



Fédération Française Aéronautique

SAFETY MANAGEMENT SYSTEM for Small and Medium Aero clubs by French Aeronautical Federation

PRINCIPLES AND TOOLS

PROPOSED BY THE FFA TO ITS MEMBERS

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FEDERATION FRANÇAISE AÉRONAUTIQUE

French Powered Flight Federation

Federates 600 flying clubs
40 000 active private pilots, 550 000 flight hrs/year
2200 light aeroplanes, 2000 Flight Instructors, 450 airfields
provides
methods, assistance and tools,

SMS FFA

The FFA has decided to implement a voluntary SMS system with the aim
to reduce the number of incidents and accidents
The SMS defines practical solutions to improve safety

SAFETY MANAGEMENT PRINCIPLES

To fly with appropriate safety level

ALL FLIGHTS INTEGRATE AN IMPORTANT PART OF SAFETY

Initial and continuing instruction flights are based on:

- CBT (Competence Based Training)**
- TEM (Threat and Error Management)**
- REX (Occurrence reporting)**

A Safety Committee is in place at national level

A representative for Safety Prevention is appointed in each aero club

SAFETY COMMITTEE

To fly with appropriate safety level

A Safety Committee is in place at national level

**A representative for Safety Prevention is appointed in each region
These representatives have been trained by the national committee**

**A representative for Safety Prevention is appointed in each aeroclub
He/she can be advised and helped by the regional representative**

KNOW YOUR RISKS

Within the framework of its safety policy, the FFA has identified two types of risks:

- 1) **Potential risks** revealed by a structured risk analysis run by the aero club's management, guided and aided by the application ***AERODIAGNOSTIC***
- 2) **Tangible Risks** encountered by pilots/mechanics and reported via an Occurrence Reporting application ***REXFFA***.

KNOW YOUR RISKS

EXPERIENCE AND DEVELOPMENT

1) **Potential risks**: the dangers and the risks identified via ***AERODIAGNOSTIC*** are important because the analysis is performed before the problems arrive

2) **Tangible Risks** encountered by pilots/mechanics and reported via an Occurrence Reporting application ***REXFFA***
This tool enables risks to be documented, even minor events.

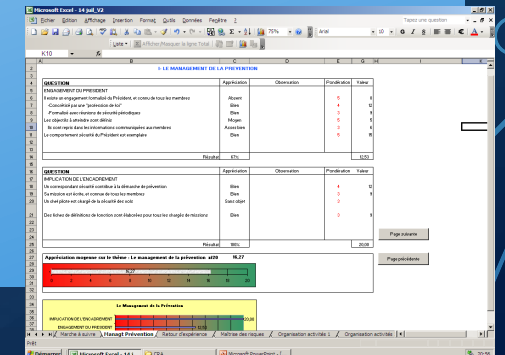
These actions enable the reduction of events and accidents

AERODIAGNOSTIC Application

an Aid for Analysis of Functioning

A questionnaire for aero club's management

How activities are operated?
How initial and refreshment training are delivered?
How aircraft maintenance is monitored?
How occurrence reports are processed?
How aero club's facilities are managed?
How aero club's management is effective?



AERODIAGNOSTIC Application

an Aid for Analysis of Functioning

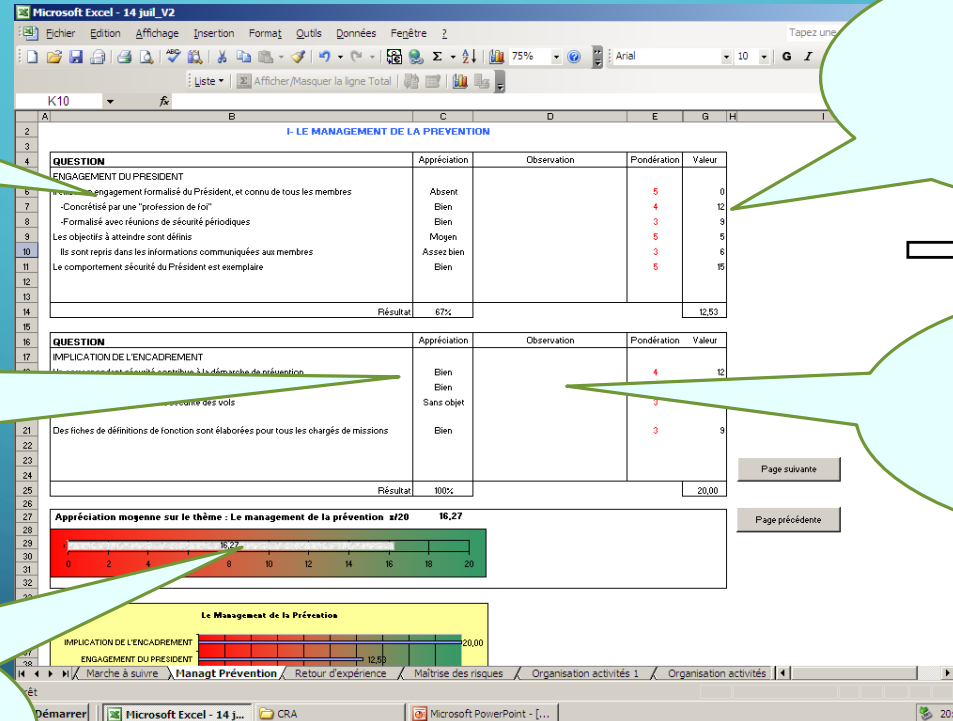
Subject questions

Responses
Good – Average –
Absent or not
applicable

Level of importance

Score

Comments



REXFFA Application

an Aid for Occurrence Reporting

The *REXFFA* application:

- collects pilot's reports,
- forwards reports to the authorised aero club's analysts,
- builds up an FFA event data base accessed by all aero club members on the FFA web site
- enables compliance to European Regulation (EU 376/2014)
- aimed to feed ECCAIRS data base (European Co-ordination Center for Accident and Incident Reporting),
- publishes a subset of interesting events on the FFA web site (preserving anonymity)

FOLLOW UP OF RISK IDENTIFICATION

Once an aero club has identified potential and tangible risks (aided by applications *AERODIAGNOSIC* and *REXFFA*), the aero club:

- 1) determines mitigation **MEASURES**
- 2) sets up an implementation **PLAN**

IMPLEMENTATION PLAN

A written document internal to the aero club which:

- summarises issues revealed by AERODIAGNOSTIC and REXFFA
- defines objectives and actions
- plans implementation
- specifies practical conditions: responsibility/ schedule/ monitoring
- It can aid communication with the external authorities (DGAC)

COMMUNICATION

Aero clubs are invited to make known the implemented actions in their organisation to the FFA

Then the FFA notifies the actions to all aero clubs via its website and via its regular publications such as “Info Pilot” or “Talking safety”