

# 2019 EASA – FAA International Aviation Safety Conference

## *Regulators Innovating in the 21<sup>st</sup> Century*

Cologne, 12-14/06/2019

Summaries of Conference sessions

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## 1 Plenary A – Safety and the role of regulators in innovation

Moderator: Giancarlo Buono, IATA  
Panel members: Ali Bahrami, FAA  
Patrick Ky, EASA  
Jean-Brice Dumont, Airbus  
John Bouma, Bell  
Jean Paul Ebanga, Thales

### 1.1 Notes

#### Summary Points:

- Industry expectations: learning and moving together.
- Identify the required expertise/skills/mindset early.
- Standards as means of harmonisation.
- Accommodating new entrants while considering financing aspects.

#### Discussion:

In terms of the industry's expectations from the regulators in order to facilitate innovation and new technologies, the following was remarked:

- Working closely together is key to future success. Regulators need to engage more on the safety continuum in particular for Part 27/29, to really move together towards a more performance-based environment as they successfully did with General Aviation.
- Learning and moving together: regulations should change more quickly as bringing new technologies on board of aircraft can also improve safety. New entrants need to be supported, while ways need to be found for them to contribute to financing the regulatory work.
- The aviation market is a single worldwide market and a global approach is needed (not limited to FAA and EASA).

#### Safety regulators' comments:

- We do not compete on safety as this is a SHARED goal among regulators and industry. We need to share information and targets, and coordinate as early as possible, without making assumptions. We are all in the same business of "managing risks".
- Same approach should apply to innovation. A main challenge for the regulators will be to identify early enough the necessary expertise/skills/mind-set to support industry and innovation in the future (reference to the strict staff regulation framework of public administration). Recommendation to industry: talk to your regulator a.s.a.p. when having innovative projects and technologies.

**Outcomes:**

- Working together (industry with regulators and among regulators) upfront and at global level is key to address new challenges coming at an increasing pace
- For enhancing innovation, regulators should ensure that the new entrants share our safety culture. Sharing information and sharing targets is a key success factor
- Safety regulators ‘fit’ to face forthcoming challenges by creating a resilient regulatory framework based on industry standards

## 2 Plenary B – The challenges of technology

Moderator: Jon Wandless, Rolls Royce  
Panel members: Rachel Daeschler, EASA  
Earl Lawrence, FAA  
Francois Duclos, Airbus  
Lionel Wallace, Lilium  
Brent Webb, Aircraft Inventory Management and Services

### 2.1 Notes

#### Summary Points:

- Growing digital technologies give new opportunities for regulators and industry to improve their processes and quality of work.
- Digital technologies are the basis for more and more automated systems.
- A more digitalized and connected world expands the surface of exposure to cyber-threats.

#### Discussion:

- The pace of innovation poses a challenge for industry and regulators, but at the same time it drives collaboration and evolution towards more objective and principle-based regulations.
- These innovations are based on a bigger and more available amount of data; these surely create new opportunities to increase safety and have an economical advantage (better decision making). The right framework and right principle for data exchange shall be in place in order to build trust between all stakeholders.
- Need to acquire skills and manage resources in regulators and industry in line with evolution pace.
- In terms of autonomous systems, the focus is shifting away from pure product-oriented and towards the full environment (ops, infrastructure, products and automation). Necessity to collaborate in the different areas of regulations in order to coordinate the changes that are happening simultaneously. Need to build a regulatory framework that allows us to make the right choice when needed, and not developing specific provisions for every case (stable, but with the right kind of flexibility).
- New players and sectors can bring new knowledge to aviation: both new and old players (including Authorities) need to be receptive.
- Cybersecurity threats shall be managed with a global harmonised and systematic risk-based approach (not only product oriented, but also covering the whole system: processes, awareness, training...). Digitalisation is happening gradually; risks are constantly and systematically monitored and managed since several years.

**Outcomes:**

- The pace of innovation poses a challenge for industry and regulator. At the same time, it drives collaboration and evolution towards more objective and principle based regulations.
- Need to acquire skills and manage resources.
- Focus is shifting from pure product orientation towards the full environment (ops, infrastructure, production and automation).
- New players and sectors can bring new knowledge to aviation, we need to be receptive.
- Cybersecurity threats shall be managed with a global harmonized and systematic approach (not only product oriented, but covering the whole system – processes, awareness, training...).

## 2.2 Polls

### Digital transformation: Is industry prepared to share greater quantities of digital data with the Regulators, so the regulator can monitor compliance and look for safety trends automatically?

0 5 8

Yes



No



No - keep it like today where the OEM/Operator has to show a system is in place to identify non-compliance and self-report.



### In automated systems: What do you think is the appropriate level of safety in operation to be achieved?

0 5 6

Same as current commercial passenger transport



Same as business and leisure aviation



At the level of Road and Rail transportation



Some other level



### Cybersecurity: What is the best way of dealing with cyber threats?

0 6 0

Greater penalties for perpetrators



Develop a system that are resistant to known threats and attacks



For safety systems, always have a "non-digital / not-connected" back up



All the ones above



19

### 3 Panel 1 – Automated flight deck

Moderator: Alain De Zotti, Airbus  
Panel members: Alain Leroy, EASA  
Robert H. Burke, FAA  
Eric Parelton, Thales  
Tom Carr, Garmin International

#### 3.1 Notes

##### Summary Points / key themes:

- Relationship between automation and safety.
- A human centric cockpit supported by the right level of automation.
- Towards reduced crew operation.

##### Discussion:

Historically, humans have often saved the day by taking over failing automated systems. Crew composition and clear sharing of responsibilities are important to manage those failures (SAFO 15011). That said, automation is not a new concept, the first fully automated flight was conducted in 1914, and the tendency to increase automation led to a general increase of safety.

Increasing the automation may create the condition of boredom in the cockpit and make it difficult to regain control in case of need. The cockpit needs to move from a system centric layout to a pilot centric layout, organised by mission more than by function. This may lead to an adaptation of training, and finding the proper balance between training the skills and training the knowledge. EASA has developed the Evidence Based Training and Competence Based Training Assessment. Initial type training syllabi are developed in the Operational Suitability Data, expected to facilitate operators and ATO training implementation.

If technology is ready to develop cockpits that may allow reduction of flight crew at the controls, particular attention should be given to the resilience of automation (in case of pilot incapacitation, for example). There is still the need for a regulatory evolution, with the caveat that regulation is difficult in the context of disruptive technology. It was suggested to experiment first and then to regulate with the experience gained. Societal acceptance of the concept may lead to a gradual introduction of the concept.

##### Outcomes:

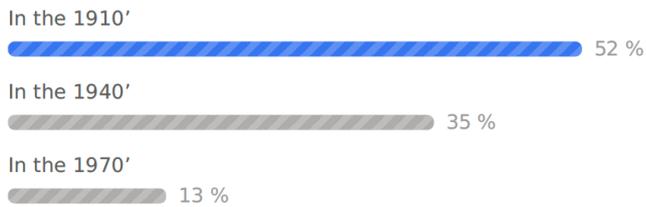
It was concluded that we need resilient systems and a balance between automation and pilot skills. We should explore the regulatory landscape to enable more automation (airworthiness, operations, training) while maintaining a high safety level.

### 3.2 Polls

Panel 1 (1/2)

0 5 4

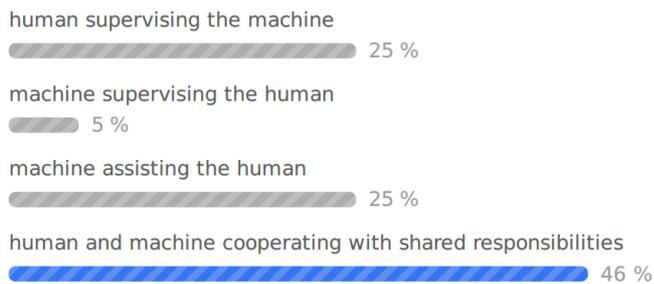
**When was the first flight performed with an active autopilot on-board?**



Panel 1 (2/2)

0 6 5

**How would you see the cohabitation of man and machines in future aircrafts"?**



## 4 Panel 2 – Virtual towers

Moderator: Larry Johnson, CANSO  
Panel members: Nathalie Dejace, EASA  
Michael O’Donnell, FAA  
Niclas Gustavsson, SESAR JU  
Péter Temesváry, Budapest Airport Zrt.

### 4.1 Notes

#### Summary Points:

- Virtual Towers are a good example of how availability of safe and secure digital data in real time will change how ATM services will be delivered.
- Humans will still be in the centre. Remotely provided services will secure jobs and ensure stability to the individuals in the system.
- Virtual Towers are opening up remote areas by ensuring that small places are connected and have safe and secure aviation services.

#### Discussion:

In relation to the harmonisation between EASA and the FAA, panel members stressed that harmonisation is a key to success and is practiced from the beginning, although the situation may differ significantly depending on location.

Referring to the monopoly of service in case of virtual technology breakthrough, the panel agreed that a harmonised and transparent regulatory approach rather promotes competition by creating a level playing field.

The panel also agreed that the early involvement of all stakeholders (ANSP, CA, airport) is key to successful and timely certification.

The discussion also touched upon the approach of EASA’s oversight regarding Virtual Towers. EASA’s oversight is mainly aimed at the Competent Authority (CA), not at the Air Navigation Service Provider (ANSP); however as part of third country oversight, or upon request, EASA may be active in this field as well.

#### Outcome:

Cyber security is an issue that has to be taken seriously when implementing Virtual Towers as it is dependent on availability of digital data.

## 5 Panel 3 – Effective oversight of SMS

Moderator: Vincent De Vroey, ASD Europe  
Panel members: Luc Tytgat, EASA  
Rick Domingo, FAA  
Lyu Xinming, CAAC  
Pierre Georges, Dassault  
John Hunter, HEICO Aerospace

### 5.1 Notes

#### Summary Points:

- SMS will help bring the aviation activities to the next level of safety and efficiency with the use of risk-based decisions.
- Developing risk management capabilities is a cultural change for both industry and regulators, away from the traditional compliance approach.
- Sharing of experience and data, as well as trust and global approach among all players will allow effectiveness in terms of SMS implementation and oversight.
- SMS industry standards are well received by the regulators to support effective SMS implementation and oversight.

#### Discussion:

The enablers to foster an effective oversight were discussed: robust regulatory framework, training of inspectors and development of soft skills, cultural shift, identification of hazards and availability of risk matrices, workshops, collaborative approach by sharing experience and best practices, repository of available SMS-related material, sharing and use of data and safety information, mature risk-based oversight (RBO) procedures. Industry also has a role to play, as the practices and processes are not at the same level of maturity, such as for “safety culture”, “occurrences’ reporting culture”, “just culture”, “culture of curiosity”, meaningful data management etc. An SMS that remains simple, scalable and meaningful for the frontline staff is also an indicator of success.

Furthermore, the following key enablers were highlighted for both industry and regulators: senior management buy-in, commitment, willingness to change safety culture and behaviours, understanding the benefits of SMS (“do it for your own benefit, and not to please the authority”) and self-evaluation.

A specific, new set of skills for the inspectors is needed, moving away from the “penalty” culture: auditing differently (no more compliance approach), being able to have a safety discussion and to understand the decision-making, being open-minded, “understand”, “challenge” and “decide” is essential. The regulator must also identify and mitigate its own risks.

All in all, the relationship between the competent authorities and the industry must be constructed in a different way. Trust and transparency will be key factors. The change of paradigm is true for both industry

and regulators. For instance, justifying risk-based decision-making is new – this also highlights the importance of record-keeping. Finally, all these changes cannot take place overnight: time is needed.

The regulators representatives all agreed that “only issuing rules”, which may take years, is not sufficient and flexible enough: this is exactly where industry standards help, especially when considering the fast pace at which technology evolves.

Industry standards may have other benefits: better address scalability and complexity; reduce a too regulatory prescriptive approach; offer flexibility and easier evolution when seen as a Means of Compliance (MoC) to comply with “hard rules”. Sharing information upfront or capturing best practices is another asset that industry standards may foster. In addition, the regulators agreed that global recognition of international industry standards will ease mutual recognition among them.

#### **Outcomes:**

- SMS will ease bringing aviation activities to the next level of safety.
- Developing risk management capabilities is a cultural change for both industry and regulators, away from the traditional compliance approach.
- Sharing of experience & data as well as trust & global approach among all the players will allow effectiveness in terms of SMS implementation and oversight
- SMS industry standard is welcome to support the SMS implementation.

## 6 Panel 4 – Safety intelligence: going global

Moderator: John Monks, British Airways  
Panel members: Erick Ferrandez, EASA  
Steve Gottlieb, FAA  
Jannick Malinge, Airbus  
Jon Horne, European Cockpit Association  
Jens Hennig, GAMA

### 6.1 Notes

#### Summary Points:

- The need and value to be gained from putting intelligence together at global level.
- An outlook at global collaboration and its goals.
- The challenges with sharing data or intelligence at global level and how can we ensure the protection of information.
- How to create the required analytical capacity and collaboration at global level to make sure that we get something meaningful from the effort involved.

#### Discussion:

The panel discussed the fact that the vast majority of the time, the intelligence is out there to solve the safety challenges we face – the challenge is how the lessons learned are not lost and are used to support global as well as national or regional decision making. There are challenges in protecting the data at global level due to differing approaches and legal systems as well as trust in the process from the front line of aviation.

There was agreement that sharing data at global level is a huge challenge and that the best approach is to establish the mechanisms to share intelligence at global level between major actors. This can be achieved through collaborative mechanisms, where there is also the need to align on data collection and the methodologies for establishing algorithms – joint studies would be a natural next step – aligning the approach to an identified safety issue and then comparing results at global level. The results can be fed bilaterally or multilaterally as well as having a natural feed into the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP).

#### Outcomes and actions:

- Sharing data at global level is a challenge because of different legal and technological approaches to the regional programmes.
- The benefit comes from sharing the intelligence both bilaterally between ASIAs (FAA) and D4S (EASA) and global for the GASP.
- Establishing common methodologies and algorithm for joint intelligence activities will be an effective approach.

## 7 Panel 5 – Challenges and opportunities with E-VTOL

Moderator: David Solar, EASA  
Panel members: Jesper Rasmussen, EASA  
Jay Merkle, FAA  
Peter Kunz, Boeing Next  
Jan-Hendrik Boelens, Volocopter

### 7.1 Notes

#### Summary Points:

- An approach integrating all aviation domains (OPS, airworthiness, licensing).
- Airspace integration.
- Regulatory compliance and flexibility needed.
- Harmonisation of safety cases.

#### Discussion:

- Common standards for level-playing field are needed for scalable business, across all domains. Existing regulatory frameworks are fit for purpose, while flexibility will be required especially for short-term solutions. Rule development will not be rushed.

#### Outcomes:

- E-VTOL is recognised as a substantial development and huge future market, with safety being a pre-condition. Social acceptance will need to be built up over time, addressing particularly noise matters and visualising societal benefit.
- Key to successful projects is balance between innovation and safety, as well as unhindered access to expertise. This goes both for traditional as well as for start-up enterprises.
- An integrated regulatory approach will be needed, focusing on the actual safety objectives and on the level of automation. Technical fields like pilotage cannot be addressed in isolation. Close cooperation and cross-information is needed between industry and regulators.

## 8 Panel 6 – Aircraft maintenance – evolution of the Maintenance Review Board (MRB) process

Moderator: Tony Harbottle, Airbus  
Panel members: Ralf Erckmann, EASA  
Tim Shaver, FAA  
Jeffrey Phipps, TCCA  
Kay Ariwodola, Boeing  
Christina Ruckhaber, Lufthansa Technik

### 8.1 Notes

#### Summary Points:

- Historic background and current status of the MRB Process with MSG-3 (Maintenance Steering Group) methodology as a tool.
- Improvements over the years through the IMRBPB (International Maintenance Review Board Policy Board) activity (i.e. harmonisation and standardisation at international level), increase of efficiency through amendments of Bilateral Agreements and introduction of new ways of working (e.g. digital platforms, risk-based approach, etc.).
- Vision for the future: ready to embrace new technologies and to evolve accordingly the process and the standard, also in view of an increased request for efficiency gains.

#### Discussion:

A more significant involvement of MROs (Maintenance, Repair & Overhaul) in MRB activities was suggested by the audience. Industry speakers highlighted that, under certain circumstances, such participation is already possible and actually occurring in some specific projects. Indeed it was also emphasized that vendor's participation, which was more frequent in the past, should be further encouraged.

Acknowledging the success of the international harmonisation of the MRB process, it was asked if this was somehow facilitated by a lack of a strict regulatory requirements. Authority speakers concurred that for sure there's a higher degree of freedom at IMRBPB level than in other regulatory frameworks, but the success is mostly related to an environment where many different stakeholders (even competitors, in the case of IMRBPB industry members) are working together for the common goal of a continuous evolution and optimisation of the MRB process and the MSG-3 methodology.

In closure of the debate, all Panel members agreed that the MRB Process, especially within the scope of the IMRBPB activities, can certainly be evolved to provide an agile and efficient means to meet the expectations of an increasingly dynamic industry.

#### Outcomes:

- Acknowledgment of the benefits provided by the MRB Process / MSG-3, especially in the framework of IMRBPB activities.
- Look beyond the pure MRB process to address all the scheduled maintenance instructions for Continuing Airworthiness (ICA) in a consolidated way.

- Need for the operators to have a more end-to-end process covering all the ICA data.
- Encourage use of new digital tools.
- Embrace new maintenance technologies.
- Potentially extend IMRBPB scope beyond MRB Process / MSG-3 aspects only.

## 9 Panel 7 – Interoperability of aircraft between different oversight systems

Moderator: Christian Schleifer, EUROCAE  
Panel members: Eugenia Diaz Alcazar, EASA  
Rick Domingo, FAA  
Roberto Honorato, ANAC  
John Clear, Ryanair

### 9.1 Notes

#### Summary Points:

- The panel looked at the regulatory and certification aspects of leasing and interchange of aircraft, while being mindful of the State oversight obligations under ICAO and the industry's need for operational flexibility.
- The key points included the importance of aircraft records and their acceptance in an electronic format, the role of ICAO in enabling cross-border transfer of aircraft and interoperability of aircraft between operators and the related challenges.

#### Discussion:

The panel discussed the existing obstacles, such as different regulatory systems and the acceptance of electronic records, and how bilateral agreements and ICAO harmonisation could potentially overcome some of these issues. The audience answered three poll questions expressing their views on the need of having more ICAO provisions on the transfer of aircraft, the challenges for interoperability without changing aircraft registration and challenges for aircraft transfer with changing aircraft registration. In addition, the panel received questions on the results of some ICAO activities, namely the XBT Task Force, and on the acceptance of Supplemental Type Certificates. The impact of different standards and interpretation from regulators was several times remarked by the industry.

#### Outcomes:

Different regulatory requirements are a fact and will remain. However, ICAO may be used to achieve some harmonisation, for example to facilitate the acceptance of electronic records. Also bilateral agreements are key to address some of the issues identified.

## 9.2 Polls

PANEL 7 (1/3)

035

### Reflecting on the introduction statements referring to ICAO activities, should ICAO have more provisions for the transfer of aircrafts between states?

More ICAO provisions for changing operators without changing registration



More ICAO provisions for transferring an aircraft between different registry



No, no more ICAO provisions needed



This should not be ICAOs role



PANEL 7 (2/3)

034

### Transferring an aircraft from one operator to another, without changing the registration, what is the main challenge?

To delegate responsibilities/oversight from one authority to the other



The different national regulations



Having eventually two different oversights: eg. operation and airworthiness



Time for the transfer



PANEL 7 (3/3)

034

### Transferring an aircraft and changing the registration, what is the main challenge?

Different national requirements



Different certification status (type certification/validation)



Export and import inspections/tasks duplication/acceptance



Language and lettering



## 10 Panel 8 – Leveraging synergies to reduce duplicative certification activities

Moderator (panels): Dave Turnbull, TCCA  
Panel members: Julian Hall, EASA  
Earl Lawrence, FAA  
Andreas Gherman, Lufthansa Technik  
Stephen Gielisch, Textron Aviation

### 10.1 Notes

#### Summary Points:

- The use of industry standards should help drive forward mutual acceptance.
- Robust management oversight of work plans and training of staff will drive short-term efficiencies.
- Mutual acceptance is a constantly improving goal.

#### Discussion:

The discussion centred around the use of Industry Consensus Standards and of other Means of Compliance. It was made clear that the use of such standards will only produce benefits when industry share their experience and help with the further updates of those standards. If companies see a commercial advantage to withhold their Means of Compliance then the impact of industry standards will be very limited.

The discussion also highlighted that leveraging synergies is not a new concept but a continuing process. Industry asked for better training of Authority Staff to ensure all benefits can be realised as quickly as possible. There was open debate on the need for a reflection period after the re-organisation of CS/Part 23 (with industry standards), to ensure that the new philosophy and benefits are fully embedded in the culture, before moving forward to other areas and new, non-traditional entrants to aviation.

Avoiding duplication in validation activities is an ongoing process that has shown some tangible progress. Authorities must put clear guidance in place, to enable a risk-based oversight approach by their staff, and Management must take an active role in influencing the cultural change to migrate to a selective, risk-based validation.

The ongoing work to reduce duplication of effort by leveraging the Bilaterals is an ongoing and challenging process, but it has shown progress through increased mutual acceptance and streamlined validations, both of which do not involve any technical review by the validating authority. Further emphasis is needed on technical validations to increase the trend to be more selective and risk-based. The use of risk-based work plans with real-time management oversight is key to advancing the risk-based nature of technical validations, as is concluding work on staff instructions / orders that enable the behavior. However, the biggest gains could be achieved by increasing the degree to which mutual acceptance (with no technical review) is utilized in certain product categories. The use of performance based standards that adopt Industry Consensus Standards has yet to be proven as a means to reduce duplication of effort, but clearly adherence to means of compliance that have been accepted by industry rather than unique one-off approaches will help standardise the approach and reduce duplication.

**Outcomes:**

- Workplans need structured management oversight to ensure benefits are realised throughout the programme.
- Mutual acceptance is a constantly improving goal.
- Harmonisation of requirements and guidance helps level the playing field.
- True risk based regulations drive harmonization.
- Constantly moving forward requires in built time to reflect to ensure realisation of benefits.

## 11 Technical Session – International collaboration on SMS and SSP implementation: the SM-ICG experience

Panel members: Claudio Trevisan, EASA  
Amer Younossi, FAA  
Andrew Larsen, TCCA  
Catalin Cotrut, IATA

### 11.1 Notes

#### Summary Points:

- The Safety Management – International Collaborative Group (SM-ICG) is a good example of how Civil Aviation Authorities can work together, sharing lessons learned and best practices in the domain of Safety Management to support the implementation of ICAO Annex 19 and risk management capabilities.
- Such a collaborative approach fosters “harmonisation” at operational level and contributes to the global aviation community, including Industry. The SMICG products are free of charge and available at [www.skybrary.aero](http://www.skybrary.aero)
- The major benefits for the aviation industry and Competent Authorities are: leveraging knowledge that avoids duplicating efforts; efficient oversight of multinational organisations; assisting in developing robust and affordable safety management systems; potential harmonisation of SMS requirements and activities; availability of SMS/SSP (State Safety Programme) guidance material and tools to train, assess, implement etc.

#### Discussion:

FAA, EASA and IATA panellists explained how the SM-ICG products can be used in the course of their activities, such as surveillance, SPP development; training of their inspectors; development of SMS-related guidance. Benefits of the SMICG products:

- Civil Aviation Authorities benefit from collaboration and sharing of lessons learned and best practices:
  - Leverage knowledge that avoids duplicating efforts;
  - Efficient oversight of multinational organisations;
  - Assist in developing robust and affordable safety management systems;
  - Foster common terminology and taxonomies, improving data standardization, improving competencies for safety data analysis, and safety performance framework;
  - Help oversight practices to evolve and ensure that Competent Authority’s decisions impacting industry are made with safety risk fully considered;
  - Being an SM-ICG member allows to input the strategic direction, project prioritization and development of SMICG.
  - Support a safety promotion approach.

- Benefits for the aviation industry:
  - Potential harmonization of SMS requirements and activities;
  - Guidance material and tools, such as effective SMS assessment [SM-ICG methodology used by IATA];
  - Valuable resource for the advancement of SMS;
  - Possibility to express their implementation and oversight concerns during the industry days twice a year;
  - Training to the staff.

A number of practical examples on how to use the SM-ICG products were given, such as the development of the [EPAS](#) at European Union level.

#### Future development of the SM-ICG

The SM-ICG steering committee plans to create a mechanism to consult and work with Industry in the future.

## 11.2 Polls

Technical Session (1/3)

061

### Do you know SM-ICG?

Yes



No



Technical Session (2/3)

061

### Do you use the SM-ICG products in the course of your activities?

Yes



No



Technical Session (3/3)

018

### Which type of SMS/SSP guidance would you like SM-ICG to develop/update in the future?

(1/2)

- Training on implementing SM-ICG for inspectors
- For. Design and prodion organisations. And integration of SMS to DOA/POA/ODA etc.
- Design / STC Holder
- Just culture
- Design and production
- SMS implementation
- Guidance to smaller Design Organisations that mainly act as subcontractor to TCH Design Organisations.
- Just culture implementation and embedding.
- SSP guidance designed to protect the scalability of SMS by encouraging SSPs to permit novel approaches
- Specific and measurable attributes to ensure a robust "just culture" environment between airlines, employees and regulators exists, and

## 12 Plenary C – Looking forward: Ensuring the continued evolution of global aviation safety

Moderator : Joachim Luecking, European Commission  
Panel members: Patrick Ky, EASA  
Ali Bahrami, FAA  
Robert Glasscock, Gulfstream  
Giancarlo Buono, IATA

### 12.1 Notes

#### Summary Points:

- In the first part, the panel presented the key themes and outcomes of the different plenary and panel sessions.
- In the second part, Patrick Ky and Ali Bahrami announced the formation of a working group on the future of the Conference, including consultation with industry. The session discussed potential proposals for consideration of this working group such as the level/focus of discussion and expansion to other domains such as operations and training.

#### Discussion:

Proposals from the audience included the participation of ICAO and ICAO's role in harmonising standards and sharing best practices, open microphone sessions, the link to major industry events, having practical outcomes of the Conference and their follow-up in the subsequent Conference and the added value of networking breaks. EASA and FAA confirmed that one of today's Conference outcomes is more regulatory harmonisation.

The discussion also touched on data collection and the best means to drive behaviours.

Another discussion point was focussed on going global and reaching out to ICAO and the added value of a global aviation authority.