

Large and Turbojet Operations

- Original approach governed only owner and PIC
- Given current technical sophistication and complexity, it is now necessary for provisions to address the operator
- Review of safety record shows principle of owner responsibility and **use of operator codes of practice works**

Industry Codes of Practice

Some States accept and reference industry codes of practice in the development of regulations to meet the requirements of Annex 6, Part II, and make available, for the industry codes of practice, their sources and how they may be obtained

Industry Codes of Practice

- Guidance material developed by an industry body for a particular sector of the aviation industry to:
 - comply with the requirements of the International Civil Aviation Organization's Standards and Recommended Practices
 - other aviation safety requirements
 - and the best practices deemed appropriate

ICAO Requirement

3.3.2 Safety management system

3.3.2.1 An operator shall establish and maintain a safety management system that is appropriate to the size and complexity of the operation.

3.3.2.2 **Recommendation.**— *The safety management system should as minimum include:*

- a) a process to identify actual and potential safety hazards and assess the associated risks;*
- b) a process to develop and implement remedial action necessary to maintain an acceptable level of safety; and*
- c) provision for continuous monitoring and regular assessment of the appropriateness and effectiveness of safety management activities.*

Punchline

Note.— Guidance on safety management systems is contained in the Safety Management Manual (SMM) (Doc 9859) and industry codes of practice.

How Does Europe See This?



Proposed EASA Requirements (1)

(a) An organisation shall establish and maintain a management system that includes:

(1) a safety policy;

(2) a process for identifying safety hazards and for evaluating and managing the associated risks;

(3) clearly defined lines of safety accountability throughout the organisation, including a direct accountability for safety on the part of senior management;

Proposed EASA Requirements (2)

- (4) personnel trained and competent to perform their tasks;
- (5) a process for reporting and analysing hazards, incidents and accidents and for taking corrective actions to prevent their recurrence;
- (6) an organisation manual containing all management system processes, including a process for making personnel aware of their responsibilities and an amendment procedure;.
- (7) a function to monitor compliance of the management system with the relevant requirements and adequacy

Proposed EASA Requirements (3)

(8) any additional requirements that are prescribed in this Part.

(b) The management system shall correspond to the size, nature and complexity of the activities, and the hazards and associated risks inherent in these activities.

Some Resources



Doc 9859



Safety Management Manual (SMM)

Notice to Users

http://www.icao.int/anb/safetymanagement/DOC_9859_FULL_EN.pdf

Second Edition – 2008 (*Advance edition – unedited*)

International Civil Aviation Organization



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15 Jan 2009:

Added: Safety Oversight Audit information - Comprehensive Systems



30 Dec 2008:

Added: Safety Oversight Audit information - Comprehensive Systems Approach for Benin

check this site under: Safety Oversight Information - Audit Reports - Comprehensive Systems Approach

29 Dec 2008:

Added: Safety Oversight Audit information - Comprehensive Systems

<http://www.icao.int/fsix/index.cfm>

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Welcome to the Safety Management Website

This web site is a resource for States to obtain information about ICAO efforts in the area of Safety Management. ICAO is developing a proposal for the harmonization of provisions relating to safety management in Annexes 1, 6, 11, 13 and 14. The purpose for harmonizing these Annex provisions is to support their uniform application as well as to facilitate auditing by the Universal Safety Oversight Audit Programme (USOAP). Additionally, ICAO has developed the second edition of the Safety Management Manual (see Publications page) to provide guidance to supplement the material in the Annexes. The provisions in the Annexes and the Safety Management Manual will support the ICAO

<http://www.icao.int/anb/safetyManagement/Documents.html>

The term "safety management" conveys the notion that managing safety is a managerial process that must be considered at the same level and along the same lines as any other managerial processes. In order to reinforce the notion of safety management being a managerial process, the proposal includes a provision for an organization to establish lines of safety accountability throughout the organization, as well as at the senior management level. The term "safety management," as used by ICAO, includes two key concepts. First, the concept of a State Safety Programme (SSP), which is an integrated set of regulations and activities aimed at improving safety. Second, the concept of Safety Management Systems (SMS) which is a systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.



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<http://www.icao.int/anb/safetyManagement/training/training.html>

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