

# SMS

(SAFETY MANAGEMENT SYSTEMS)

## PILOT SPECIALTY COURSE SERIES

### SUMMARY

**An introduction to Safety Management Systems. Included are concepts of organizational accidents, human error and safety cultures, and identification, analysis and documentation of safety hazards. Specific concepts of Risk Management associated with airline applications of Safety Management Systems are emphasized.**



### TARGET POPULATION

**Flight Crew, Cabin Crew,  
Maintenance Engineers and Operational Staff**  
Requiring initial or recurrent training.



### REGULATORY COMPLIANCE\*

- ICAO Safety Management Manual (Doc 9859) and ICAO Standards and Recommended Practices (SARPs)
- EASA / FAA / Transport Canada



### DELIVERY MODE

100% online, self-guided



### COURSE LENGTH

1 hour, 30 minutes

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### **LESSON 1:** Safety Overview

- Evolution of safety thinking
- The need for Safety Management Systems
- ICAO recommendations
- Organizational accidents
- Latent conditions
- Defenses
- Workplace conditions
- Active failures
- Proactive and reactive reporting
- Predictive safety procedures
- Safety models
- Reason's model
- SHELL model
- Human error
- Error reduction
- Safety cultures

### **LESSON 2:** Hazard Identification and Reporting

- Hazards and consequences
- Hazard identification
- Hazard analysis
- Examples
- Hazard documentation

### **LESSON 3:** Risk Management

- Hazards and consequences
- Hazard identification
- Hazard analysis
- Examples
- Hazard documentation

### **LESSON 4:** Hazard Identification and Reporting

- Safety performance indicators
- Safety reporting
- Flight operations
- Flight data monitoring
- Line operations safety audits
- Cabin safety
- Managing safety in aircraft maintenance
- Fatigue risk management
- SMS and regulation

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**\* REGULATORY COMPLIANCE:** This course is based on concepts outlined in ICAO Doc 9859, Safety Management Manual (SMM), 3rd edition. It is tailored to fulfil the ICAO, EASA, TC requirements and contains the required elements of ground school training outlined in FAA AC No: 120-92A.

Operator remains responsible for obtaining approval from the regulatory authority.

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