

Safety Management International Collaboration Group



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This paper was prepared by the Safety Management International Group (SM ICG). The purpose of the SM ICG is to promote a common understanding of Safety Management System (SMS)/State Safety Program (SSP) principles and requirements, facilitating their application across the international aviation community.

The current core membership of the SM ICG includes the National Civil Aviation Agency (ANAC) of Brazil, the Civil Aviation Safety Authority (CASA) of Australia, the European Aviation Safety Agency (EASA), the Federal Office of Civil Aviation (FOCA) of Switzerland, the United States Federal Aviation Administration (FAA) Aviation Safety Organization, the International Civil Aviation Organization (ICAO), Transport Canada Civil Aviation (TCCA) and the Civil Aviation Authority of United Kingdom.

Members of the SM ICG:

- Collaborate on common SMS/SSP topics of interest
- Share lessons learned
- Encourage the progression of a harmonized SMS
- Share products with the aviation community
- Collaborate with international organizations such as ICAO and civil aviation authorities that have implemented or are implementing SMS

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SUMMARY

Safety Management System (SMS) is becoming the standard for aviation safety worldwide. As such, it is most beneficial for the international community to harmonize SMS activities; collaborate on common topics of interest; share lessons learned and ensure the progression of a harmonized SMS. To garner these benefits, the US Federal Aviation Administration (FAA) Office of Aviation Safety (AVS) along with the European Aviation Safety Agency (EASA), the International Civil Aviation Organization (ICAO) and Transport Canada Civil Aviation (TCCA) have initiated a Safety Management International Collaboration Group (SM ICG). The purpose of this group is to promote a common understanding of safety management principles and requirements, facilitating their application across the international aviation community.

1. INTRODUCTION

ICAO requires SMS for the management of safety risk in air operations, maintenance, air traffic services and ¹aerodromes. These requirements have recently been expanded to include flight training and design and production of aircraft. Additionally, ICAO has published safety management requirements for States by mandating that States establish a State Safety Programme (SSP) in order to achieve acceptable safety performance in their civil aviation systems. As such, it is beneficial for civil aviation authorities to harmonize their SMS and SSP requirements and implementation activities and collaborate on common topics of interest.

Civil aviation authorities will benefit from collaboration and sharing of lessons learned and best practices. Such collaboration will help authorities to avoid duplication of efforts as well as enable them to better share information and provide oversight of multinational organizations. Additionally, sharing methods and tools will assist in developing robust and affordable safety management systems. Aviation industry organizations will also greatly benefit from SMS requirement harmonization among regulators, since many companies own multiple certificate types in multiple nations.

2. DISCUSSION

EASA, FAA AVS, ICAO and TCCA held a meeting in February 2009 to discuss the potential for SMS cooperation. Meeting participants agreed that there was indeed value to collaborating on SMS and SSP topics of interest and established the Safety Management International Collaboration Group (SM ICG). The SM ICG agreed to meet semi-annually in addition to monthly teleconferences and initiated three workgroups to begin developing products collaboratively.

The SM ICG has been established for collaboration and harmonization purposes and does not have authority over any of the participating organizations. The organizations participate voluntarily in the SM ICG. However, representatives are to make every effort to reach a common understanding when making SM ICG decisions/recommendations or to provide dissenting opinions. Representatives are also expected to speak for their organization and share their organization's position on the subject matter, rather than their personal opinions.

It has also been agreed that the SM ICG will interface with various stakeholders in the aviation system, including: industry members and groups; Commercial Aviation Safety Team (CAST), European Commercial Aviation Safety Team (ECAST), and other comparable organizations; civil aviation authorities that have implemented or are implementing SMS; and the FAA AVS SMS Aviation Rulemaking Committee.

SM ICG products and outputs will include the development and support of: a common understanding of safety management requirements, safety oversight processes, and safety measures; guidance

material for regulatory authorities and industry; safety behavior assessment tools; training material, and promotion/communication material; standard taxonomy, which may include standard hazard definition and taxonomy, common SMS and SSP terminology, and data sharing; and knowledge sharing between authorities.

Workgroups will be established to focus on a particular area of interest, complete specific objective or set of objectives and/or develop defined products. Workgroups will be established by, and report to, the SM ICG. The workgroups will establish their own charters and project plans (to include deliverables, due dates, and interim milestones) to describe their work efforts.

Thus far three workgroups have been established: Measurements, Documentation, and Standardization. The Measurements workgroup will develop and propose a common understanding of the characteristics of safety performance measurements, a common methodology for setting expectations regarding safety performance, and a process for identifying risk acceptance/thresholds. The Documentation workgroup will share and/or develop best practices, guidance and tools, safety behavior assessment tools, training material, and promotion material. The Standardization workgroup will support the development of a common taxonomy for hazards to be utilized for data categorization and analytical purposes, processes for analysis and sharing of the aforementioned data, and a comparison of international SMS and SSP terminology and alignment where possible.

The second SM ICG meeting took place in October 2009. Meeting attendees included National Civil Aviation Agency (ANAC) Brazil, Civil Aviation Safety Authority (CASA) of Australia, EASA, Federal Office of Civil Aviation (FOCA) Switzerland, FAA AVS, ICAO and TCCA. During this meeting, civil aviation authorities and ICAO provided SMS updates; the three established workgroups met to develop plans, milestones and products; and future steps for SM ICG were discussed.

The SM ICG continues to hold bi-monthly teleconferences and is planning its next meeting in April 2010. The workgroups also hold meetings and teleconferences and are developing products. The SM ICG is providing outreach to the international aviation community and is developing a plan for disseminating its products to the wider aviation community.

3. CONCLUSION

Realizing that SMS is becoming the standard for safety worldwide, it is most beneficial for regulators to harmonize their SMS efforts, collaborate on common topics of interest, share lessons learned, and ensure the progression of a harmonized SMS. The SM ICG has been formed by ICAO and civil aviation authorities with sufficient resources and SMS expertise to address this very important subject. The group's main objective is to encourage SMS and SSP collaboration and share the products with the larger international aviation community.