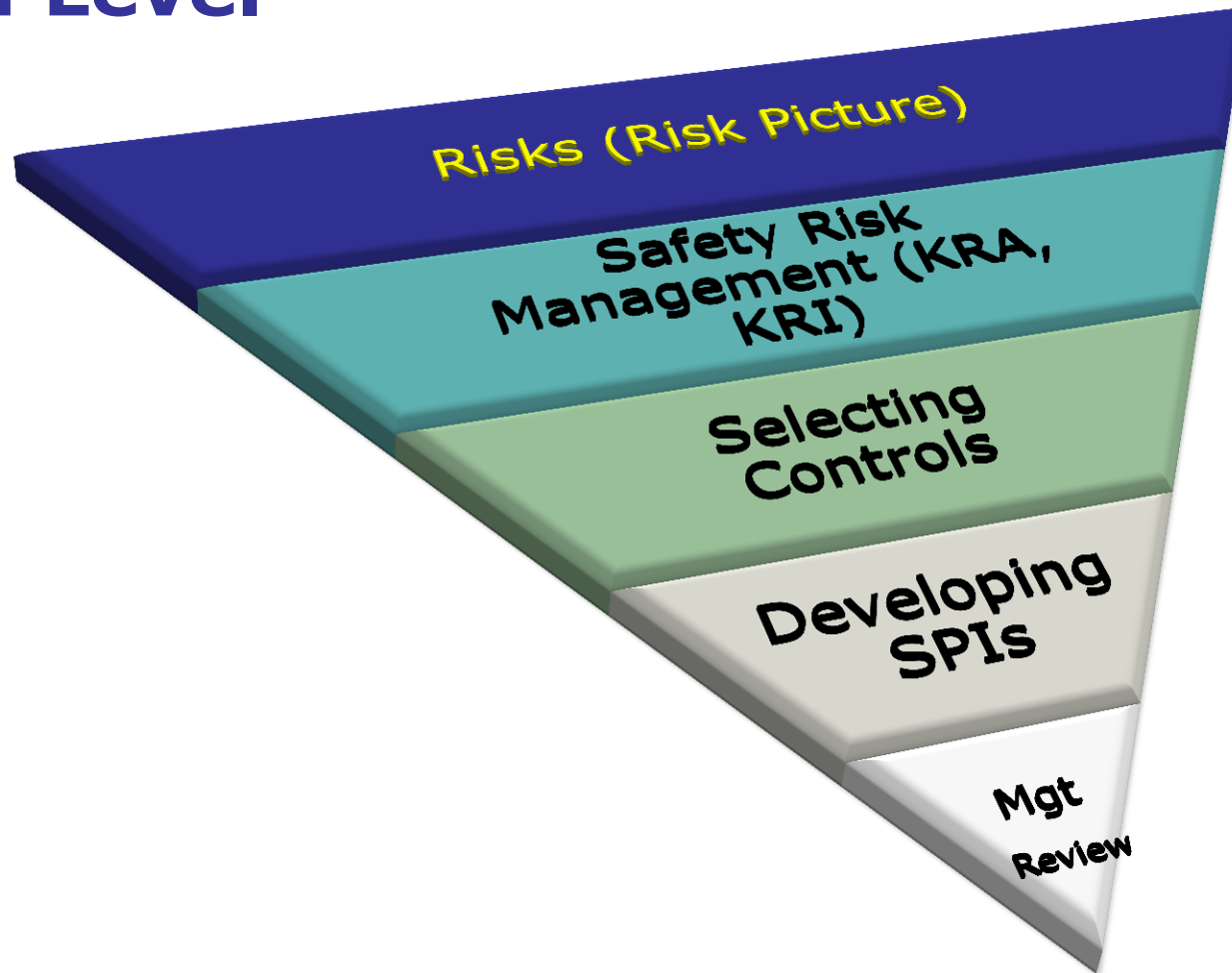
An Example: SPMA process

Objective

- Provide a high level process and practical guidance to implement safety performance management

Vision

- State safety agencies would be provided this document to assist in the design of their **safety performance management programs,** in turn enabling consistency and opportunities for sharing performance improvements between States

SPMA process – High Level

Risks (Risk Picture)

Safety Risk Management (KRA, KRI)

Selecting Controls

Developing SPIs

Mgt Review

Sample SPI table for a Key Risk Area/Issue

TIER 1	What Are The Risks?		
	SIGNIFICANT FUME EVENTS **Reported injury or incapacitation** **Detected or reported cases of fumes**		
TIER 2	**What should the SP's be doing?**		
	Airline Procedures	**Promo/Education**	**Ensuring Better Compliance**
SPI	Awareness of staff on the process controlling carry-on baggage containing dangerous goods	Survey of passenger awareness by the airport SP of the ban on carry on of lithium batteries into the cabin	# of internal reports on the carry on baggage compliance program carried out under the SP's SMS
SPI	# of incidents and corrective actions where carry on baggage with dangerous goods enters the aircraft		% increase in the internal inspections of the COBCP carried out under the SP's SMS
Inter-Tier			
TIER 3	**What are Activities /Drivers at the Regulator Level**		
SPI	Infiltration tests by the Regulator (Cabin Safety Inspectors attempt carry on dangerous good items onto aircraft)	Aviation Security Regulator introduction of a parallel information campaign (boxes to deposit dangerous goods – counting the number of dangerous goods in the boxes after each week).	Decrease in the number of non-compliance (findings) by XX% over a period of YY years
SPI			% increase in carry on baggage control program inspections
Inter-Tier			

Questions?