

SM ICG PARIS 2022

**Industry Day - October 18, 2022 - DGAC, 50 rue Henry Farman 75015 Paris
FRANCE**

ABSTRACTS & SPEAKER BIOS

DSNA

DSNA facing Covid crisis : How a mature SMS contributes to manage the crisis?

Estelle Le Guilcher : Safety director of DSNA (French ANSP)

Abstract : This presentation shares the French ANSP feedback regarding its SMS during and after Covid-19 crisis. Starting from the definition of resilience and a reminder of SMS pillars, it shows the concrete issues that arose (such as identifying specific risks due to crisis and traffic volatility, maintaining the competence of ATCOs, and promoting safety during this unprecedented period) and the practical actions that had to be performed. It concludes with the results from an operational and safety point of view, showing how the SMS enabled DSNA to ensure daily operations in safe conditions during and after the crisis.

Bio : Estelle Le Guilcher is an engineer graduated from Ecole Polytechnique, the French public institution of higher education and research. Her multidisciplinary scientific training was completed by a Master's degree in Public policies from Ecole des Ponts ParisTech, and by a private pilot licence.

She has 10 years of experience in ATM/ANS, joining the French ANSP in 2012 : first as a project manager in the Parisian operational services, then as the deputy and head of Airspace department of the Operations Directorate, then as head of the South-West operational services in Bordeaux, and finally as the Safety director of DSNA, her current position.

Before her career at DGAC/DSNA, she completed several internships and missions in the Air Force, in China, at Saint-Gobain, Thalès Air System and in the Airports Department of the French Civil Aviation Technical Service of DGAC.



TRANSAVIA FRANCE

SMS and Covid-19 crisis – Transavia Feedback

Sébastien Mir : Director Compliance and Flight Safety Transavia France

Abstract : This presentation shares Transavia France feedback regarding SMS key role during covid-19 crisis. This will be developed in three phases: first phase during total cessation of activity for 3 months, then the resumption of flights with high summer activity and finally the management of « standard » operation despite Covid-19 pandemy generating several succession of reduced activity.

Bio : **Sébastien Mir** is graduated aeronautical engineer with 20 years of experience in airlines operations.

After a first experience in the aeronautical industry and in particular several missions for Airbus (Aircraft Performance, Avionics), he worked for different French airlines as flight ops engineer (Airlib, Aéris, Aero Services). Finally, he joined Transavia France in 2007 to be in charge of compliance and flight safety. Therefore, he participated in the SMS implementation in Transavia France. He is also now in charge of crisis management and sustainable development within Transavia.



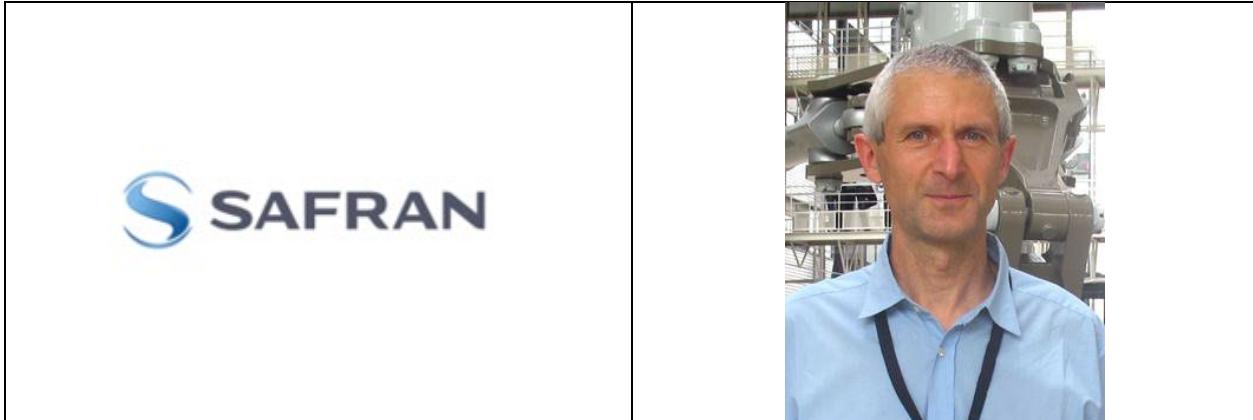
SAFRAN LANDING SYSTEMS

SMS, Proactive approach in a global context including suppliers

Fabrizio Dido : Airworthiness & SMS Manager at Safran Landing Systems

Abstract : Safran Landing Systems has implemented a Safety Management System from 2014. In today's post-Covid and crisis situation, new challenges are emerging, requiring to involve the SMS more and more, in order to anticipate potential impacts on safety. The voluntary reporting is a new element from SMS which contributes to gathering weak signals triggered by human, organizational and technical factors. It involves all stakeholders, in the company and throughout the supply chain. In the perspective of the Safran Landing Systems SMS, this is key in the proactive approach to safety risk management.

Bio : **Fabrizio Dido** is graduated as Mechanical Engineer at the Politecnico of Turin (Italy). Joined Leonardo (former Alenia) to work in the military area, for 11 years was Reliability & Safety Engineer, mainly involved in the development of the Eurofighter. In 2000 moved to the Headquarter of Eurofighter to operate as Airworthiness Manager, was directly involved in the certification of the aircraft. After 11 years, in 2011 joined Safran Landing Systems as Airworthiness Manager. In 2014 was nominated Project Leader for the DOA that was granted to Safran Landing Systems in 2015. From 2019 endorses the role of SMS Manager to deploy the SMS in Safran Landing Systems.



FFA

SMS Implementation for General Aviation – FFA (French Aeronautical Federation)

Daniel BOLOT and Gérard COUVREUR French Aeronautical Federation (FFA)

Abstract : The French Aeronautical Federation ((FFA) helps the 600 aero clubs for the developpement of their activities under the best possible conditions. An important action consists in helping the clubs to put in place a safety policy. Therefore, the FFA elaborates and proposes to the aero clubs strategies and means to put in actions this policy. These actions permit the creation of tools to indentify dangers and risks. Equally, numerous regional meetings enable safety representatives to carry out the actions of FFA.

Bio : Daniel Bolot is a member of the management committee of the French Aeronautical Federation (FFA). He manages the aero clubs and developpement committee of the FFA. He organizes numerous training courses related to flight safety. He makes contributions to many safety documents. Daniel is a FI (Flight Instructor), FE (Flight Examiner) and SFE (Senior Flight Examiner). He works in an aero club on voluntary basis.

Bio : Gerard Couvreur is a Member of national safety committee of the French Aeronautical Federation (FFA) correspondent REXFFA for aero clubs. In charge of safety prevention in Region Haut de France and in is aero club in Lille.

 Fédération Française Aéronautique	
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TIME TO FLY

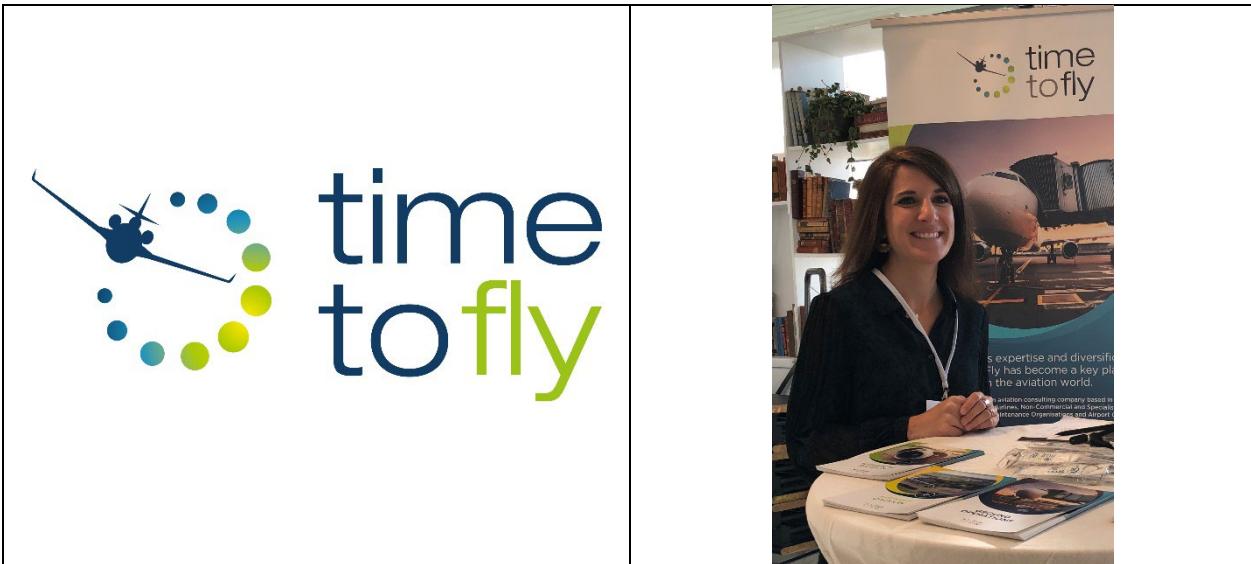
SMS for small operators : what has changed in the last two years

Julie Audouit : Time to Fly Executive Director

Abstract :

Time to Fly Compliance and Safety support services are mainly oriented towards small operators : business aviation, NCC and SPO operators, but also small aerodromes. Therefore, we are well aware of the difficulties faced by these operators, and we provide them with solutions to best adapt regulatory constraints to their type of operations.

Bio: Julie Audouit joined Time to Fly 10 years ago shortly after her studies at ENAC, attracted by the challenge of developing this small consulting company. She created the Air Operations Department to provide support to all types of air operators (CAT, NCC, SPO). As Executive Director, she now supervises Time to Fly's three departments : Air Operations, Technical and Airport.



FLIGHT SAFETY INTERNATIONAL

Training for Safety

Pamela CRIPPS - Global Safety Manager, Flight Safety International

Abstract: Since 2020, FlightSafety International has embarked on changes to transition the industry's mindset of training according to regulatory standards to training for competent preparedness. Anyone who has taught a teenager to drive knows the difference in competency between passing the driving test and being prepared for what the other driver might do. This presentation will discuss FlightSafety International's use of data to create training scenarios based on actual threats to safety.

Bio: Pam Cripps entered aviation after spending 8 years as co owner and operator of a lawn care and landscape business in Findlay, Ohio. In 1995 she enrolled at Bowling Green State University to pursue a Bachelor degree in Aviation Studies. During that time, she was a contributing author for Plane and Pilot News, interned with the National Transportation Safety Board in Washington, DC and spoke at FAA Safety Seminars on aviation human factors topics. Pam is a type rated pilot in the CE-500, holds a Commercial Pilot Airplane Single Engine & Multi Engine Land, Certified Flight Instructor Airplane, Instrument, Advanced Instrument Ground Instructor ratings and Remote Pilot Certification. She earned a Masters in Aeronautical Science from Embry-Riddle Aeronautical University where she specialized in Human Factors in Aviation Systems and Space Studies. Pam joined FlightSafety International in 1999 and instructed in the KingAir 200 and Citation 500 series aircraft at the Toledo Learning Center. She was awarded the FAA Instructor of the Year for the Cleveland Area District in 2002 and for the Great Lakes Region in 2003. Since then, she assisted with the design and implementation of FlightSafety's Quality Management System and companywide ISO-9001 registration. Pam designed and facilitated the implementation of FlightSafety's FAA recognized SMS which was the first for a Part 142 Operator. Pam currently works at FlightSafety's Columbus, Ohio Corporate Headquarters supporting the ongoing improvement of the SMS.

FlightSafety
INTERNATIONAL



UNION DES AÉROPORTS FRANÇAIS & AÉROPORTS DE PARIS

Collaborative Aerodrome Safety Highlights – the implementation on Paris-Orly airport.

Olivier SCIARA, Safety, Air Navigation and Technical Delegate - Union of French Airports (UAF), and **Laura PAULAI**s, Airside Safety Manager - Orly Airport/Groupe ADP

Abstract : CASH data is information on specific features of an aerodrome that pilots are likely to face on arrival, on the ground or on departure. It is intended to enable them to better prepare a flight. CASH complements the regulatory information (AIP, NOATM, SupAIP), it does not replace them. It stems in particular from the analysis of safety occurrences and feedback from airline operators. In 2015, first CASH working group of French airlines, French ANSP (DSNA) and airport operators (incl. Groupe ADP) was led by DGAC. In 2019, Paris-Orly Airport published its first CASH.

Bio : **Laura Paulais** graduated from the ENAC (the French National Civil Aviation University) as an aeronautical engineer in 2015. She worked 4 years as a Technical Affairs Officer for FNAM (Fédération Nationale de l'Aviation et de ses Métiers) promoting airside safety and contributing to the implementation of security rules. She joined Groupe ADP in 2019 as Safety Services Office Manager for Paris-Orly Airport.

Bio : **Olivier Sciara** has a bachelor in Aeronautic Maintenance from Bordeaux University (1992). He was graduated as technical engineer (Cnam) in 2001. In 2009, Olivier obtained a Master from ENAC in Airport Management. After 17 years in Aeronautical, Space Industry, and Airports, he joined UAF&FA 10 years ago. Olivier is now Senior Officer in Safety, Air Navigation & Technical Affairs.

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 <p>DES HORIZONS À PARTAGER</p>	

ENAC

Resilience and safety management : Scales, ways forward, challenges

Corinne BIEDER, Head of Safety and Security Research Program/ French School of Civil Aviation (ENAC)

Abstract : In the framework of the SMS, safety is defined as a risk management approach. Depending on the scope of risks considered, some phenomena that can turn out to be hazards to operations (e.g. health like a pandemic or political like sanctions) will be addressed or not. Addressing them might support the management of their impact on operations.

However, limiting the scope of safety to risk management excludes what is needed to cope with daily contingencies, especially adaptation. There seems to be a discrepancy between safety as demonstrated and safety as practiced. To what extent can adaptation capabilities be considered in the current regulation regime essentially based on control ?

Bio : **Corinne Bieder** is a researcher in Safety Management at the Ecole Nationale de l'Aviation Civile (French Civil Aviation University). She is also part of the international think tank called NeTWork (New Technologies and Work- <https://network-network.org/>) and of the scientific group for strategic analysis of the FonCSI (Foundation for an Industrial Safety Culture).

She has been working in safety management of several high-risk industries, starting in the nuclear field and joining aviation more than 15 years ago. Among her topics of interest are safety management, including Safety Management Systems -their origins and deployment-, standardization and governance.



PROGRAM

0830 – 0900	Registration of participants
0900 – 0915	Opening Patrick Cipriani, director of the French civil aviation safety directorate
0915 – 0930	Introduction Andrew Larsen, SM ICG chair / Transport Canada
0930 – 0950	IOSA Risk-Based approach Matt Lillywhite, senior management safety risk / IATA
0950 – 1120	Part 1: SMS, a tool to overcome crises Estelle Le Guilcher, safety director / DSNA (French ANSP) Sébastien Mir, quality and safety director / Transavia France Fabrizio Dido, airworthiness & SMS manager / Safran Landing Systems Daniel Bolot and Gerard Couvreur, prevention and safety commission / Light aviation French federation (FFA)
1120 – 1150	Break
1150 – 1240	Panel discussion #1 (presenters plus moderator)
1240 – 1400	Lunch (<i>buffet offered by the DSAC</i>)
1400 – 1520	Part 2: Innovative approaches to SMS after the COVID-19 crisis Julie Audouit, executive director / Time to Fly Pamela Cripps, general director quality operations / FlightSafety International Olivier Sciara, safety, air navigation and technical delegate / Union of French Airports Laura Paulais, airside safety manager / Orly airport, Groupe ADP Corinne Bieder, head of safety and security research program / French School of Civil Aviation (ENAC)
1520 – 1550	Break
1550 – 1645	Panel discussion #2 (presenters plus moderator)
1645 – 1700	Closing Message