The Pilot role in SMS

Abad&Mendi

ECA

Objetive

Highlight the importance of the pilot as key role in SMS
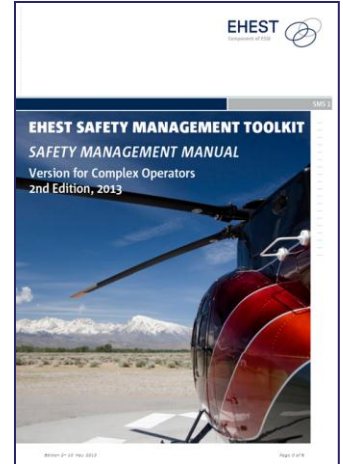
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Introduction

- Safety in not absolute
- SMS continue to develop
- Little focus on ***Proactive Safety Management***
- Compliance vs Safety Performance
- Pilots must be involved

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EASA SMS Tool kit

- We welcome the inicitative
- "A Copy-Paste" is not a suitable solution
- EASA => SMM => Living Document
- Standarization, coordination and cooperation across EASA state members
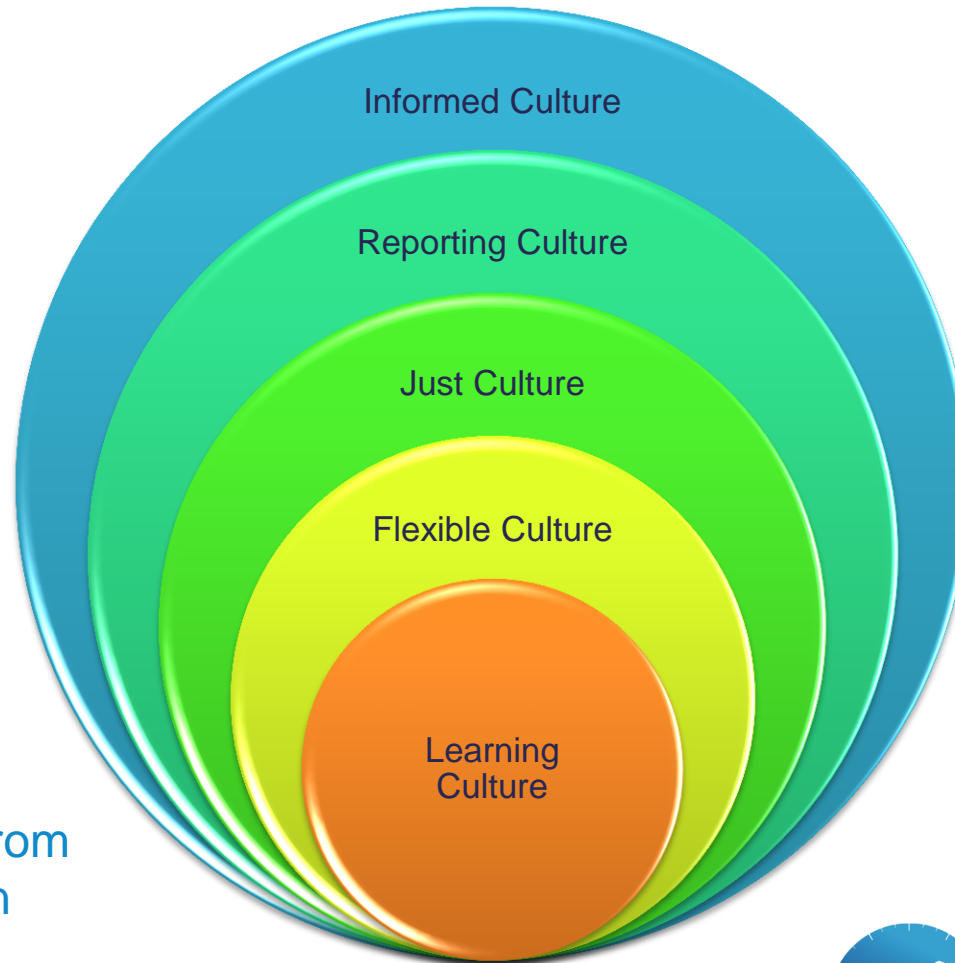
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Safety Culture

- Safety first, really?
- What we have (policies, documents…)
- What we are and what we do is next
- Safety Culture is nothing we can comply with. It is or it is not part of us.
- Just culture
- Protection of reporters

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A safety culture exists only within an organization where each individual, regardless of their position, assumes an active role in error prevention

Gary Eiff, Purdue University

Informed Culture

Reporting Culture

Just Culture

Flexible Culture

Learning Culture

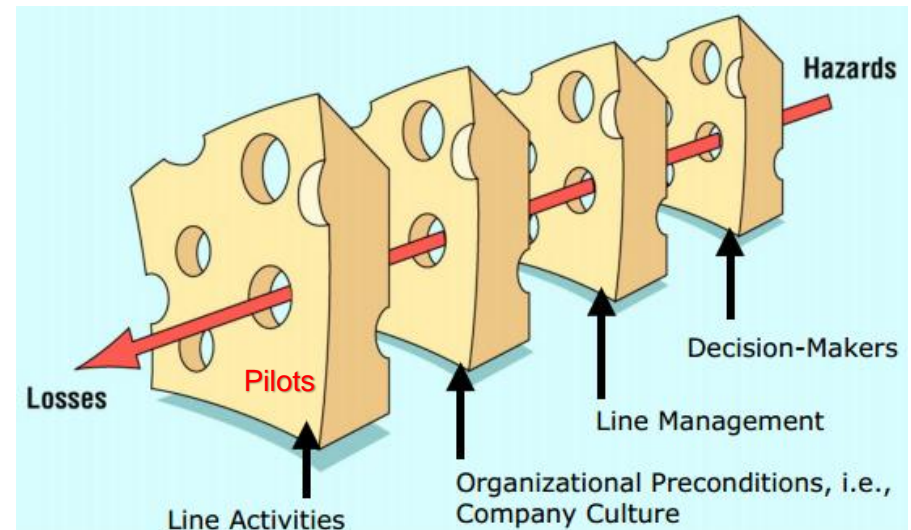Adapted from
J. Reason

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Responsibilities

- Responsiblities are well identified across levels within the SMS framework

- Where are the pilots? Simply customers?

- "Users & Victims" of the system

- To managing risks, detecting errors, dimishing the incidence and mitigating the consequences

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Safety Risk Management

- Moving to a position of proof

- Pilots are safety managers

- New approach to managing risks where pilots are key

Safety Risk Management

- SMS is to protect ourselves against active & latent conditions

- Pilots are the only part of the system able to tackle both Active & Latent Conditions

- A top-down hazard identification and risk analysis plan is needed

- Ongoing process in which feedback is key

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Training

- Compliance vs Training
- Training the Pilots in SMS
- Lots of questions and just one answer
  - By reducing certain events the cost benefit ratio automatically increases… so does our safety performace!!!
- Risk Management Training is essential

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Flight Occurrence Report

- Without informations SMS is an empy shell!
- FDR vs Report
- Feedback

No one known the real performance of the operation better that the operative personnel

Daniel Mauriño

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Conclusions I

- Pilots as active player within our SMS
- Training the pilots to safely perform within this new framework is therefore key
- Safety Culture becomes more than a "nice word to have"
- Not simply "users and victims" of the system but "managers"

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Conclusions II

- Pilots are the only part of the system able to tackle both Active & Latent Conditions

- New approach to managing risks where pilots are key

- Risk Management Training is vital

- By becoming so technical we cannot forget the Human Factors involvement & Training

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THANK YOU!

¡GRACIAS!

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