



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

SM-ICG, Industry Day, 18<sup>th</sup> of October 2022  
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## Introduction about Time to Fly

2009

Company set-up by  
Pascal RAVEL

Launch of the  
Technical  
department

2015

Launch of the Airport  
department



Sales Agent in 2018  
Reseller in 2020

2022

Development  
of Drones  
services

TODAY...



Launch of the Flight  
operations department

2013



Development of  
Sustainable Aviation  
Services

2020



Launch of Time to  
Fly MALTA

2022



**A team of 27 consultants based in  
Paris, Bordeaux, and Malta**

**170 customers in France and Europe  
(Airlines, Bizav, NCC, SPO, Airports,  
Drones, CAMO, Part 145)**



Audits,  
Compliance and  
Safety Support



Certification,  
approvals, AOC,  
CAMO, Part 145  
NCC, SPO, IOSA



Manual authoring  
Regulatory  
monitoring



Engineering studies,  
Airport infrastructure  
design



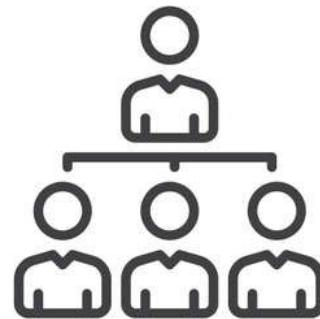
Carbon Footprint  
Net zero support  
ETS/Corsia

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Difficulties for business and general aviation  
(CAT, NCC, SPO)

## Ressources / organisation

- Same person holding several NP positions
- Few pilots / few ground staff
- Part-time compliance and safety manager
- Difficulties to hire competent staff
- Use of free-lance pilots



Volume of safety reports very low or null  
Lack of awareness of company safety culture

## Fleet

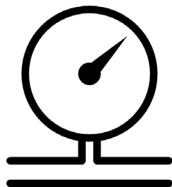
- Often diversified in terms of aircraft types
- Few information from the manufacturer
- Usually below the mandate for FDM (<27T)

Few data specific to aircraft type  
No FDM data





## Type of operations



- Commercial pressure
- Multi-airports operations
- Sensitive data

May lead to exceedances, fatigue,  
reduced time for flight preparation...

Few data related to a particular  
airport / No SMS coordination with  
handlings

No sharing of information amongst  
operators



## Regulatory pressure



- EASA rules are becoming more complex (especially for NCC, SPO, CAT with helicopters)
- Complex framework of environmental rules



Increase of costs to comply with these new regulations  
Too much time dedicated to compliance with new regulations

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What is changing



## Integrated Management System

- Safety
- Environment
- Cyber Security
- Etc...

New risk categories in the hazard log

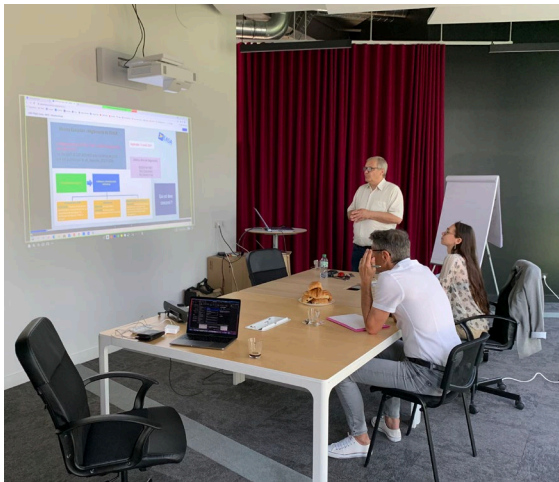
New responsibilities for the  
management system manager

## Information Sharing

- Common safety/compliance group in company like Time to Fly to benefit from safety data from different operators
- Implementation of Safety tool to facilitate the sharing of info and develop common hazard log for small operators
- Create community by proposing open trainings & meetings for similar operators (GRF, SMS...)



## Implication of the staff



Regular safety training, especially for the management team

Implicate pilot and ground staff in the preparation and delivery of trainings.

Regular meetings with all staff to discuss current risks

## Coordination with contractors and third parties

Improve the surveillance based on the frequency of use and risk assessment

		Frequency of cooperation		
		Frequent	Rare	Occasional
Assessment results	Reliable	1A	2A	3A
	Acceptable	1B	2B	3B
	Risky	1C	2C	3C

Depending on the rating, the following applies:

- Rating = 1C: Surveillance audit (on-site) is required
- Rating = 1B or 2C: Inspection or Surveillance audit (on-site) is required
- Rating = 1A: Desktop audit is required
- Other ratings: No surveillance act is required

Ground Handling (Ramp, Fuel supplier, de-icing), Flight Support...

## Continue implementing SMS regulation in all aviation areas

- CAMO since 24/02/2022
- Part 145 from 02/12/22
- Ground Handling Provider : to come





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Questions ?

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