

# AIG and State Safety Management

Presentation of AIG's role and its positioning within the SSP structure

**Alessandro Cometa**  
Safety Investigation Manager

**Regine Hamelijnc**  
Senior Safety Management Officer

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1

## Contents

Review of relevant ICAO Annex 19 SARPs

The role of AIG within the SSP

Questions and Answers



2

## ICAO Annex 19 'Safety Management' SARPs

- stress the importance of coordination and collaboration among relevant stakeholders
- promote an integrated approach to safety management
- promote the sharing of safety data and safety intelligence
- promote an informed and learning culture for aviation safety

## ICAO Annex 19 SARPs dealing with AIG

### 3.3 State safety risk management

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3.3.3 Accident and incident investigation States shall establish a process to investigate accidents and incidents in accordance with Annex 13, in support of the management of safety in the State.

Note 2 to 3.3.4: — Additional information to identify hazards and safety issues on which to base preventive actions may be contained in the **Final Reports of accidents and incidents.**

### SL 2023-018 -> no changes proposed on SARPs

#### ICAO Safety Management Manual:

5.2.3 Accident and incident investigations Annex 13 requires States to ..... State authorities responsible for the implementation of the SSP should have access to the State accident and incident database to support their safety responsibilities. Additional information on which to base preventive actions may be contained in the Final Reports on accidents and incidents that have been investigated

5.2.4.2 Safety investigations outside of those mandated by Annex 13 are encouraged as they provide useful safety information to support safety performance improvement.

# ICAO Annex 19 SARPs dealing with AIG

## 5.1 Safety data collection and processing systems

5.1.1 States shall establish safety data collection and processing systems (SDCPS) to capture, store, aggregate and enable the analysis of safety data and safety information.

Note 1.— SDCPS refers to processing and reporting systems, safety databases, schemes for exchange of information, and recorded information including but not limited to:

- a) data and information pertaining to accident and incident investigations;
- b) data and information related to safety investigations by State authorities or aviation service providers;
- c) mandatory safety reporting systems as indicated in 5.1.2;
- d) voluntary safety reporting systems as indicated in 5.1.3; and
- e) self-disclosure reporting systems, including automatic data capture systems, as described in Annex 6, Part I, Chapter 3, as well as manual data capture systems.

Accident and incident investigation results feed the SDCPS, which is essential for State safety risk management



5

5

# ICAO Annex 19 SARPs - pending amendments

## Changes proposed with SL 2023-018

~~5.1.1.~~ 5.2.1 States shall establish a safety data collection and processing system (SDCPS) consisting of a series of integrated processes and schemes to capture, store, aggregate, process and enable the analysis of safety data and safety information.

~~Note 1.— SDCPS refers to processing and reporting systems, safety databases, schemes for exchange of information, and recorded information including but not limited to:~~

- ~~a) data and information pertaining to accident and incident investigations;~~
- ~~b) data and information related to safety investigations by State authorities or aviation service providers;~~
- ~~c) mandatory safety reporting systems as indicated in 5.1.2;~~
- ~~d) voluntary safety reporting systems as indicated in 5.1.3; and~~
- ~~e) self-disclosure reporting systems, including automatic data capture systems, as described in Annex 6, Part I, Chapter 3, as well as manual data capture systems.~~

New Note 1.— The SDCPS (safety data collection and processing sys) may also include some analysis functions.

New Note 2.— Guidance related to an SDCPS is contained in the Safety Management Manual (SMM) (Doc 9859) the Safety Intelligence Manual (Doc 10159 – not yet published, expected in 2025).



6

6

# ICAO Annex 19 SARPs dealing with AIG

## 5.1 Safety data collection and processing systems

5.1.4 Recommendation.— State authorities responsible for the implementation of the SSP should have access to the SDCPS as referenced in 5.1.1 to support their safety responsibilities, in accordance with the principles in Appendix 3.

Note.— State authorities responsible for the implementation of the SSP include accident investigation authorities.

### Changes proposed with SL 2023-018 -> upgrade Rec. 5.1.4 to a standard

5.2.5 State authorities responsible for the implementation of the SSP shall contribute and have access to safety data and safety information in the SDCPS to support their safety responsibilities.

Safety data and intelligence from accident and incident investigation shall feed the SDCPS – all State entities having a role in SSP have access



# ICAO Annex 19 SARPs dealing with AIG

## APPENDIX 1. STATE SAFETY OVERSIGHT (SSO) SYSTEM CRITICAL ELEMENTS (CEs)

### 1. General principles

Note 1.— .....

Note 2.— The term “relevant authorities or agencies” is used in a generic sense to include all authorities with aviation safety management and oversight responsibility which may be established by States as separate entities, such as:

Civil Aviation Authorities, Airport Authorities, ATS Authorities, Accident Investigation Authority, and Meteorological Authority.

Note 3.— The SSO system CEs are applied, as appropriate, to authorities performing safety oversight functions as well as authorities performing investigation of accidents and incidents or other State safety management activities.

### No changes proposed with SL 2023-018

Accident and incident investigation is considered an integral part of a State’s safety oversight system



# ICAO Annex 19 SARPs dealing with AIG

## APPENDIX 3. PRINCIPLES FOR THE PROTECTION OF SAFETY DATA, SAFETY INFORMATION AND RELATED SOURCES

### 1. General principles

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1.2 When an investigation under Annex 13 has been instituted, accident and incident investigation records listed in 5.12 of Annex 13 shall be subject to the protections accorded therein instead of the protections accorded by this Annex.

No changes proposed with SL 2023-018

SARPs for the protection of accident and incident investigation records are those in **Annex 13**



## How can AIG contribute to the success of the SSP ?

### Expertise

- Highly trained and experienced personnel with expertise in various aspects of aviation safety
- Investigation reports are a valuable source of safety intelligence & support safety issue assessment

### Transparency

- With AIG being part of the SSP trust and confidence in the investigation process is fostered
- This promotes accountability within the aviation industry

### Cooperation

- AIG cooperates with other state authorities responsible for safety management to address safety deficiencies,
- AIG facilitates the exchange of information, coordination of safety initiatives, and implementation of safety recommendations.

### Advisory role

- AIG may provide expert guidance on safety-related matters
- AIG may contribute to the development of safety regulations and policies
- AIG may advocate for safety enhancements based on investigation findings



AIG safety studies.



# Should the SIA be part of the SSP coordination group?

→ Refer to the ICAO SSPIA (State Safety Programme Implementation Assessment) Protocol Question SSP.GEN.002



*'How does the State ensure that the relevant State authorities are involved in the implementation and maintenance of the SSP?'*

→ Markers for level 2 'Present'

1. There is an established SSP coordination group (or groups) at the State level, chaired by the designated authority in charge of coordinating the SSP implementation and maintenance.

Where more than one SSP coordination group is established the responsibilities, interfaces and reporting lines to the State authority in charge of coordinating the implementation and maintenance of the SSP are defined.

2. All relevant State authorities (including, but not limited to, Civil Aviation Authority, Accident Investigation Authority and Military Aviation Authority) are represented in the coordination group.

3. The coordination group (or groups) addresses both strategic and operational aspects.

4. The coordination group meetings have defined objectives and established meetings frequency.

## SIA part of the SSP coordination group - Benefits

<b>Enhanced Coordination</b>	The SIA can provide valuable input and expertise to the coordination group regarding accident and incident investigation processes, methodologies, and findings -> ensures that investigation activities are aligned with broader safety management objectives and strategies.
<b>Integrated Approach to Safety Management</b>	Collaboration between the SIA and other stakeholders allows for the sharing of information, identification of common safety issues, and development of coordinated safety initiatives.
<b>Timely Exchange of Information</b>	SIA will receive timely information about safety-related initiatives, concerns, and priorities from other stakeholders -> facilitates proactive engagement in safety management activities and ensures that investigation findings are considered in decision-making processes.
<b>Facilitation of Safety Improvement</b>	Coordination group serves as a forum for discussing safety trends, emerging risks, lessons learned from investigations. By actively participating in these discussions, the SIA can contribute insights that inform the development of safety improvement strategies and the prioritization of corrective actions.
<b>Stakeholder Engagement</b>	Promotes a shared understanding of safety priorities and objectives. This collaborative approach encourages buy-in from all stakeholders and strengthens the overall effectiveness of the SSP.

## Should the SIA approve the SSP document ?

→ ICAO does not address the need to formally approve the SSP document.



→ **SSP.GEN.03** 'What documentation has the State established for SSP implementation, including top-level documentation that describes the specific activities and responsibilities related to the management of safety that each State authority under the SSP is in charge of?'

→ None of the maturity markers addresses approval of the SSP documents.

→ Marker 4 in level 3 'Present and effective':

*All SSP-related documents (as applicable) are reviewed regularly by all relevant State authorities and fully updated so as to support the modifications of the methodology, processes and activities for further maturation of the SSP, as applicable'*

The SSP document does not provide details on how investigations should be performed, but should explain how the results of those are used for State Safety Management.

## Should investigators be included in the SSP competency framework ? (1/2)

→ Refer to the ICAO SSPIA Protocol Question SSP.GEN.006:



*'How does the State determine the SSP-related training needs at all levels of the organization to ensure that personnel of the State authorities involved in SSP implementation are qualified and competent to perform their functions and responsibilities?'*

→ Markers for level 2 'Present'

1. SSP-related training programme has been developed, including a training needs analysis (TNA) to determine the relevant training needs of each pertinent State authority.

2. Where appropriate, a competency-based approach is applied to address K/S/A (knowledge/skills/attitude) requirements.

3. The SSP-related training programme caters to the different safety management training needs of different personnel, based on their duties and responsibilities\*.

4. There is an SSP training plan in place, which considers both initial and recurrent training requirements.

\* i.e. inspectorate, data analysts, top management, mid-level management, , legal department, **AIA**, Military, etc.).



15

15

## Should investigators be included in the SSP competency framework? (2/2)

→ Refer to the ICAO SSPIA Protocol Question SSP.AIG.001:

*'How does the investigation authority ensure that the personnel responsible for addressing safety management-related aspects in aircraft accident and serious incident investigations develop the required competencies?'*

→ Markers for level 2 'Present'

1. The competencies required for addressing safety management-related aspects in aircraft accident and serious incident investigations are identified and documented.

2. A training plan that addresses K/S/A concepts, recurrent training and OJT for the personnel responsible for addressing safety management-related aspects in aircraft accident and serious incident investigations is in place.

3. The training plan addresses safety management-related aspects.

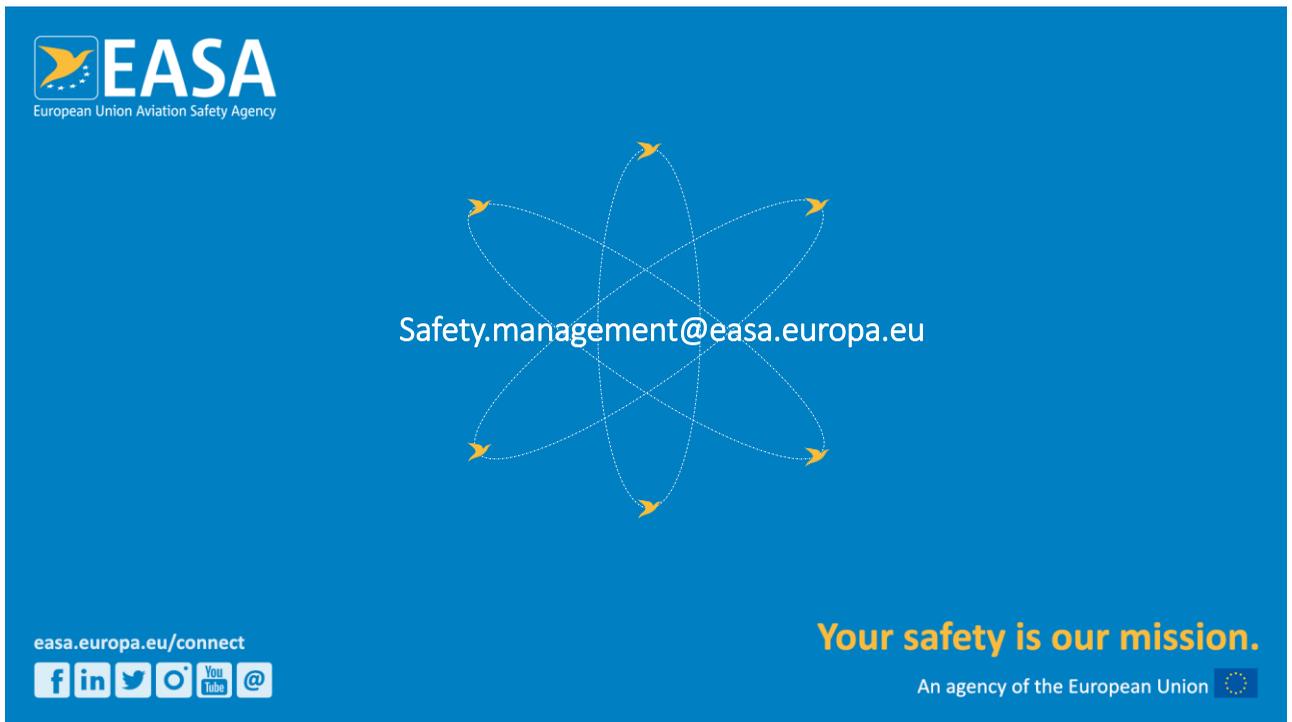
4. There is a mechanism in place to ensure the competency of the relevant personnel.



16

16

# Questions from the audience



  
European Union Aviation Safety Agency

Safety.management@easa.europa.eu

easa.europa.eu/connect



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