

ICAO Action

The safety recommendation was carefully evaluated taking into account the information contained in the final report. In addition, ICAO Annex 8 — *Airworthiness of Aircraft* Eighth, Ninth, and Tenth editions were reviewed, as well as the ICAO *Human Factors Training Manual* (Doc 9683).

The Airbus A320 was type certificated in 1988, and the human factor performance and design principles had not been included in Annex 8 at that time. They were introduced with the adoption of Amendment 98 to Annex 8 in March 2004.

In line with the recommendation, ICAO wishes to indicate that in addition to the introduction of human factors design and construction principles and performance, maintenance and repair standards, ICAO introduced in Amendment 98 a Note in Parts IIIA and IIIB of Annex 8. The Note makes reference to ICAO guidance material in Doc 9683. In addition, safety management provisions were introduced in Amendment 101 to Annex 8 which will become applicable on 14 November 2013 for organizations responsible for the design and manufacture of aircraft. Amendment 101 will require design and manufacturers to implement safety management systems, which will facilitate the identification of hazards experienced in the operational environment and the development of changes to mitigate the associated risks.

ICAO believes the steps outlined above confirm ICAO's focus and attention toward human factors and safety management principles in the design and manufacturing provisions.

Notwithstanding the recommendation, ICAO believes that issuing specific guidance for States to consider the comprehensiveness of applicability of ICAO Annex 8 Standards and Recommended Practices referring to human factors would not be practical at this time, as ICAO human factors guidance material is referenced in Annex 8 and safety management systems will become applicable for design and manufacturing organizations on 14 November 2013.