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

FFA Federates 600 flying clubs

40 000 active private pilots,
550 000 flight hrs/year
2200 light aeroplanes,
2000 Flight Instructors,
450 airfields

FFA provides methods, assistance and tools

FEDERATION FRANÇAISE AÉRONAUTIQUE

French Powered Flight Federation

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 and feedback)

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 (CRA) 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) <u>Potential risks</u>

revealed by a structured risk analysis run by the aeroclub's management, guided and aided by the application

AERODIAGNOSTIC

KNOW YOUR RISKS

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

2) <u>Tangible Risks</u>

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, reported via the Occurrence Reporting application ***REXFFA***

This tool enables risks to be documented, even minor events and a feedback is proposed by safety team.

These actions enable the reduction of events and accidents

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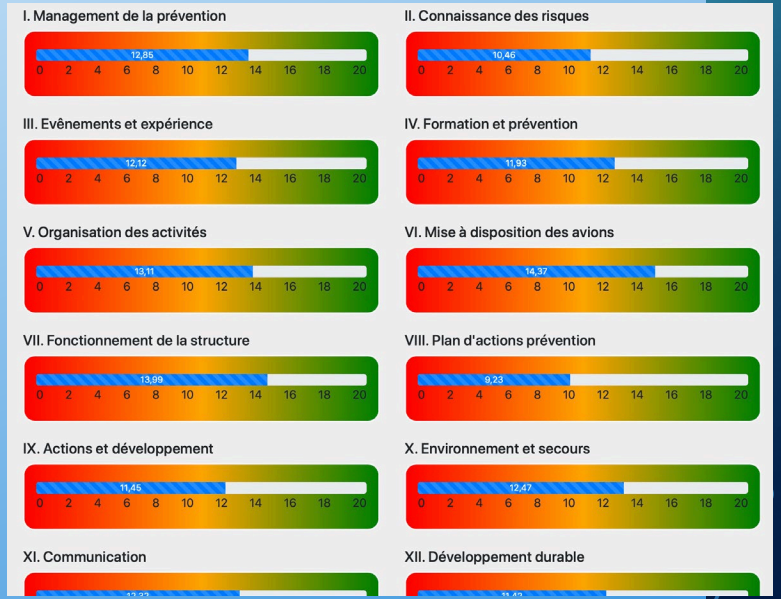
AERODIAGNOSTIC Application

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?



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AERODIAGNOSTIC Application

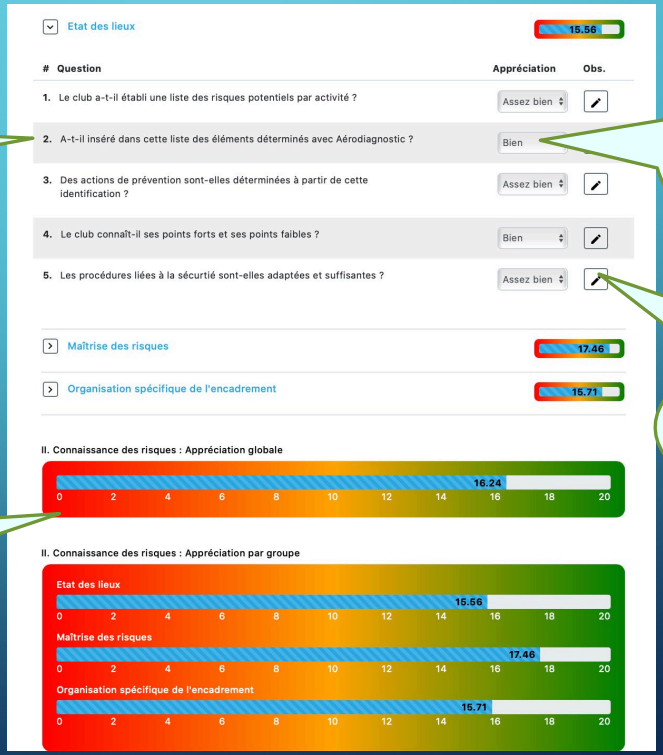
an Aid for Analysis of Functioning

Subject questions

Responses
Good – Average – Absent or not applicable

Comments

Score



REXFFA Application
an Aid for Occurrence Reporting

The *REXFFA* application:

- **collects pilot's reports,**
- **forwards reports to the authorised aero club's analysts, a feedback is added to the report**
- **builds up an FFA events 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 Systems),
- **publishes a subset of interesting events on the FFA web site (preserving anonymity)**

REXFFA Application

an Aid for Occurrence Reporting

Started in 2015, REXFFA is today :

- **more than 9200 events reported (REX) in >350 clubs, (>2200 in 12 last months)**
- **near 2000 REX published at the federal level (>560 in 12 last months),**
- **more than 1300 CRESAG (*REPORT of SAFETY RELATED EVENTS in GENERAL AVIATION*) send to DGAC, according EU 376/2014, and pushed in ECCAIRS data base (>420 in 12 last months),**

Go to : WWW.REXFFA.FR

FOLLOW UP OF RISK IDENTIFICATION

Once an aeroclub has identified potential and tangible risks (aided by applications *AERODIAGNOSIC* and *REXFFA*), this aeroclub:

1) determines mitigation MEASURES

2) sets up an implementation PLAN

IMPLEMENTATION PLAN

A written document, internal to the aero club:

- summarises issues revealed by AERODIAGNOSTIC and REXFFA
- defines objectives and actions
- plans implementation
- specifies practical conditions: responsibility/ schedule/ monitoring

This document can also aid communication with the external authorities (DGAC)

COMMUNICATION

The aeroclubs are invited to share their action plan with the FFA

The FFA can then notify the actions to all aeroclubs via its website and via its regular publications such as “Info Pilot”or “Talking safety”

COVID CRISIS

Difficulties during confinement:

- For pilots and instructors:
  - Loss of skills due to lack of practice
  - Difficulty in respecting the required regulatory experience

- For planes :
  - Need to run the motors even without flying
  - Calendar maintenance deadlines

Help:

the DGAC has granted derogations mainly in terms of calendar limit

COVID CRISIS

Difficulties in post-lockdown recovery:

- Adaptation for a resumption of flights obligatorily with an instructor (required by the majority of aeroclubs)
- flights with masks
- Disinfection of premises, aircrafts
- return of noise for residents

But… : biodiversity was able to flourish freely !

COVID CRISIS

For the future one main instruction :

ANTICIPATE !

don't wait the last minute…

- Regular training to maintain skills (training adapted according to practice..)
- Anticipate licences extensions
- Ensure that theoretical skills are maintained

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Many thanks for your kind attention !...