



WORKING PAPER

**DIRECTORS GENERAL OF CIVIL AVIATION CONFERENCE
ON A GLOBAL STRATEGY FOR AVIATION SAFETY**

Montréal, 20 to 22 March 2006

Theme 2: Improving aviation safety

Topic 2.2: Management of aviation safety

CONCLUSIONS AND RECOMMENDATIONS

(Presented by the Secretariat)

REFERENCES

DGCA/06-WPs/6, 12, 15, 24^{Revised}, 32 and 38

DGCA/06-IPs/2, 3, 4, 8, 9, 20, 21,22,23, 30, 43 and 44

1. CONCLUSIONS

1.1 The Conference agreed to the following conclusions:

a) *Safety management systems*

- 1) civil aviation organizations, including civil aviation administrations, are under pressure to discharge their mandate in the face of ever-diminishing resources, thus facing efficiency issues;
- 2) SMS presents the international civil organizations with a data driven approach to the prioritization of resources towards safety concerns that hold the greatest risk potential, and towards activities likely to produce the biggest return on resources invested;
- 3) proven benefits of SMS include:
 - reduced incident and accident rates;
 - greater operating efficiencies such as fewer returns to gate and flight cancellations;

- improved employee morale as a result of being empowered and seeing results through the SMS;
 - reductions in insurance rates;
 - tangible savings for operators as a result of knowing the operational risks and preventing incidents, resulted in substantial savings; and
 - less regulatory involvement due to the operators management of their own day-to-day activities. The regulator oversees the effectiveness of the systems.
- 4) the full potential of SMS will only be realized when the concept is adopted on a global basis by all Contracting States and, through States, by as many aviation organizations as possible. In order for this global implementation to take place, States need to be fully aware and informed about the SMS concept and the means and tools for its implementation; and
 - 5) consideration should be given to the development of additional guidance material as well as to organizing seminars and workshops to assist States and operators to implement SMS. In order to facilitate this, advantage should be taken of experience existing within States and international organizations with expertise in the development and implementation of SMS.
- b) *Development of an SMS Annex to the Convention*
- Consideration should be given to complement the set of Annexes to the Chicago Convention with a specific Annex on appropriate provisions on safety oversight, safety assessment and safety management; and
- c) the Conference confirmed the need to modernize Annex 6 — *Operation of Aircraft, Part II — International General Aviation — Aeroplanes*.

2. RECOMMENDATIONS

2.1 The Conference agreed on the following recommendations:

- a) *Safety management systems*
- 1) States implement safety management systems across all safety-related disciplines;
 - 2) States engage in far-reaching cooperation with ICAO in the programme of training courses, by sponsoring one of the seven training courses and/or by providing experts in safety management to supplement ICAO delivery teams;
 - 3) States to engage in an exchange of information to progress in the implementation of SMS through the provision of expert advice, tools and other means;

- 4) States commit to the earliest possible implementation of SMS on a global basis, based on the related provisions adopted by Council; and
- 5) the ICAO Council to continue work towards the development of training, guidance material and other enabling tools to help Contracting States expedite the implementation of SMS.

b) *Development of a Safety Annex to the Convention*

ICAO to study further harmonization of safety management requirements, as well as the development of a new Annex dedicated to SMS, including appropriate provisions on safety oversight, safety assessment and safety management.

— END —