

Session 1 - Benefits and Challenges of Safety Management

- 1) The benefits of safety management have been well-known for some time. To achieve these benefits it is important to ensure effective implementation.
- 2) The Symposium agreed on the importance of making use of safety management for the Asia and Pacific (APAC) and Middle East (MID) Regions and increasing collaboration at the regional level.
- 3) In terms of safety management implementation, an essential role will be played by mature Member States for the overall safety risk management architecture at the regional level, through the RASGs and PIRGs.

Session 2 - State Safety Programme (SSP) scope

- 4) The Symposium urged that the implementation of SSP consider the objectives of the Global Aviation Safety Plan (GASP). The GASP, along with the Global Air Navigation Plan (GANP), provide the framework for the development and implementation of regional and national aviation safety plans.
- 5) The Symposium recognized that SSP is intended to ensure States understand where its main risks are and that it takes appropriate actions to manage those risks.
- 6) While States need to ensure that the service providers identified in Annex 19 implement SMS, they may consider extending the applicability of SMS to other service providers, if the State decides that its own aviation environment and risk management needs make it necessary for the State to do so.

Session 3 - Management of change

- 7) We should recognize that 'Management of Change' is a key factor of 'Risk Management' and provides the link between changes initiated for the improvement of capacity and efficiency and safety management.
- 8) The key ingredients to effective change management include: investment in people, active engagement and communications, close collaboration among all stakeholders and quality assurance.

Session 4 - Interaction between SSP and safety management system (SMS)

- 9) SMS and SSP always go hand in hand. Effective SMS implementation at the service provider level is instrumental to having a successful SSP. There should be sufficient harmonization between regulators and service providers.

- 10) In an SMS environment we should move to a more safety performance-based approach to surveillance, which includes developing safety risk profiles and assessing performance at the system, programme and process levels.
- 11) The success of safety management depends on the commitment of the State and its service providers to work together to improve the overall safety performance in the State.

Session 5 - Scalability

- 12) States and service providers should implement safety management tailored to the size, complexity and specific environment of each organization. To support this ICAO has established the Safety management implementation website (www.icao.int/SMI).
- 13) States and service providers should take the diversity within the organization into consideration to ensure that a clear understanding of safety risk is communicated.
- 14) States should ensure that the conduct of SMS assessments focuses on the desired result for each activity and process as well as the desired result of the SMS as a whole.
- 15) The Symposium recognized that 100% compliance with SMS requirements is not the goal, rather each organization needs to be able to demonstrate that it is actively identifying and managing its safety risks with clear and relevant safety objectives, safety performance indicators and targets.

Session 6 - The Protection of Safety Data, Safety Information and related sources

- 16) The Symposium strongly urges States to implement safety information protection provisions in Annex 19 by adopting appropriate legal framework and creating an environment where safety information is used only for the purposes of maintaining or improving safety.
- 17) If an organisation (authority or operator) cannot be trusted to protect safety data and safety information gathered from voluntary reporting systems and their sources, then the reporting culture will be negatively impacted.

Session 7 - Promoting a Positive Safety Culture

- 18) Safety culture is embedded in every aspect in the implementation of SSP & SMS. Organizations should focus on providing enablers and removing disablers to promote and achieve a positive safety culture.
- 19) The Symposium recognized the importance of safety promotion to foster a positive safety culture and the need to work collaboratively at the individual, organizational, national, regional and international levels.
- 20) The importance of measuring and monitoring safety culture maturity and for commitment to safety and trust at all levels starting with high-level management was highlighted.

Conclusion:

- 21) It is important to give appropriate attention to implementing safety management in a way that will effectively achieve the objectives and benefits.
- 22) Representatives from States and service providers who attended the Symposium should bring the session topics discussed back to their own organizations to progress safety management implementation.
- 23) ICAO remains committed to assisting States with implementation in coordination with regional organizations to ensure that when it comes to safety management, No Country is left behind. We are working on a new initiative, the Global Aviation Safety Oversight System (GASOS), which will provide additional options for States that need support in performing their safety-related tasks and activities.
- 24) States are encouraged to provide feedback on the 2020-2022 Edition of the Global Aviation Safety Plan (GASP) before or during the 13th Air Navigation Conference and enhance their participation in Regional Aviation Safety Groups (RASGs) and Regional Safety Oversight Organizations (RSOs) to support effective safety management implementation.
- 25) States, regional and international organizations are invited to share tools and examples which support effective safety management implementation to be considered for posting on the safety management implementation website (www.icao.int/SMI).