FAA Participation in SM ICG

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SM ICG Background

- FAA initiated SM ICG along with EASA, ICAO, and TCCA in February 2009
- Focus on ensuring safety management is implemented in a consistent and harmonized manner
- Purpose of SM ICG is to promote a common understanding of SMS/SSP principles and requirements, facilitating their application across the international aviation community

Benefits

- Civil Aviation Authorities benefits from collaboration and sharing of lessons learned and best practices
  - Leverage knowledge that avoids duplicating efforts
  - Efficient oversight of multinational organizations
  - Assist in developing robust and affordable safety management systems
- Benefits for the aviation industry
  - Potential harmonization of SMS requirements and activities
  - Guidance material and tools

SM ICG Contribution to FAA Efforts

- SM ICG is a valuable resource for the advancement of SMS and SSP
- SM ICG developed tools to help regulators and aviation service providers accomplish their safety management goals and evolve their systems to improve safety performance
- FAA is a permanent member of the SM ICG Steering Committee and contributes to strategic direction, project prioritization and development
- SM ICG products used in several FAA efforts, including common safety management related taxonomies and terminologies, improving data standardization, improving competencies for safety data analysis, and safety performance framework
- FAA uses SM ICG products as it evolves oversight practices to ensure that FAA decisions impacting industry are made with safety risk fully considered.

Relationship to FAA Efforts

SM ICG Product	Input to FAA and Industry Efforts:
SMS Inspector Competency Guidance Training Program Outline for Inspector SMS Competency	Developed functional requirements and competencies for the safety data and risk analytics workforce and identified current personnel with relevant skills.
Development of a Common Hazard Taxonomy Hazard Taxonomy Examples	- Developed a high-level safety taxonomy and draft hazard taxonomy for the entire agency. In addition, the FAA now has one common definition of hazard, instead of the 20-plus definitions that existed in the aviation community previously. By developing taxonomies and standardizing definitions, facilitating ability to better connect our data sources, enabling access to a wider array of data for analysis and risk-based decision making. - Commercial Aviation Safety Team (CAST)/ICAO Common Taxonomy Team (CICTT) - Foundation for the Safety Data and Analysis Team (SDAT) to standardize and integrate safety data at the agency level
Safety Management Terminology	Part 121 SMS Rule, FAA Order 8000.373, FAA Compliance Philosophy, FAA Order 8000.369, *Safety Management System,* FAA Order VS 8000.367A, *Aviation Safety (AVS) Safety Management System Requirements,* FAA Order 8040.4, *Safety Risk Management Policy,* FAA Order 8900.1, *Flight Standards Information Management Systems (FSIMS), and* Incorporated into internal training such as FAA Safety Risk Management (SRM) Overview and Safety Management System (SMS) Basics for AVS

Relationship to FAA Efforts

SM ICG Product	Input to FAA and Industry Efforts:
SMS Evaluation Tool	- FAA Aircraft Certification Service SMS Voluntary SMS Program - Development of National Aerospace Standards (NAS) on SMS (NAS 9927) is a voluntary standard developed by the aerospace industry for Design & Manufacturing, in collaboration with the FAA.
A Common Approach to Safety Performance Measurement (SPMA) Paper A Systems Approach to Measuring Safety Performance – The Regulator Perspective Measuring Safety Performance Guidelines for Service Providers Risk Based Decision Making Principles Comprehensive Safety Performance Management Document	- Establishment of the Safety Collaboration Team (SCT) - Development of agency-level *Safety Issue Identification and Management Process* - FAA Order 8000.369, *Safety Management System* - FAA Order 8040.4, *Safety Risk Management Policy* - Guidance for Coordinating Cross-Line of Business Safety Risk Assessments - Guidance for Managing Aerospace System Level Safety Issues in HIRMT. - Guidelines for service providers through the NAS 9927, a voluntary standard developed by the aerospace industry for Design & Manufacturing, in collaboration with the FAA.

Next Steps for SM ICG

- Continue to incorporate SM ICG products into FAA related Activities
- Encourage and promote to others to utilize the outputs in order to harmonize
- Continue to work with ICAO SMP on further collaboration and utilization of SM ICG products
- Continue to enhance SM ICG products by incorporating lessons learned and reaching out and collaborating with industry and other authorities