SMS & FDM Integration II

Are we getting what we need?
Supporting the SMS: The SMS Contract between Organization and Individual

…..”teach personnel to support the SMS by training hazard identification, controlling when able, reporting when needed, questioning process and procedural changes if necessary and continually monitoring. In return reports will be justly treated; managers and supervisors will be flexible in receiving input from task experts and lessons will be learned and applied. *
Reason: Managing The Risk Of Organizational Accidents P5
“Essentially, HFDM is the tactical component of a strategic SMS. By monitoring routine flight data, the organization can achieve greater insight into the flight operation and provides additional information to enhance safety.”
SMS (FDM)-Raison d'être
James Reason- Informed Culture

• Reports*
• Learns
• Flexible
• Just

“Managing the Risk of Organizational Accidents” James Reason Page 195-196
FDA Highly Efficient and Predictive

Figure 3-7. Strategies — Levels of intervention and tools

CAPACG | SMS and FDM Integration | February 2012
The Flight Data Analysis Program

Robust FDM program includes the 5 Rs

Record
Retrieve
Review
Report

Repeat

Data
FDM/FOQA LOOP

Information
Knowledge
Figure 7.1  The 3P model and the graphics of macro and micro SMS
Figure 3-7. Strategies — Levels of intervention and tools

Figure 7.1 The 3P model and the graphics of macro and micro SMS
Reporting = Actionable Information

- Aggregate Data (historical, deidentified info used for trending)
- FOQA/FDM Information (processed info within the “program” – flight safety centered)
- Flight Data (data off the aircraft for purposes (MX, admin, etc.) other than FDM/FOQA – typically maintenance-centered)
Scheduled Reports

✓ Monthly/Quarterly Reports
  ✓ Due to statistical variance (low number of flights/events) – actionable recommendations are based on Quarterly or Trailing 3-month rates and trends.
  ✓ Reporting typical of airline FOQA programs include:
    ✓ Top 5/10
    ✓ Drill down based on severity
    ✓ Extensive drill down into higher threat events such as Excessive Descent 3 (HI) and Excessive Pitch Up on Landing events
Special Studies

- Studies have focused on all areas of the MOST model
  - Maintenance – Autopilot Excursion/Excessive Yaw
  - Operations – Noise Study
  - Safety – Excessive Descent
  - Training – Check Airman can pull cards and review animation of actual flights
• Challenge us, your analysts to give you what you need.

• Let us Drill

• Your FDM Program is dynamic

• The function of FDM is to REPORT.

• We REPORT you DECIDE*

*Implementing Safety Management Systems In Aviation, “Change Management” pg. 279
LINKING IT ALL TOGETHER
FOQA/FDM, ISBAO, & SMS BLOGS
PLUS RELEVANT NEWS
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