



## **ACCIDENT INVESTIGATION AND PREVENTION (AIG) DIVISIONAL MEETING (2008)**

**Montréal, 13 to 18 October 2008**

### **Agenda Item 2: Recent developments in investigation and prevention matters**

#### **ESTABLISHMENT AND INTRODUCTION OF ACCIDENTS PREVENTION AND FLIGHT SAFETY MANAGEMENT SYSTEM**

(Presented by the Russian Federation)

##### **SUMMARY**

This document reviews practical implementation of Accidents Prevention and Flight Safety Management issues for the purpose of developing proactive flight safety management methods.

Action by the conference is in paragraph 3.

### **1. INTRODUCTION**

1.1 Accidents prevention through investigation is indeed a proved and efficient method, however at the same time, a passive way as it proposes active actions only after the occurrence.

1.2 Being in pace with the improvement of Annex 13, the work still has to be pushed forward regarding implementation and introduction of proactive flight safety management methods.

### **2. DISCUSSION**

2.1 The International Civil Aviation Organization (ICAO) issued in 1984 the *Accident Prevention Manual* (Doc 9422), which has not been universally introduced. The flight safety related activities are still largely focused on organizational and methodological improvement of aviation accidents. The preventive activities have not been implemented so dynamically.

2.2 In 2006, ICAO issued the *Safety Management Manual (SMM)* (Doc 9859), which is to be used by all certificated air operators as a basis for the development of their own Manuals by 01.01.2009.

---

<sup>1</sup> English and Russian versions provided by the Russian Federation.

2.3 The issue of SMM was a very important step in the theoretical and practical FS aspects. This was the first time when one hundred percent safe air operation was called unachievable, but at the same time the philosophy and key recommendations as to the introduction of flight safety management system were presented.

2.4 The Safety Management Manual is a clear and practice-oriented document. However, even now there are questions about application of provisions contained therein regarding terminology, assignment of admissible FS levels, Risk Managers training procedures etc. At the same time, many States, Russia for example, have accumulated a lot of FS management experience. Therefore, in the course of SMM introduction it is highly advisable for ICAO as an advisory agency to provide methodological support of SMS interpretation and expansion of Flight Safety expertise.

### 3. ACTION PROPOSED

3.1 The meeting is invited to:

- a) recommend to ICAO to provide methodological support of *Safety Management Manual (SMM)* (Doc 9859) implementation for the purposes of generalization and spreading out the proactive FSM methods;
- b) recommend to ICAO to develop training programs for Risk Managers; and
- c) recommend to ICAO to develop explanations for States regarding the status and use of the *Accident Prevention Manual* (Doc 9422) in connection with the introduction of the *Safety Management Manual* (Doc 9859) in order to avoid different interpretations of concepts and terminology and, consequently, to prevent defects in flight safety management structure.

— END —