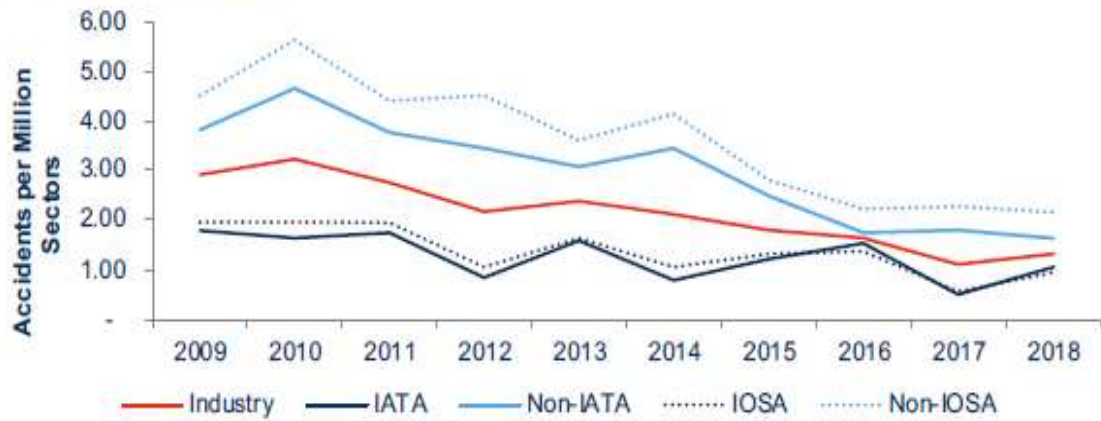


Table 10. Components and elements of the ICAO SMS framework

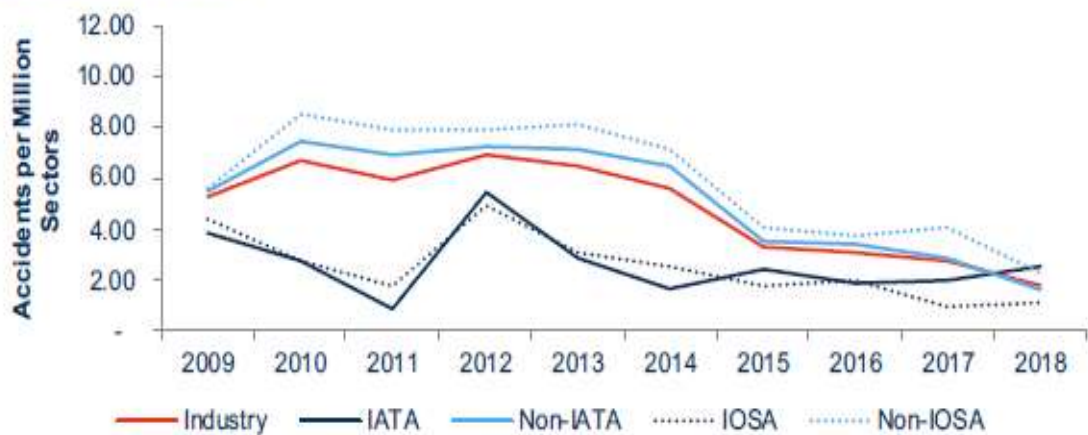
<i>COMPONENT</i>	<i>ELEMENT</i>
1. Safety policy and objectives	1.1 Management commitment
	1.2 Safety accountability and responsibilities
	1.3 Appointment of key safety personnel
	1.4 Coordination of emergency response planning
	1.5 SMS documentation
2. Safety risk management	2.1 Hazard identification
	2.2 Safety risk assessment and mitigation
3. Safety assurance	3.1 Safety performance monitoring and measurement
	3.2 The management of change
	3.3 Continuous improvement of the SMS
4. Safety promotion	4.1 Training and education
	4.2 Safety communication



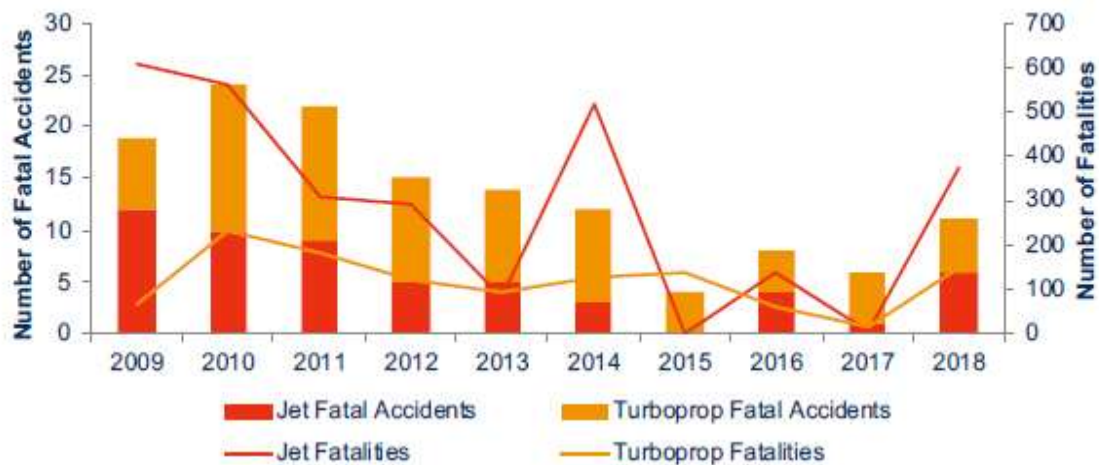
Jet & Turboprop Aircraft



Turboprop Aircraft



Number of Fatalities and Fatal Accidents



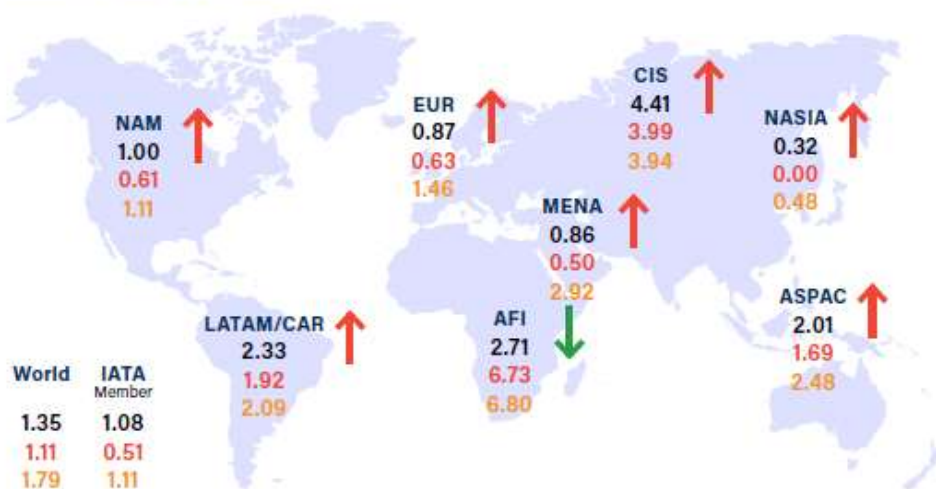
Number of Passengers Carried and Fatality Ratio per Passengers Carried



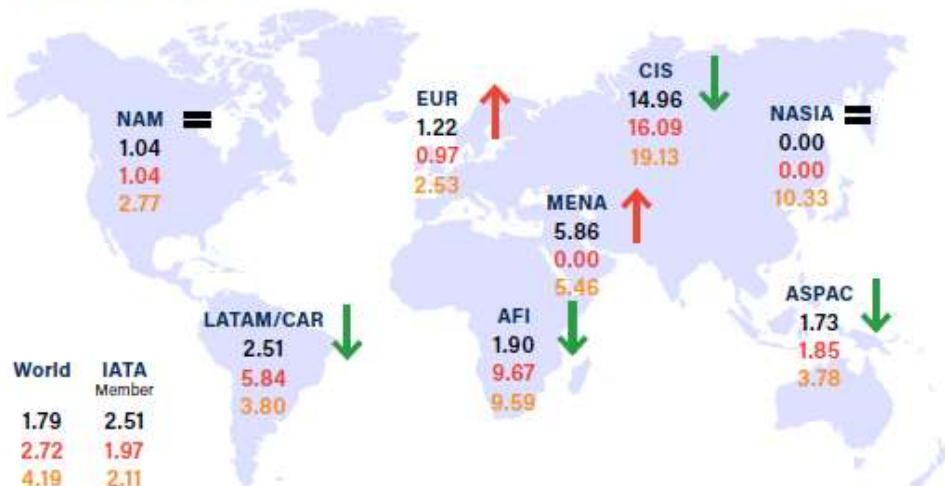
ACCIDENTS PER OPERATOR REGION 2018

	AFI	ASPAC	CIS	EUR	LATAM/CAR	MENA	NAM	NASIA
Total	5	16	8	9	8	2	12	2
Hull Losses	2	3	3	0	2	1	1	0
Substantial Damage	3	13	5	9	6	1	11	2
Fatal	2	3	2	0	2	1	1	0
Full-Loss Equivalents	2.0	1.7	1.9	0.0	1.0	1.0	0.0	0.0
Fatalities	11	241	91	0	113	66	1	0

Jet & Turboprop Aircraft



Turboprop Aircraft



2014-2018 Fatal Aircraft Accidents



LATENT CONDITIONS

	Percentage Contribution
Safety Management	54%
Regulatory Oversight	50%
Flight Operations	46%
Flight Ops: SOPs & Checking	39%
Selection Systems	25%
Flight Ops: Training Systems	21%
Management Decisions	14%
Dispatch	11%
Dispatch Ops: SOPs & Checking	11%
Technology & Equipment	11%
Ground Operations	7%
Ground Ops: SOPs & Checking	7%
Design	7%
Change Management	7%
Ops Planning & Scheduling	7%
Maintenance Ops: SOPs & Checking	4%
Ground Ops: Training Systems	4%
Maintenance Ops: Training Systems	4%
Maintenance Operations	4%

FLIGHT CREW ERRORS

	Percentage Contribution
SOP Adherence/SOP Cross-verification	61%
Manual Handling/Flight Controls	39%
Pilot-to-Pilot Communication	29%
Callouts	25%
Abnormal Checklist	18%
Systems/Radios/Instruments	11%
ATC	7%
Crew to External Communication	7%
Briefings	7%
Dispatch	4%
Automation	4%
Normal Checklist	4%
Documentation	4%
Wrong Weight & Balance/Fuel Information	4%

Turboprop Aircraft Accidents**LATENT CONDITIONS**

	Percentage Contribution
Regulatory Oversight	36%
Safety Management	27%
Flight Operations	24%
Flight Ops: SOPs & Checking	18%
Selection Systems	11%
Flight Ops: Training Systems	11%
Management Decisions	11%

Africa Aircraft Accidents



LATENT CONDITIONS

	Percentage Contribution
Regulatory Oversight	45%
Safety Management	35%
Maintenance Operations	10%
Maintenance Ops: SOPs & Checking	10%
Management Decisions	10%
Technology & Equipment	5%

FLIGHT CREW ERRORS

	Percentage Contribution
Manual Handling/Flight Controls	20%
SOP Adherence/SOP Cross-verification	10%
Ground Navigation	5%
ATC	5%
Callouts	5%
Pilot-to-Pilot Communication	5%
Crew to External Communication	5%

Middle East & North Africa Aircraft Accidents



LATENT CONDITIONS

	Percentage Contribution
Safety Management	42%
Flight Ops: SOPs & Checking	26%
Design	26%
Flight Operations	26%
Regulatory Oversight	26%
Selection Systems	16%
Maintenance Operations	16%
Maintenance Ops: SOPs & Checking	16%
Flight Ops: Training Systems	11%
Management Decisions	5%
Maintenance Ops: Training Systems	5%
Ops Planning & Scheduling	5%
Technology & Equipment	5%

FLIGHT CREW ERRORS

	Percentage Contribution
Manual Handling/Flight Controls	37%
SOP Adherence/SOP Cross-verification	26%
Callouts	26%
Automation	11%
Abnormal Checklist	11%
Pilot-to-Pilot Communication	11%
Normal Checklist	5%
Briefings	5%

Latent Conditions (deficiencies in...)	Examples
Design	➤ Design shortcomings ➤ Manufacturing defects
Regulatory Oversight	➤ Deficient regulatory oversight by the State or lack thereof
Management Decisions	➤ Cost cutting ➤ Stringent fuel policy ➤ Outsourcing and other decisions, which can impact operational safety
Safety Management	Absent or deficient: ➤ Safety policy and objectives ➤ Safety risk management (including hazard identification process) ➤ Safety assurance (including Quality Management) ➤ Safety promotion



