



# 2016 REGIONAL FLIGHT SAFETY CONFERENCE



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Flight Safety Officer  
Head of Flight Safety

**Building SMS for  
regional aircraft**  
*Sharing our experience*

**ATR**  
PROPELLING THE NEXT CONNECTION

# Agenda

1. Presentation of ATR's SMS
2. Adapting SMS to our regional aircraft business
3. Sharing our experience

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# The value of SMS for ATR



- **To have a structured approach to identify potential hazards in our activities**
- **To support ATR's strategy**
  - Secure industrial planning
  - Improve customer support & increase customer satisfaction
  - Incremental innovation

# ATR's SMS scope



**Design**



**Production**

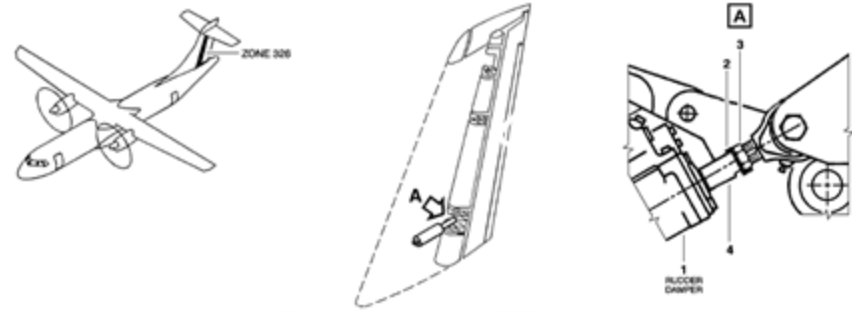


**Support**

- Maintenance (Part 145)
- Training (ATO + MTO)
- Flight ops support
- Spares
- Technical support



# Example



## ALL OPERATORS MESSAGE

Date: 16 July 2015

Ref. AOM: 42/72/2015/05 issue 1

*This AOM is for information only and does not give instructions to Operators. It advises Operators of matters, which are currently, either under investigation or dealt with by ATR. However, Operators may consider initiating their own action. This AOM may be reissued to inform Operators of the closing action (Service Bulletin, No action required, etc...).*

**Aircraft models: ATR 42-500 / ATR72-212A "-600 version" ATA: 22**

**SUBJECT: Yaw Damper behavior when Avionics in single source with Engine asymmetry**

### REASON

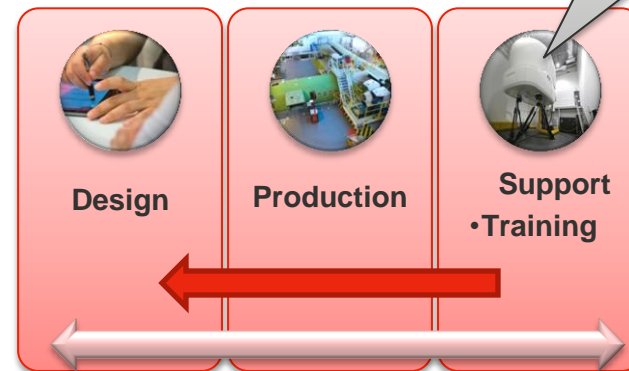
To inform ATR operators of a non-normal behavior of the rudder yaw damper in case of avionics in "single source" (one ADC or one AHRU loss) and aircraft under asymmetrical power (typically, one engine off)

### DESCRIPTION

During some tests, it was found on aircraft fitted with Glass Cockpit at Standard L2B2 (mod 6521) or STD1 (mod 6976) that in case the avionics is in single source, (meaning one ADC or one AHRU is failed for any reason) at the autopilot or yaw damper re-engagement the yaw damper can command a return toward the neutral position of the rudder.

Should the aircraft be in one engine condition, the rudder compensation behaves not properly, with an unbalance of the asymmetric thrust.

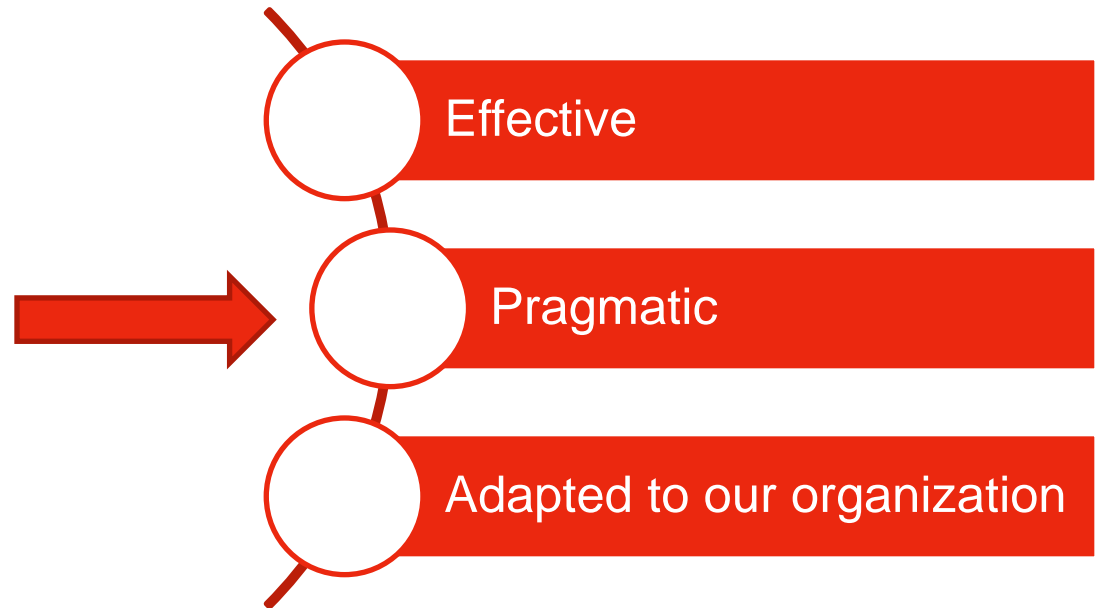
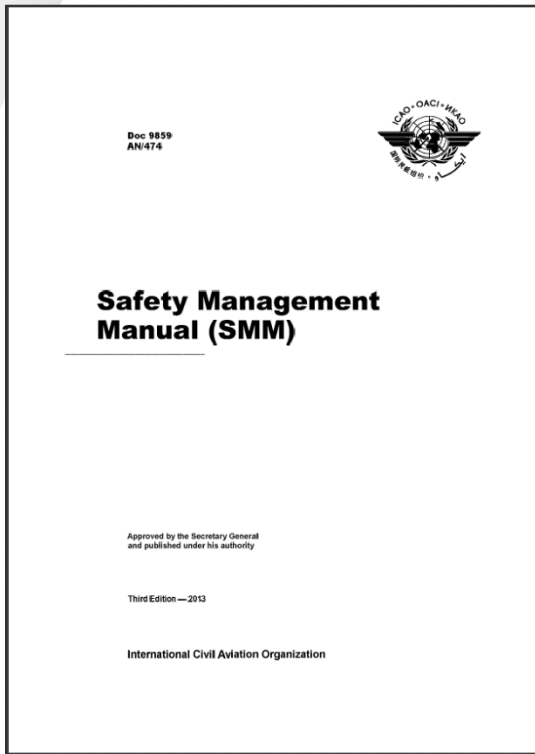
ATR Glass Cockpit equipped with the STD2 (mod 6977) or STD2.1 (mod 7364) standards, are confirmed not having this issue.



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# The challenge



# Key elements of SMS

March 2015 – March 2016

## 1. Safety policy & objectives

- Management commitment & responsibility **2** **3** **5** **7**
- Safety accountabilities **1**
- Appointment of key personnel **4** **6**
- Coordination of Emergency Response plan
- SMS documentation

## 2. Safety risk management

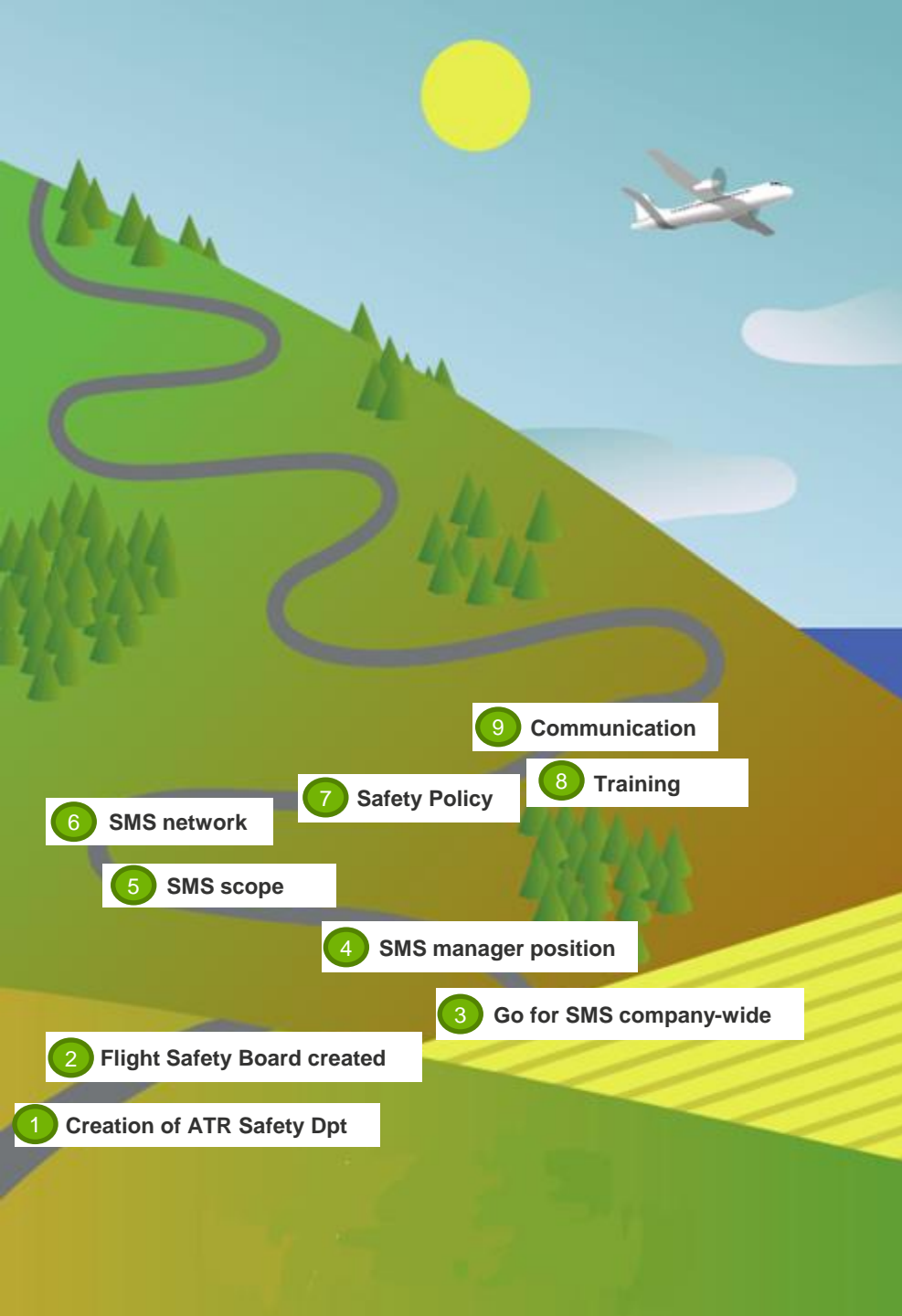
- Hazard identification
- Safety risk assessment & mitigation

## 3. Safety assurance

- Safety performance monitoring & measurement
- Management of change
- Continuous improvement

## 4. Safety promotion

- Training & education **8**
- Safety communication **9**



# Key elements of SMS

March 2016 – End 2016

## 1. Safety policy & objectives

- Management commitment & responsibility **2 3 5 7**
- Safety accountabilities **1**
- Appointment of key personnel **4 6**
- Coordination of Emergency Response plan **13**
- SMS documentation **12**

## 2. Safety risk management

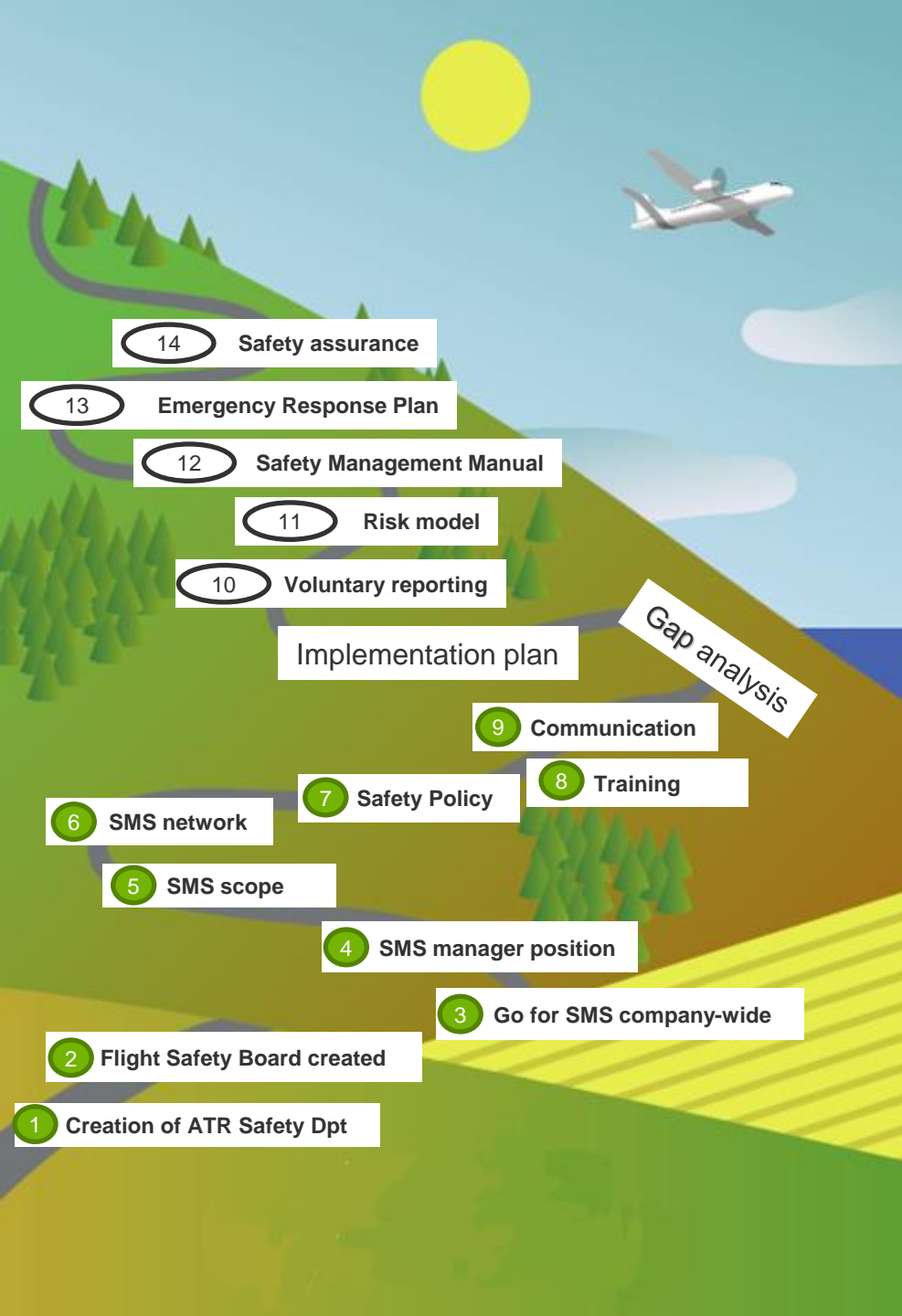
- Hazard identification **10**
- Safety risk assessment & mitigation **11**

## 3. Safety assurance

- Safety performance monitoring & measurement **14**
- Management of change **14**
- Continuous improvement **14**

## 4. Safety promotion

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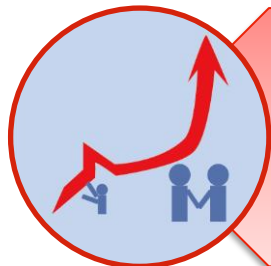
# Sharing our experience



Understanding of SMS requirements



SMS deployment



Collaboration for regional voice

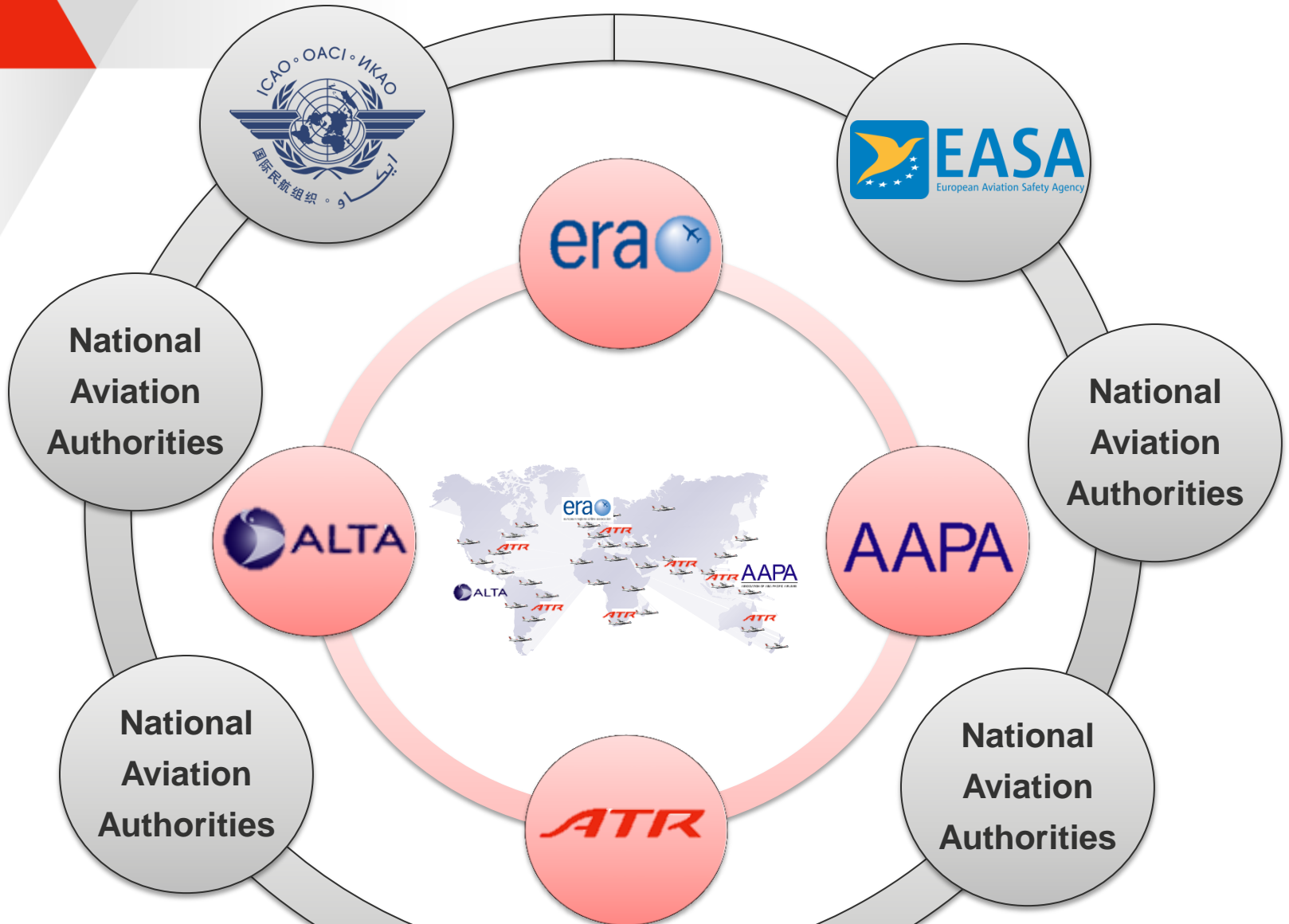
# Developing collaboration for regional voice



# Developing collaboration for regional voice



# Developing collaboration for regional voice



# Conclusion



## Let's share !

- Share our mutual experience on SMS
- Collaborate for regional voice

**ATR**



**2016 REGIONAL  
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**Kuala Lumpur  
13-14 April**



Madrid

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