



SMS INDUSTRY WORKSHOP

From Insight to Action: Advancing Aviation
Safety with SMS & RBO



Safety Reporting System

Nival Ranjith

ICAO definition of Safety Management System (SMS) in Annex 19 and Doc 9859 is the following:

A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies, and procedures.

Key components:

Safety Policy and Objectives, Safety Risk Management, Safety Assurance, Safety Promotion.

ICAO definition of Risk-based Oversight is the follows:

The risk-based oversight provides that a risk profile is drawn up for each company under CAA surveillance, taking into account both the intrinsic complexity characteristics and the performance in carrying out the activities under the CAA certification.

With this new system, the civil aviation industry will be required to reach a certain level of performance, whilst being provided a larger degree of freedom to choose the method to achieve their target.

SMS & RBO Implementation resistance:

1. Lack of leadership commitment
2. Poor training and awareness
3. Resistance to change
4. Ineffective risk management
5. Focus on compliance over culture
6. Lack of communication and reporting culture
7. Insufficient follow-through
8. Poor planning and resources

SMS & RBO Implementation represent the following:

1. Complex and long-term and continuous process
2. Inherently proactive, top-down approach
3. Not just reactive
4. Safety Risk is measured by severity and probability
5. Multi-disciplinary effort
6. Success depends on overcoming resistance to change, strong safety culture, integration of human factors and data analysis.
7. Requires a strong reporting culture

Reporting

Recap Reporting

Regulatory Requirement – CAR Part 140.02.1 Subpart 2: SAFETY DATA AND SAFETY DATA COLLECTION, ANALYSIS, PROTECTION, SHARING AND EXCHANGE

The Director and an entity referred to in regulation 140.01.1 shall each establish—

1. Mandatory safety reporting system that includes the reporting of incidents.
2. Voluntary safety reporting system to collect safety data and safety information not captured by a mandatory safety reporting system.
3. Confidential safety reporting system to facilitate the collection of information on actual or potential safety deficiencies that may not be captured by a mandatory or voluntary safety reporting system.

NB: SDCPS to capture, store, aggregate and enable the analysis of safety data and safety information.

Reporting Regulatory Requirements – CAR Part 140.02.2

An entity shall report:

1. Accidents as soon as possible, within 24 hours from the time of the accident.
2. Serious incidents as soon as possible, within 48 hours from the time of the incident/serious incident.
3. Incidents as soon as possible, within 72 hours from the time of the incident and other safety related occurrences as per the schedule agreed with the Authority.
4. An entity shall report any hazard with intolerable / high / unacceptable risk identified through its SMS to the Authority within 30 days of it being verified through its SMS processes. The report shall include the mitigation actions taken to address the risk

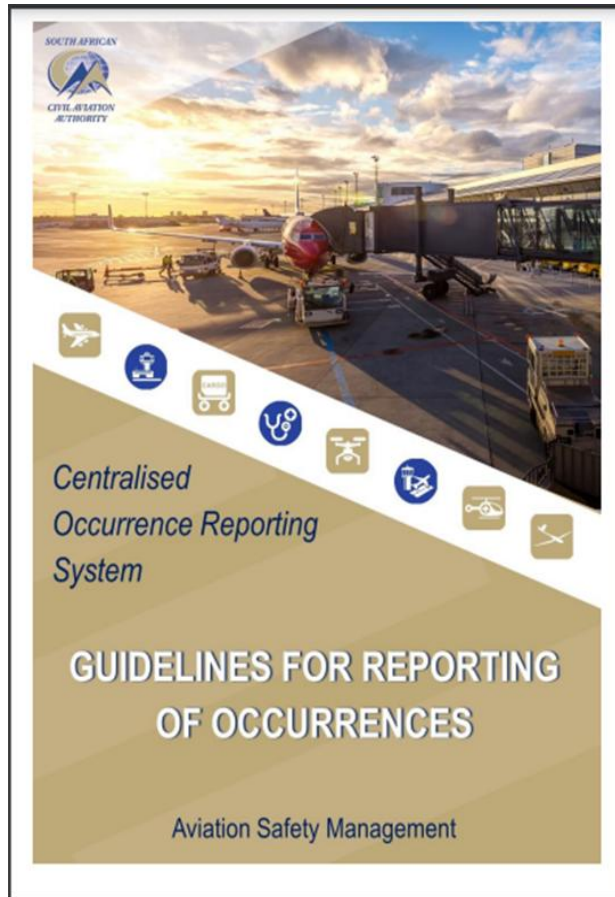
Guidelines For Reporting

How to Report to the SACAA

SACAA website using Centralised Occurrence Reporting System (CORS)

Completing a Smart PDF, also available on the SACAA website - (Email and e5x)

Linking the operator's electronic reporting system to CORS.



Submit your report immediately



Fill out and submit a PDF form

Central Safety Reporting

CENTRALSAFETYREPORTING@CAA.CO.ZA

- Logged on CORS
- Reference number
- Useful for submitting multiple reports
- Can be used to submit further information

Centralised Occurrence Reporting System (CORS)

- ECCAIRS
- Externally shared between SACAA & AIID
- Centralised Occurrence Database
- Provides the structure and means to collect data from each occurrence
- Data collected is used for RBO

Consistency & Standardisation

- SMS
- Quality Control & Accident / Incident Investigation Review
- Exemptions & Regulatory Development
- International Missions

Accident / Incident Investigation Review

- In Terms of Part 140
- AIID Safety Recommendations
- Risk Assessment TGM
- Complete review of the functions and output of SMS
- Data collected used for RBO
- Can be a trigger for Management of Change



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SAFETY CULTURE VALUES

THANK YOU!

