



time
tofly

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

SM-ICG, Industry Day, 18th of October 2022
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00

Introduction about Time to Fly

2009

Company set-up by

Pascal RAVEL

Launch of the
Technical
department

2015

Launch of the Airport
department



2022

Development
of Drones
services



Sales Agent in 2018
Reseller in 2020



Launch of the Flight
operations department

2013



Development of
Sustainable Aviation
Services

2020

TODAY...



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**



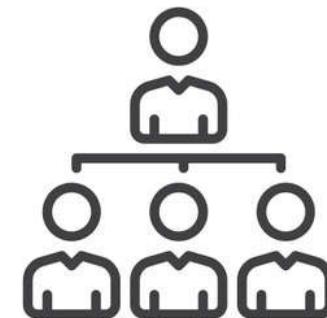
**Carbon Footprint
Net zero support
ETS/Corsia**

01

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

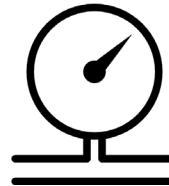
Fleet

- 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

02

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

Assessment results	Frequency of cooperation		
	Frequent	Rare	Occasional
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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