

UK FLIGHT SAFETY COMMITTEE
SAFETY DEPARTMENT SURVEY FEEDBACK

Many Thanks to the 18 airlines which responded to the UKFSC Safety Department Survey. The aims of the survey were:

- To seek out various models of Safety Departments to inform the UKFSC FSO Familiarisation Course delegates
- Identify good practice for use on the FSO Course
- Assess the current degree of integration between Flt Ops and Quality Departments as SMS is implemented

The results of the Survey taken in September/October 2009 with the most popular model listed first were as follows:

Name of Department Responsible for Safety

- Flight Safety (x 5)
- Safety Dept (x 4)
- Nil (x 2)
- Risk, Safety and Quality
- Air Safety
- Quality, Safety and Occupational Health
- Safety and Environment
- Safety, Security and Quality
- Flight Safety Management

Safety Department Reports to

- Accountable Manager (x 5)
- CEO (x 5)
- Flt Ops Director (x 2)
- Managing Director
- Head of Risk, Safety and Quality
- General Manager Flt Ops
- Quality and Safety Director
- Head of Compliance
- Unsure

Safety Department Responsibilities

Key: Flt Ops=F, Engineering=E, Ground=G, Cabin=C, 3rd Party Services = 3, All=A

- F, E, C, G(x 5)
- A (x 4)
- F, E, G (x 3)
- F, E, G, 3 (x 2)
- F, E, C, 3 (x 1)
- A + Freight Services, Security.
- A + Environment

Safety Department Roles

Key: Incident Reporting = IR. Investigations = IN. Safety Promotion = SP.
Occupational H&S = OH. QA/Internal QA = QA. All Roles = AR.

- IR, IN, SP (x 8)
- AR (x 7)
- IR, IN, SP, QA (x 2)
- IR,SP (x 1)

Reporting Point for Non-Safety Department Personnel

- Don't know (x 5)
- Fully integrated Department - Not applicable (x 3)
- Quality and Safety Manager (x 2)
- Accountable Manager (x 2)
- Quality Manager (x 2)
- CEO
- Customer Service Director
- Engineering Director

Meeting Structure and Frequency

Structure Key: Main Board = MB. Accountable Manager = AM. Safety Dept = SD.
All = A.

Frequency Key: Monthly = M. 2 months = 2M. Quarterly = Q. Bi-annual = B. Annual = AN.

- MB – Q, AM – Q (x 4)
- MB – 2M, AM and SD – M (x 2)
- MB – Q, AM and SD- M (x 2)
- Not known (x 2)
- MB – NIL, AM – Q, SD – Q
- MB – Not known, AM –M, SD – M
- MB and AM – M , SD – W
- A - M
- MB and AM – B SD – M
- A- Q
- MB and AM –Q, SD – 2M
- MB and AM – Q, SD – M

Incident Classification and Reporting

- All reports risk assessed at the SD and reviewed monthly and trends analysed (x 5)
- All reports risk assessed and reviewed monthly including trends. Action instigated (x 5)
- No risk assessment undertaken (x 2)
- Reports are risk assessed only (x 2).
- All reports risk assessed with monthly trends and reports to crews (x 2)

- All reports risk assessed. High risks are subject to bow-tie analysis, standard matrix applied to low risks.
- Risk assessment process in development

Interface with Security and Occupational Risk Departments

- Established in same Department (x 4)
- None (x 4)
- Liaison with security and quality (x 2)
- Attend same corporate meeting regularly (x 2)
- Health and safety contracted out to central company H&S Group
- Via General Manager for Quality, Security and External Affairs
- Via Operations Manager
- Via SMS Manager
- Via Company Flight Safety Committee

Safety Department Manpower

- 3% of total staff – part time (x 3)
 - 0.5% of total staff
 - 8.5% of total staff (new start-up)
 - 1.3% (10 full time at 10 destinations)
 - 0.8% of total staff (8 full time)
 - 0.5% of total staff (22 full time)
 - 1.7% of staff total (5.5 full time)
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- 0.4 staff per 10,000 hours (40 staff full time across RSQ Dept)
 - 2.5 staff per 10,000 hours
 - 1.9 staff per 10,000 hours (8 full time)
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- 2 full time
 - 1 full time for 210 staff
 - 1 full time plus 2 part time
 - 1 full time, 1 part time for 400 staff
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- One man band – part time
 - Not known

Rich Jones
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 UK Flight Safety Committee

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