



Safety Management and Global Harmonisation

Panel 3

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Major Discussion Points

- ICAO provided information on the production and adoption of Annex 19 and stressed that it is work in progress. FOCA, DGAC and FAA shared information about their experience with SMS implementation.
- The panel discussed scalability of SMS. FOCA stressed that in order to achieve proportionality, we should build on existing structures and focus on implementation of the principles, while being flexible on the processes and their complexity. The DGAC added that there is a need for the authority and industry to work in partnership and build mutual trust for the successful implementation of SMS. The FAA highlighted that the issue of proportionality is not only related to the size of the organisations but also to the risks involved in their activity.
- The implementation of SMS is a challenging process that requires considerable time. Training of inspectors, both on theoretical aspects and on-the-job-training, and the sharing of experiences on implementation are essential.

Questions and Comments from the Floor

- The issue of how to best facilitate voluntary implementation was raised by GAMA. The panel quoted very positive examples of industry helping each other and also highlighted the importance of the safety promotion role of the regulator.
- A question was raised by AEI on the use of safety data. It was acknowledged by the panel that data and information fuel safety management. However, the limitations of the data should be respected. Transforming safety data into information requires intelligent methods.

Outcomes/Additional Ideas

- SMS is changing the relationship between regulator and industry. There is a shift towards a more closer dialogue and cooperative relationship. However, the role of the regulator in terms of safety oversight and compliance assurance is still paramount.
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