

Beaufort Gliding Club Inc.

SAFETY MANAGEMENT MANUAL

Version – 2

16th November 2021

Bacchus Marsh Aerodrome

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Document Information

Document control

This is version 0 of the **Beaufort Gliding Club (BGC)** Safety Management Plan.

Changes to this document, other than to the annexures, will only be made under authorisation of the GFA National Safety Officer. This document is authorised for release once all signatures have been obtained.

Revision History

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1	5/4/16	CSO	Updated CFI to Steve Jinks
2	16/11/21	CSO & CFI	Updated CFI. AM and CSO

Distribution List

Copy No.	Holder
1	Club Safety Officer (CSO) – Tim Adam
Electronic	Gliding Federation of Australia (GFA) – National Office
Electronic	Beaufort Club Website available to all members

Note: An uncontrolled copy of this document may be provided upon request to any person, as seen fit by the **BGC** Club Safety Officer.

All such copies shall be current at the time of provision. However, they shall not be subject to revision and shall be identified as such.

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1. ABBREVIATIONS AND DEFINITIONS

1.1 Abbreviations

ALOS	Acceptable Level of Safety
AM	Accountable Manager
ATSB	Australian Transport Safety Bureau
CAO's	Civil Aviation Orders
CASA	Civil Aviation Safety Authority
CASR	Civil Aviation Safety Regulations
CSO	Club Safety Officer
DSCO	Deputy Club Safety Officer
ERP	Emergency Response Plan
GFA	Gliding Federation of Australia
IRM	Immediately Reportable Matter (see definitions section)
MOSP	(GFA) Manual of Standard Procedures
RAAO	Recreational Aviation Administration Organisation
RRM	Routine Reportable Matters (see definitions section)
RSM	(GFA) Regional Safety Manager
SAI	Safety Assurance Indicator
SC	Safety Committee
BGC	Beaufort Gliding Club Inc.
SLA	Service Level Agreement
SME	Subject Matter Expert
SMP	Safety Management Plan
SMS	Safety Management System

1.2 Definitions

Hazard	A condition, event or circumstance that has the potential to cause harm to people or damage to aircraft, equipment or structures.
Risk	The potential outcome from the hazard and is usually defined in terms of the likelihood of the harm occurring and the severity if it does.
Third Parties	Other airfield users, maintenance organisations, and other parties with whom we conduct business.
Immediately Reportable Matter	An immediately reportable matter is a serious transport safety matter that covers occurrences such as accidents involving death, serious injury, destruction of, or serious damage to vehicles or property or when an accident nearly occurred. (24 hours latency)
Routine Reportable Matter	A routine reportable matter is a transport safety matter that has not had a serious outcome and does not require an immediate report but transport safety was affected or could have been affected. (72 hours latency)

2. INTRODUCTION

This Safety Management Plan is related to the Gliding Federation of Australia's (GFA) Safety Management System. To ensure uniform standards are maintained, the contents of this plan are generally intended to be standard across all Australian Gliding Clubs. Where there are distinct differences from the standard plan, and a change is required to ensure the club can comply with its operation, the National Safety Committee must be consulted.

Clubs/Organisations should consult the implementation guide and the audit guide for direction on implementation.

When the organisation management changes, this document must be reviewed to ensure the document remains contemporary and new personnel are aware of their obligations pursuant to this document.

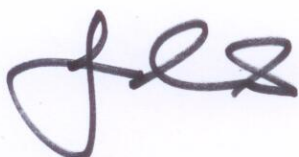
3. SAFETY POLICY AND OBJECTIVES

3.1 Management Commitment and Responsibilities

3.1.1 Safety Policy

Our commitment is to:

1. develop and embed a safety culture in all our organisation's activities that recognises the importance and value of effective aviation safety management and acknowledges at all times that safety is paramount;
2. clearly define for all members their accountabilities and responsibilities for the development and delivery of safety strategies and performance;
3. minimise the risks associated with aircraft operations to a point that provides an Acceptable Level of Safety (ALOS);
4. ensure that externally supplied systems and services that impact upon the safety of our operations meet appropriate safety standards;
5. actively develop and improve our safety processes;
6. comply with legislative and regulatory requirements and standards;
7. ensure that all members are provided with adequate and appropriate safety information and training, are competent in safety matters and are only allocated tasks commensurate with their skills;
8. ensure that sufficient skilled and trained resources are available to implement safety assurance strategy and policy;
9. establish and measure our safety performance against realistic objectives and/or targets;
10. achieve the highest levels of safety performance in all our organisation's activities;
11. aim to continually improve our safety performance;
12. conduct safety and management reviews and ensure that relevant action is taken; and
13. ensure that the application of an effective safety management systems is integral to all our activities, with the objective of achieving the highest levels of safety standards and performance.



David Cleland
Accountable Manager

3.2 Safety Accountability and Responsibilities

3.2.1 Accountable Manager (AM)

Name of the Accountable Manager: David Cleland

The AM is the Club President and has overall responsibility for the performance and supervision of the **BGC** Safety Management Plan and must include:

1. the establishment and promotion the GFA safety management system required by legislation in accordance with the Deed of Agreement between the GFA and CASA;
2. the appointment of responsibility and accountability for the club safety systems to ensure it is properly implemented and performing to requirements;
3. the control of the financial and human resources required for the proper implementation of safety systems within the **BGC**;
4. have committee members with awareness of their roles and responsibilities in respect of the safety policy, safety standards and safety culture of the **BGC**; and
5. the appointment of an individual appointed to the position of CSO is suitably qualified.

3.2.2 Club Safety Officer (CSO)

Name of the Club Safety Officer: **Tim Adam**

The CSO is appointed by and reports directly to the AM and must ensure that the AM is kept properly informed on safety matters. The CSO is not the sole person responsible for safety; they are however responsible for the administration and facilitation of the safety management system.

Ideally the CSO should possess operational management experience and an adequate technical background to understand the systems that support the operation. They should have a sound understanding of safety management principles, typically acquired through formal training and practical experience.

Irrespective of other duties, they will have responsibilities and authority for, but not limited to, ensuring:

1. processes needed for the safety management plan are established, implemented and maintained;
2. that regular evaluation, reviews and fine tuning of the safety programme is conducted;
3. safety advice to the committee, members, visitors and contractors is provided;
4. safety awareness and a positive safety culture is promoted;
5. liaison with CASA and the ATSB on safety-related issues is undertaken as required;
6. liaison with the GFA Regional Safety Manager/Officers;
7. valuable lessons learned with other operators is shared via the reporting mechanism;
8. incident and accident investigations are undertaken and reported;
9. the immunity-based reporting system, which includes the on-going identification and management of hazards, are managed;
10. safety documentation is maintained;
11. SMP induction and recurrent training are conducted and any on-going safety training requirements are identified;

12. oversight of the internal and external safety audit programmes; and
13. the Emergency Response Plan (ERP) is maintained.

3.2.3 Safety Committee (SC)

The SC is chaired by the AM and will include the CSO, the DCSO, the Chief Flying Instructor, the Airworthiness Officer and other suitable persons.

The role of this committee includes, but is not limited to:

1. overseeing operational safety;
2. managing hazard identification activities;
3. implementing mitigation or corrective actions;
4. making recommendations or decisions concerning safety policy and objectives;
5. defining safety performance indicators and setting safety performance targets for the organisation;
6. reviewing the safety performance and outcomes;
7. managing safety training and promotion activities; and
8. assessing the impact of safety on operational changes and activating hazard analysis process as appropriate.

The SC will meet at least once every three months and minutes of the meeting will be recorded on the Safety Committee Meeting Minutes Form.

3.2.4 Members

All Members:

1. Must ensure that they comply with all **BGC** safety policies, procedures and practices;
2. Are responsible and accountable for monitoring the organisation for hazards and for reporting each identified hazard through the **BGC** reporting system; and
3. Must report each incident or accident that they are involved in, witness or become aware of.

3.3 Third Party Interface

The provision of services supporting gliding activities often involves third party service providers, contractors, and suppliers. As the contracting organisation, **BGC** holds overall responsibility for the safety of services provided by the contractor and specifies the safety standards to be met.

Therefore **BGC** considers the third party's previous safety record and history of regulatory breaches prior to entering into any agreement. These factors will be given equal weight with other considerations like price, quality and timely delivery.

In addition, **BGC** will ensure that the third party understands their responsibilities relating to the GFA SMS and this plan.

The AM or delegate shall carry out a Third Party Contract Review using the Third Party Review Form, and the records of such assessments maintained.

4. EMERGENCY RESPONSE PLAN

4.1 Preparedness

BGC will review its particular risks for its operation and develop an appropriate list of issues that need to be used as the basis for emergency preparedness. This includes but is not limited to:

- Roles;
- Communication protocols;
- Equipment; and
- Contacts

4.2 Response

The Emergency Response Plan (ERP) will be activated in the event of “major occurrence”. It is designed to ensure that the following is in place prior to an adverse event occurring:

1. orderly procedures for an efficient transition from normal to emergency operations;
2. delegation of emergency responsibilities;
3. assignment of emergency responsibilities;
4. authorisation by key personnel for actions contained in the plan;
5. coordination of efforts to cope with the emergency;
6. safe continuation of operations or return to normal operations as soon as possible;
7. planned and coordinated action to ensure the risks attributable to a major safety event can be managed and minimised.

The ERP can be found in the Appendices and a copy of the ERP is kept at the Clubhouse.

An ERP Checklist will be found at the following locations: Time sheet Box and Club “crash box”.

4.3 Review and Test of the Plan

The CSO will develop a ERP training exercise that will also be used to test the adequacy of the ERP annually.

5. DOCUMENTATION

All documentation relating to the SMP is contained within this manual and will be reviewed and updated on a regular basis.

Copies of this manual will be distributed and maintained by the CSO. Distribution will be made as per the Distribution List located at the start of this manual.

6. SAFETY RISK MANAGEMENT

6.1 Overview

The safety risk management process starts with identifying the hazards affecting the safety of the organisation and then assessing the risks associated with the hazards in terms of likelihood and severity. Once the level of risk is identified, appropriate remedial action or mitigation measures can be implemented to reduce the level of risk to an acceptable level of safety (ALOS). These will then be measured to ensure effectiveness.

The **BGC** will adopt the GFA Risk Management Process, which is found in the Safety area of the GFA Website. Refer to www.glidingaustralia.org - Safety- Risk Management Toolkit:

1. GFA Risk Presentation
2. GFA Risk Evaluation Tool
3. GFA Risk Assessment Matrix
4. GFA Risk Assessment Template

6.1.1 Hazard Identification Process

Hazards can only be controlled if their existence is known. They will be identified from a range of sources including, but not limited to:

1. brain-storming using experienced personnel;
2. development of risk scenarios;
3. trend analysis;
4. feedback from training;
5. safety review and operational oversight safety audits;
6. monitoring of normal operations;
7. formal investigations of accidents and serious incidents; and
8. information exchange systems (similar operators, regulators, etc.)

The CSO will record all hazards in the **BGC** Risk Register and over time, the 'database' of reportable hazards will enable the Safety Committee to:

1. identify 'hot spots' that need particular attention;
2. share information with other clubs; and
3. when enough data is collected, conduct trend analysis which can provide the basis for improvement of hazard identification.

6.1.2 Risk Assessment

Primarily, the CSO will be carrying out risk assessment activities. Other club members with the relevant expertise will be required to participate, but the overall responsibility still rests with the CSO.

After the development of an initial risk assessment, the on-going process includes an evaluation of the information contained within Safety Report/s as well as commissioning further collection of additional data as required.

The Risk Assessment Matrix will be used to record the level of risk which is determined by the relationship between the likelihood of an incident occurring from the hazard, and the consequence caused by the hazard. The relationship between likelihood and consequence determines how dangerous the hazard is.

6.1.3 Risk Mitigation

Mitigation measures are actions or changes, such as changes to operating procedures, equipment or infrastructure, to reduce either/both the consequences and/or likelihood. Risk mitigation strategies at **BGC** will generally fall into four categories:

Avoidance: The operation or activity is cancelled or avoided because the safety risk exceeds the benefits of continuing the activity, thereby eliminating the risk.

Reduction: The frequency of the operation or activity is reduced or action is taken to reduce the magnitude of the consequences of the risk.

Segregation: Action is taken to isolate the effects of the consequences of the risk or build in redundancy to protect against them.

Procedures and Rules: Procedures and/or rules are used to manage the risk to ALOS

Prior to introducing measures to reduce or eliminate the risk, the CSO will carry out a further risk assessment (6.1.1). It is also important to ensure that any measures that are introduced do not lead to other hazards being introduced into the system.

The CSO will then prepare and implement an action plan that shall be kept with the relevant Safety Report. They will also record this stage in the BGC Risk Register and prepare a report for the next SC meeting.

6.1.4 Monitor and Review

BGC understands that there is a need to monitor review the effectiveness of all stages of the risk management process. During the risk assessment process any assumptions, methods, data sources, analyses, results and reasons for decisions will be recorded by the CSO. This data will then be used to support the procedures and processes outlined in Safety Assurance. This is important for continuous improvement and achievement of the safety objectives and targets.

Risks and the effectiveness of treatment measures need to be monitored to ensure changing circumstances do not alter priorities.

6.1.5 Communicate and Consult

Using the Risk Register established by the **BGC** committee, it is then used as an active tool to communicate and consult on the **BGC** risks and agreed mitigations.

New risks and hazards are added to the register as they occur and at times of periodic review, and following incident reports that identify new or changed risks.

6.2 Reporting Systems

BGC understands that through the Safety Reporting System, underlying situations or conditions that have the potential to endanger the safety of its activities can be identified. Greater levels of reporting, even what may be classified as minor issues, will allow the SC/Main Committee to monitor the safety performance of the organisation and to identify developing safety trends.

The investigation process will not focus solely on the active failures, as they are not the root cause of the event. All investigations will attempt to address the root causes that contributed to the event.

6.2.1 Probity of the Reporting System

Due to the relatively small size of the organisation, there is the likelihood that at times it may be difficult to ensure confidentiality. **BGC** recognises that in order to maintain a reporting ethos, it will follow the principals of a “just culture”, whereby people are encouraged to provide essential safety-related information on the understanding that a distinction must be drawn between acceptable and unacceptable behaviour. Sanctions will only be applied when there is evidence of a conscious violation or intentional reckless or negligent behaviour.

6.2.2 Internal Reporting System

BGC will ensure its members and those organisations that interface with it are encouraged to actively participate in the safety reporting system. Safety reports will be submitted using the GFA Club Safety Report Form. Copies of the form are available at the rear of this manual and once completed will be handed over to the CSO.

Upon receipt of a report, the CSO will evaluate and prioritise the report, complete the relevant sections and coordinate any action required (e.g. enter into the **BGC** Risk Register, pass to the CFI or Airworthiness officer, encourage an incident report to be raised, etc.)

6.2.3 Statutory Reporting Requirements

BGC will ensure its members comply with the statutory reporting requirements of the Transport Safety Investigation Act 2003 in relation to accidents and serious incidents that affect the safety of aircraft.

Immediately Reportable Matters (IRM) will be reported to the ATSB as soon as is reasonably practical within the allowable 24 hours.

Routine Reportable Matters (RRM) will be reported to the ATSB as soon as is reasonably practical within the allowable 72 hours.

The ATSB maintains a 24 hour hotline – 1800 011 034

6.3 Safety Surveys

At least once a year, the CSO will carry out a confidential survey of members using the Safety Survey Form. Key findings and observations of the survey will be recorded. Findings and observations will be reviewed and, if required, acted upon by the CSO and the SC, or referred to the GFA regional safety officer (RSO) for further consideration.

7. SAFETY ASSURANCE

Safety assurance monitors the performance and effectiveness of the SMP. This will ensure that hazard identification, risk assessment and mitigation processes are being observed effectively and the appropriate mitigation measures are being implemented and working as intended.

7.1 Safety Performance Monitoring and Measuring

BGC will monitor its safety performance by reviewing the following Safety Assurance Indicators (SAI's):

- Hazard (GFA Club SMS Report form) and incident reports (GFA SMS Safety Occurrence report form);
- Warranty claims and customer complaints (if applicable);
- Safety surveys;
- Safety audit findings;
- ATSB reports.

It is however understood that the available data concerning incident and accidents may be limited and therefore it may be necessary to investigate individual events using information from the GFA incident/accident reporting system.

7.2 Internal Safety Investigation

The CSO will ensure all safety investigations are carried out and the process/findings documented by an appropriately qualified person. The CSO will also act as the point of contact during any investigations carried out by the GFA or other organisation.

The purpose of any safety investigation is to reveal systemic causes and implement corrective action – not to apportion blame to individual(s). The initial risk assessment of the event or hazard will be used to determine whether or not a safety investigation is required.

A written record of all safety investigations will be kept in a secure location by the CSO

7.3 Safety Audit Process

The SC will carry out safety audits at intervals of not more than 12 months. The focus of the audits will be to assess the performance of the organisation and its services and assess normal operations. This will include, but is not limited to:

1. adequate resource levels;
2. compliance with approved safety procedures and instructions;
3. maintaining required levels of reporting performance;
4. achievement of safety policy and objectives;
5. effectiveness of interventions and risk mitigations.

A record shall be kept and the CSO is responsible for ensuring that any required actions are carried out and that the AM and SC are kept informed.

7.4 Change Management

Changes within **BGC** may result in the creation of hazards that could impact on safety. In the main, changes are made to meet the organisation's demands and **BGC** needs the flexibility to meet these requirements. However, whilst the changes need to be made effectively and efficiently, focus will be on implementing the changes safely.

BGC will identify the changes likely to occur in the organisation that would have a noticeable impact on:

1. resources – material and human;
2. management direction – processes, procedures, training; and
3. management control.

Typical areas that will require the application of change of management procedures may include, but are not limited to:

1. introduction of new equipment and/or procedures;
2. addition of new aircraft type;
3. change in key personnel; and
4. new contracted services.

The CSO will keep a written record of all change management processes including the **BGC** Risk Register and implementation plan.

7.5 Continuous Improvement of the Safety Plan

BGC understands that continuous improvement of the safety management system requires management of two major components:

- maintenance – the objective of which is to maintain current technological, managerial, and operating standards, and
- improvement – which is aimed at improving current standards.

The SC will, at each meeting of the SC, carry out an on-going review of the SMS process ensuring that:

- it is meeting its safety objectives and targets as set by the SC;
- safety performance is monitored and measured against the objectives and targets; and
- identified hazards are addressed in a timely and appropriate manner.

A key part of this process is the on-going development and improvement of the Safety Management Plan.

Where possible improvements to the overall GFA Safety Management System are identified, the SC will provide this feedback to GFA via the RSM or the National Safety Committee.

8. SAFETY PROMOTION

8.1 Safety Training and Education

All members, contractors and visitors are required to complete the **BGC** Safety Management System Training Program. The initial training for new members shall be carried out within the first month of membership and recurrent training will take place every two years.

The CSO or delegate will deliver the course and keep a record of the training using the **BGC** Safety Management Training Record. Invited visitors and contractors are required to complete a safety induction, and sign the visitors/contractors book keep in the time sheet box.

The CSO is responsible for the on-going maintenance, improvement and updating of the training and ensuring that any relevant safety related issues are included. If any additional specialist training or education is required, it will be sourced and managed by the CSO.

8.2 Safety Communication

To ensure that all members and contractors are up-to-date with identified and resolved hazards/risks and are aware of any changes to our safety management system and any other safety matters affecting their activities, the CSO will use appropriate means to communicate to club members.

At **BGC** we understand that the AM plays a vital role in the creation of a positive safety culture and that their involvement and support of all aspects of Safety Promotion is essential.

The GFA will provide safety communication to its club that may include trends, safety bulletins, performance data, safety procedures and updates. The CSO will be responsible for ensuring that all relevant safety communication is carried out to members.

9. APPENDICES AND REFERENCES

9.1 GFA Documents

- GFA-SMS-001 GFA Safety Management System Manual
- GFA-SMS-002 GFA Safety Policy
- GFA-SMS-003 GFA Safety Policy
- GFA-SMS-004 Emergency Response Plan Template
- GFA-SMS-010 GFA Risk Evaluation Tool
- GFA-SMS-011 Risk Profile Matrix
- GFA-SMS-012 Risk Assessment Template
- GFA-SMS-020 Third Party Review Form
- GFA-SMS-021 Safety Report Form
- GFA-SMS-022 Safety Committee Meeting Minutes Template
- GFA-SMS-023 Safety Survey Form
- GFA-SMS-024 Safety Occurrence Report Form
- GFA-SMS-025 Safety Occurrence Follow-up Form

9.2 Club Documents

1. **BGC** Safety Objectives and Targets (under preparation)
2. **BGC** Risk Register
3. **BGC** Emergency Response Plan (ERP),
 - 3.1. ERP plan
 - 3.2. ERP flow chart
 - 3.3. ERP emergency contact numbers
 - 3.4. ERP incident log
 - 3.5. ERP Check list
 - 3.6. ERP witness report
 - 3.7. ERP overdue aircraft check list
 - 3.8. ERP audit check list
4. Safety Training Program – Members (under preparation)
5. Visitors/temporary members/contractors induction sign in book