

# Aviation Part 145 SMS Practical Safety Auditing & Setting Performance Indicators - 2 Days

## Introduction

An EASA Part 145 Aircraft Maintenance Organisation (AMO) or Maintenance Repair Organisation (MRO) is an incredibly complex business environment.

Demands placed on the organization and individuals to deliver are often considerable and place a burden on key individuals.

On a daily basis, we make decisions in real time, weighing the probability and severity of any adverse consequences implied by the risk against the expected gain of taking the risk. (This process is known as risk management." – ICAO)

We accept that absolute safety is generally an unachievable and very expensive goal, therefore the concept of acceptable safety has been adopted in aviation. The term "acceptable risk" describes an event with a probability of occurrence and consequences acceptable to the society.

### Managing Risks in Aviation

"The risks and costs in commercial aviation necessitate a rational process for decision-making."

The term Acceptable Level of Safety (ALoS) defines an aviation service provider's minimum level of acceptable risk for a given safety issue. "Acceptable" describes the need for no further mitigatory actions on the part of the service provider for the safety concern in question.

Safety performance indicators (SPI's) should meet quality criteria to assure they are quantifiable, representative to safety performance, comprehensible and can be cost-efficiently used. Developed safety performance indicators should be related to the main operational safety issues.

**"You cannot manage what you cannot measure"**

The concept of acceptable level of safety is expressed by two specific metrics, namely safety performance targets and safety performance indicators.

This recurrent course details the process by which we can perform an effective audit of our Safety Management System and to develop meaningful Safety Performance Indicators.

## Who is the Course for?

Part 145 Accountable Managers, Nominated Persons, Managers, Safety System Stakeholders. Competent Authority Regulators and Inspectors, Operations Directors, Managers, Technical Managers & Supervisors. Quality and Safety Managers and Auditors.

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## What is the Benefit of this Training – What will I learn?

- a) Gain a detailed awareness of the philosophy of Safety System Auditing
- b) Be able to fully engage with the assessment of Acceptable Level of Safety
- c) Be able to develop Safety Performance Indicators to generate data for managing an effective SMS
- d) Understand Roles and Responsibilities related to the Effective Risk Management of your SMS
- e) Be able to acquire and manage Data within the Organisational Environment

## Detailed Content / Topics - The following Subjects will be addressed

### Day 1

General Introduction

Contents

Definitions and Abbreviations

The Difference between Safety Assurance and Quality Assurance

Quality Auditing of Safety Management Systems (Compliance Auditing of Performance System)

Practical Safety Auditing Techniques including Safety Surveys & Safety Assessments

Mandatory and Voluntary Reporting to comply with Reg 376/2014

Techniques for Advanced Safety Auditing –DATA Driven

### Day 2

Understanding the Nature of Risk in the Aviation System

Recognition and Ongoing Management of Threats within a 145 Environment

Safety Performance Targets (SPT), Alert Levels and Safety Performance Indicators (SPIs): The Performance-Based SMS

Considering Aviation Safety System Performance Indicators within the Maintenance Organisation

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## Detailed Content / Topics - The following Subjects will be addressed

- Reviewing Safety Policies and Objectives within an Evidence Based Environment
- How to Evaluate the Organization Data Capture and Data Analysis Processes
- Understanding the Role of Safety Performance Monitoring Within an 145 SMS
- SPT - Alert Level - SPI
- Standard Deviation
- Developing Relevant SPIs To Meet Our Aviation Business Objective & Monitor Safety Performance
- How to Evaluate the Organization Data Capture and Data Analysis Processes
- As Low as Reasonably Practical (ALARP) & Acceptable Level of Safety Performance (ALOSP)
- Developing relevant SPIs to meet the 145 business objective to monitor safety performance

## Target Groups

Key Stakeholders within the 145 organisation from the Leadership Team to Certifying Staff.

## Pre-Requisites?

A background understanding related to aviation safety is an advantage, specific SMS competencies are not essential.

## Learning Objectives

- Understand the Process of Managing SPI's within your Organisation
- Understand the purpose and methodology of Auditing SMS Systems within your Organisation
- Be able to fully engage with all effective process for the implementation of a fully compliant SMS achieving an acceptable level of Safety

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## What do People Say about Sofema Aviation Services Training?

- “Questions were welcomed and immediately answered.”
- “The instructor made sure that every person understood the content of the course.”
- “The presentation of the material was perfect.”
- “The content was explained in detail.”
- “The instructor stayed on one subject until it was cleared for everybody and then moved on”

## Duration

2 Days – To commence at 09.00 and finish at 17.00, with appropriate refreshment breaks.

Sofema Aviation Services offers a flexible approach to developing all in-company training courses which are specific to the client’s needs. If you would like additional information concerning how course content may be configured to be more appropriate for your organisation please email [team@sassofia.com](mailto:team@sassofia.com)



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