ASSEMBLY — 37TH SESSION

TECHNICAL COMMISSION

Agenda Item 26: Safety management and safety data

SAFETY CULTURE
IN THE MEMBER STATES OF INTERSTATE AGREEMENT
ON CIVIL AVIATION AND AIRSPACE USE
AS AN ESSENTIAL ELEMENT OF SMS STRUCTURE

(Presented by the Interstate Aviation Committee[2])

<table>
<tr><td colspan="2" align="center">EXECUTIVE SUMMARY</td></tr>
<tr><td colspan="2">This information paper provides information on activities within the framework of the COSCAP Project RER/01/901 carried out in the region of the Member States of the interstate Agreement for the implementation of Safety Management System.

Action: To note.</td></tr>
<tr><td>Strategic Objectives:</td><td>This information paper relates to Strategic Objective A(Enhance global civil aviation safety).</td></tr>
<tr><td>Financial implications:</td><td>Not applicable.</td></tr>
<tr><td>References:</td><td>Safety Management Manual, Doc 9859 Second Edition 2009
"Just Culture Guidance Material for Interfacing with the Judicial System", 11.02.2008, Eurocontrol
HLSC 2010-WP/58
Report of the High-level Safety Conference (2010), Doc 9935</td></tr>
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[1] Versions in Russian and English are presented by the Interstate Aviation Committee (IAC).

[2] Interstate Aviation Committee (IAC) is the executive body of the interstate Agreement on Civil Aviation and Airspace Use (international agreement, participants of which include Azerbaijan Republic, Republic of Armenia, Republic of Belarus, Georgia, Republic of Kazakhstan, Kyrgyz Republic, Republic of Moldova, the Russian Federation, Republic of Tajikistan, Turkmenistan, the Ukraine, Republic of Uzbekistan).

1.   **INTRODUCTION**

1.1.   In 2006 the International Civil Aviation Organization (ICAO) issued the first edition of the Safety Management Manual (SMM), Doc 9859.

1.2.   In 2009 the new edition of the Safety Management Manual, Doc 9859, was issued (SMM 2009) where the main directions for the SMS implementation are: the Quality Management System, flight safety policy, risk management, flight safety promotion and popularization of safety and culture.

1.3.   Paragraph 3.3.3 of Amendment 33-B to Annex 6, Part I, to the Convention on International Civil Aviation says that from 18 November 2010 States shall require an operator to implement a Safety Management System acceptable to the State of the operator in accordance with the Safety Management Manual, Doc 9859.

2.   **IMPLEMENTATION OF THE SAFETY CULTURE**
       IN THE REGION OF THE MEMBER STATES
       OF THE INTERSTATE AGREEMENT

2.1.   The safety culture in the Member States of the interstate Agreement is based on:

    a)   awareness culture;
    b)   fairness culture;
    c)   reporting culture; and
    d)   training culture.

2.1.1   The level of an organization's safety culture is determined according to what the personnel does, how it works in the organization. The personnel should understand threats, hazards and risks. The personnel should understand mistakes made by the crew and by the engineering staff, and should also be aware which mistakes are acceptable (human factor) and which are not acceptable (gross negligence or destructive acts).

2.1.2   The personnel is encouraged to report on all hazards; these hazards are recorded, analyzed and corrective measures are taken. At the executive management level, sufficient resources for the encouragement of the safety culture should be allocated; and this encouragement is based on the acceptance of proposals and on the existence of the feedback concerning the timely taken measures or explaining why these measures have not been taken.

2.1.3   The personnel are encouraged to develop their skills and knowledge; they are retrained and informed on all flight safety problems.

2.2.   In order to address the above-mentioned areas within the region of the Member States of the interstate Agreement, regular training of top specialists from aviation administrations, airlines, flight and engineering training centers is conducted; this training is conducted within the framework of ICAO-IAC Regional COSCAP Project RER/01/901.

2.2.1   The workshops on the Safety Management System (SMS) training were conducted together with FAA (2006), Airbus (2007, 2009) and the Boeing Company (2008). Also, specialized workshops were conducted: together with Airbus "Risk Management" (2007), together with the Boeing Company "MMEL and MEL formation for Boeing aircraft" (2007, 2008), together with the Boeing

Company and FAA "Airlines training program and CRM" (2010), together with Airbus "RNP" (2010). Also advanced courses on the methodical provisions of SMS terms and definitions' classifiers and expansion of functional capability of automated SMSs (SMS-ACS) (Bishkek, Kyrgyz Republic) were conducted.

2.3.   A special place within the safety culture holds the national traditions, national mentality and sharing experience between the civil aviation administrations. Those aspects have been taken into consideration in the Aviation Rules System developed within the framework of the ICAO-IAC Regional Project COSCAP RER/01/901 and harmonized with the Joint European Rules and USA taking into account national requirements and specifics.

2.3.1   The above-mentioned Government Regulation and Operations Control Rules System is based on the aggregation of principles of three main operation schools:

   a)   operation school of the Member States of the interstate Agreement based on harmonized national aviation rules developed within the framework of the interstate Agreement;

   b)   European operation school regulated by the European mandatory Rules JAR-OPS-1, JAR-OPS-3, PART-M, PART-145, etc.

   c)   operation school based on the compliance with the ICAO Standards and Recommended Practices (SARPs).

2.3.2   During the development of the Aviation Rules for the States of the region under the ICAO-IAC Regional Project COSCAP RER/01/901, the strictest requirements of all of the above-mentioned schools have been used; the possibility for the implementation of these requirements within the specific States was also taken into account.

2.3.3   The above-mentioned system of Aviation Rules was developed in Russian and in English, underwent expert evaluation in the States of the region, was accepted by the experts from European aviation bodies and by the officers of Air Navigation Bureau of ICAO, and it is implemented in several States of the region.

2.4.   In order to develop clear practical measures to improve the flight safety level, an international Summit on the Global Aviation Safety Roadmap was conducted in 2009.

2.4.1   In order to implement the recommendations of the Summit conducted in June 2009 a Roadmap Regional Team composed of top specialists from the States of the region was established. In April 2010 at the joint meeting of the Team specialists and specialists from CAST (FAA and the Boeing Company), a resolution to create a CAST-CIS Team was adopted.

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