

*2008 ANNUAL U.S./Europe  
INTERNATIONAL AVIATION SAFETY CONFERENCE*

JUNE 3-5, 2008

Renaissance Vinoy Hotel

St. Petersburg, Florida

*Global Safety Management:  
Revolution or Evolution?*

*AGENDA*

MONDAY, JUNE 2

REGISTRATION DAY

12 - 5:00 PM

Registration and Distribution of Handout Material

*[Plaza Ballroom:*

*4:30 PM -5:00 PM Briefing for FAA and EASA notetakers*

*5:00 PM – 5:30 PM Briefing for **all** plenary and workshop panel members and introduction of notetakers]*

*NOTE: Industry association preparation meetings will be notified to members.*

TUESDAY, JUNE 3	PLENARY SESSION – <i>Palm Court Ballroom</i> Panel Discussions on Safety Management Theme
7:00 AM – 8:30 AM	Breakfast
7:30 AM – 5:00 PM	Registration and Distribution of Handout Material -----
8:30 AM – 9:00 AM	<b>Opening Remarks</b> Mr. Nick Sabatini, FAA Associate Administrator for Aviation Safety Mr. Patrick Goudou, EASA Executive Director
9:00 AM – 9:15 AM	<b>FAA Update</b> <ul style="list-style-type: none"><li>• Organizational Changes</li><li>• U.S./EU Bilateral Status</li><li>• Challenges</li></ul>
9:15 AM – 9:30 AM	<b>EASA Update</b> <ul style="list-style-type: none"><li>• Organizational Status</li><li>• Extension of EASA competence</li><li>• Challenges</li></ul>
9:30 AM – 10:30AM	<b>ICAO Keynote address, <i>Vision for a Global Safety Management Framework</i></b> (based on State Letter AN 12/51-07-74) Nancy Graham, Director, Air Navigation Bureau, ICAO
10:30 AM – 11:00 AM	<i>Coffee Break</i>
11:00 AM – 12:30 PM	<b>Panel 1: <i>Progress in open data sharing, a key component of safety management.</i></b> <b>Moderator:</b> Don Gunther, Continental Airlines. <b>Panel:</b> Nick Sabatini, FAA; John Vincent, EASA; Peter Sorensen, IATA; Bill Voss, Flight Safety Foundation
12:30 PM – 2:00 PM	<i>Lunch</i>
2:00 PM – 3:30 PM	<b>Panel 2: <i>International Proactive Safety Management Approaches</i></b> <b>Moderator:</b> Merlin Preuss, TCCA. <b>Panel:</b> Simon Stewart, easyJet; Antonio Victorazzo, Embraer; Rob Wight, Civil Aviation Safety Authority Australia; Wong Chew Wah, Civil Aviation Safety Authority Singapore
3:30 PM – 4:00 PM	<i>Coffee Break</i>
4:00 PM – 5:30 PM	<b>Roundtable on Hot Topics:</b> This session will consist of an open forum to discuss current issues of interest to conference participants.
6:30 PM – 8:30 PM	<i>Reception (cash bar)</i> <i>Location: Esplanade</i>

<b>WEDNESDAY, JUNE 4</b>	<b>WORKSHOPS</b>
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7:00 AM – 8:30 AM            Breakfast

8:30 AM – 5:00 PM           Workshops

<b>WEDNESDAY, JUNE 4</b>	<b>WORKSHOPS</b>
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<p><b>Workshop Series 1: Enabling Proactive Safety Management</b></p> <p style="text-align: center;"><i>Royal Room</i></p>	<p><b>Workshop Series 2: Practical Challenges in Global SMS Implementation</b></p> <p style="text-align: center;"><i>Plaza Ballroom</i></p>	<p><b>Workshop Series 3: Looking to the Future: Efforts to Improve Aviation Safety Beyond SMS</b></p> <p style="text-align: center;"><i>Majestic Room</i></p>
<b>8:30 AM – 10:00 AM SESSIONS</b>		
<p><b>1) Making the Business Case for Safety Management.</b> <i>DISCUSSION PANEL</i></p> <p>This panel is an opportunity for industry members to discuss how implementing Safety Management has positively impacted their business. It will examine the cost benefits and other best practices from businesses already using safety management. Panelists may offer strategies for cooperative approaches between industry and authorities.</p> <p><b>Moderator:</b> Director General Azharuddin B Abdul Rahman, DCA of Malaysia</p> <p><b>Discussion Panel:</b> Helynne Jette, Bombardier Simon Stewart, easyJet Kathy Perfetti, NBAA J.M. Cluzeau, Air France</p>	<p><b>1) Reconciling Organizational Privileges and Aviation Authority Responsibilities</b> <i>PRESENTATION PANEL</i></p> <p>The panel will present a report from the FAA/EASA/TCCA joint coordination team on design organization initiatives. It will:</p> <ol style="list-style-type: none"> <li>1) focus on the authorities' frameworks for approved organizations and delegation, especially related to design of aeronautical products.</li> <li>2) discuss how they are similar and how they differ between the U.S., Canada, and Europe.</li> <li>3) inform how the authorities are working together to bridge the differences, and describe the challenges for implementing new accountability, e.g. discretion in a risk-based approach, inspection of approved organizations</li> </ol> <p><b>Moderator:</b> Dave Hempe, FAA</p> <p><b>Presenters:</b> Martin Thieringer, TCCA Roger Simon, EASA Scott Geddie, FAA</p>	<p><b>1) Industry's Need for Rulemaking Harmonization: Supporting the Future Global Air Transportation System</b> <i>PRESENTATION AND RESPONSE PANEL</i></p> <p>What rulemaking subjects does the global aviation industry want to see addressed by the authorities? Industry will present its priorities and views on rulemaking cooperation. They will highlight areas where authorities are converging on rulemaking to achieve common requirements worldwide and where apparent divergence on rulemaking has impacted the global air transportation system. Then the authorities will respond.</p> <p><b>Moderator:</b> Martin Eley, National Aircraft Certification Transport Canada</p> <p><b>Presenters:</b> Walt Derosier, General Aviation Manufacturers Association (GAMA) Doug Lane, Aerospace Industries Association (AIA) Philippe de Gouttes, Aerospace and Defense Industries Association of Europe (ASD) Bob Mather, International Coordinating Council of Aerospace</p>

		<p>Industries Associations (ICCAIA)                  Vincent De Vroey, Association of European Airlines (AEA)                  Peter Sorensen, International Air Transport Association (IATA)  <b>Response panel:</b>                  Pam Hamilton, Office of Rulemaking, FAA                  Jim Ballough, Flight Standards Service, FAA                  Dorenda Baker, Aircraft Certification Service, FAA                  Claude Probst, Rulemaking Directorate, EASA</p>
<b>10:00 AM - 10:30 AM COFFEE BREAK</b>		
<b>10:30 AM - 12:00 PM SESSIONS</b>		
<p><b>2) An Integrated Management System for Safety – Can Industry Implement a Safety Management System Accepted by All Authorities?</b>  <i>DISCUSSION PANEL</i></p> <p>For companies involved in design, manufacturing, maintenance, and/or operations how many SMS's will be required? What are the characteristics of an integrated SMS to cover all activities? How would it provide for proportionality to the size and nature of the aviation activity? Will all countries agree to common criteria that would facilitate global acceptance? Should there be a Global SMS standard regarding recognition of another State's approved SMS?</p> <p><b>Moderator:</b>                  Marshall Filler, ARSA  <b>Discussion Panel:</b>                  Tom McSweeney, Aviation Safety Consultant (on behalf of AIA)                  Don Arendt, FAA                  Eric Sivel, EASA                  Roger Dinius, General Electric</p>	<p><b>2) New Concepts for Managing Continued Operational Safety of Products</b>  <i>DISCUSSION PANEL</i></p> <p>Manufacturers and authorities are proposing business models for maintenance that shift activities from airline operators to others. How will this work globally? What regulatory shifts are needed? What practical approaches are being used today that will serve as a best practice for tomorrow's COS?</p> <p><b>Moderator:</b>                  Carol Giles, Flight Standards Service, FAA  <b>Discussion Panel:</b>                  Charlie Bautz, Boeing                  Juan Anton-Bernalte, EASA                  Alan Eccleston, Rolls Royce                  Warner Van der Veer-Jehee, KLM</p>	<p><b>2) Global ETOPS/LROPS Implementation: Timetables and Approaches</b>  <i>PRESENTATION PANEL</i></p> <p>Panel will discuss the requirements for ETOPS/LROPS implementation. Are LROPS requirements addressing more than aviation safety considerations? Where are these individual national regulations creating challenges for industry? How have the authorities considered the global perspective in their timetables and approaches? ICAO will advise attendees on their latest thinking.</p> <p><b>Moderator:</b>                  Yasuhisa Tani, Director of Engineering Dept., JCAB  <b>Presentation Panel:</b>                  Nancy Graham, ICAO                  Yves Morier, EASA                  Mark Sinclair, CASA Australia                  Rob Reich, FAA</p>
<b>12:00 PM - 1:30 PM LUNCH BREAK</b>		

<b>1:30 PM – 3:00 PM SESSIONS</b>		
<p><b>3) The Power of Harnessing Safety Data: Risk Identification and Data Analysis Tools</b> <i>DEMONSTRATION PANEL</i></p> <p>Data sharing and analysis are key elements for establishing a proactive approach to safety management. This workshop will demonstrate some of the tools in use today to ease analysis of safety data. Three demonstration/presentations will be made during this session.</p> <p><b>Moderator:</b> Nick Sabatini, FAA</p> <p><b>Presentation Panel:</b> Jay Pardee, Office of Aviation Safety Analytical Services, FAA Wietse Post, JRC, European Commission and Reinhard Menzel, EASA Tom Mayer, Austin Digital Company</p>	<p><b>3) Just Culture and Enforcement in an SMS Environment</b> <i>DISCUSSION PANEL</i></p> <p>The panel will discuss the challenges of conducting effective regulatory oversight and taking enforcement action in a safety management environment. What are the criteria to trigger authority action in a self-disclosure situation? What does the future regulatory oversight model look like? How will EASA administer its new administrative penalties authority?</p> <p><b>Moderator:</b> Pieter Mulder, Netherlands</p> <p><b>Discussion Panel:</b> Jean Francois Mathieu, TCCA Micaela Verissimo, EASA Wilhelm Jagritsch, Austrocontrol Alan Eccleston, ASD Captain Linda Orlady, ALPA</p>	<p><b>3) Oversight Throughout the Supply Chain: Is It Adequate?</b> <i>PRESENTATION AND RESPONSE PANEL</i></p> <p>This panel will discuss the global oversight model for parts suppliers. FAA will present the recent findings of an Inspector General’s audit for audience consideration and response. Are we doing enough supplier oversight to ensure the public that aircraft are safe?</p> <p><b>Presenter:</b> Frank Paskiewicz, Aircraft Certification Service, FAA</p> <p><b>Response Panel:</b> Edward Bayne, International Aerospace Quality Group Robert Lorenz, Rockwell Collins Chet Date, Honeywell Jason Dickstein, MARPA</p>
<b>3:00-3:30</b>		
<b>COFFEE BREAK</b>		

<b>3:30 PM – 5:00 PM SESSIONS</b>		
<p><b>4) State Safety Management Programmes: The Regulator’s Challenge</b> <i>DISCUSSION PANEL</i></p> <p>This workshop will present perspectives from the aviation authorities who are in the process of adopting safety management (internal) programs. How do you establish an acceptable level of safety for a State? How will the regulator adapt its safety oversight based on risks? How can States within a regional organization fulfill ICAO requirements?</p> <p><b>Moderator:</b> Nancy Graham, ICAO</p> <p><b>Discussion Panel:</b> Luis Cardoso Ribeiro, EASA Jacqueline Booth-Bourdeau, TCCA Dorenda Baker, FAA Ryan Hunninghaus, FOCA (Switzerland) Captain Dan Maurino, ICAO</p>	<p><b>4) Transitioning to an SMS: What’s Missing?</b> <i>DISCUSSION PANEL</i></p> <p>This workshop will provide practical experience and lessons learned from companies who have implemented SMS. What needed to be changed from their past practices? What difficulties did they encounter? What advice would they have for other companies? What would they like the regulators to improve?</p> <p><b>Moderator:</b> J. M Cluzeau, Air France</p> <p><b>Discussion Panel:</b> Rich Gage, Canadian Business Aviation Association Claude Schmitt, Airbus Rayner Hutchinson, AAR Services, Inc. Roger Dinius, General Electric</p>	<p><b>4) Aircraft Owner v. Operator Requirements: Challenges in Managing the Safety and Transfer of Used Aircraft</b> <i>DISCUSSION PANEL</i></p> <p>This panel will discuss experiences with aftermarket support and transfer of used aircraft and the hurdles that need to be overcome to support the global air transportation system. Do leasing companies have unrealistic expectations? How could transfer be streamlined? Why aren’t the obligations and data privileges provided in bilateral agreements more fully recognized? Are there safety risks with the aging fleet?</p> <p><b>Moderator:</b> Frederic Copigneaux, Certification Directorate, EASA</p> <p><b>Discussion Panel:</b> Jim Ballough, FAA Rich Poutier, International Leasing Finance Corp. Peter Noad, UK CAA Matt Huff, National Association of Resale Aircraft Eric Wildhagen, Jet Aviation Switzerland</p>

THURSDAY, JUNE 5      INFORMATION SESSIONS

7:00 AM – 8:30 AM      Breakfast

8:30 AM – 12:00 PM      **Information Sessions:** The purpose of these information sessions is to provide quick updates on current issues.

8:30 AM - 10:00 AM

*Majestic Room*

**Aircraft Certification**

Chairs: Dorenda Baker, FAA

Norbert Lohl, EASA

- Update on Very Light Jet certification and validation (*Joint FAA/EASA presentation*)
- Certification considerations for unmanned aircraft systems (UAVs)
- Signing ceremony for US/Canada BASA IPA (revision 1)

-OR-

*Plaza Ballroom*

**Maintenance**

Chairs: Carol Giles, FAA

Francesco Banal, EASA

- FAA briefing on maintenance provisions of (pending) reauthorization legislation
- FAA Update on Contract Maintenance Issues
- Line station policy for pending US/EC bilateral agreement

-OR-

*Royal Room*

**Operations & Licensing: Part 1**

Chairs: Jim Ballough, FAA

Claude Probst, EASA

- EASA's New Remit for Operations and Licensing
  - EASA update on operational suitability certificate
  - Flight simulators and training devices

10:00 AM - 10:30 AM      Coffee Break

10:30 AM - 12:00 PM      Continuation of Info Sessions:

*Majestic Room*

**Certification/Maintenance**

Chairs: Dorenda Baker and Carol Giles, FAA,

Norbert Lohl and Francesco Banal, EASA

- FAA briefing on Repair, Alteration and Fabrication Team (RAFT)
- Implementation of Design Approval Holders' requirements by FAA (14CFR Part 26), EASA, and TCCA

-OR-

*Plaza Ballroom*

**Update on Sport and Recreational Aviation**

Chairs: Kim Smith, FAA

Alain Leroy, EASA

-OR-

*Royal Room*

**Operations & Licensing: Part 2: Reciprocal acceptance of air operator's specifications: What should future bilateral agreement look like?**

What streamlining concepts should be incorporated in future bilateral agreements to reduce the burden of multiple foreign operator approvals? What specific reciprocal acceptance might FAA and EASA consider? This session will use structured brainstorming to identify potential actions for incorporation into future agreements.

Chairs: Jim Ballough, FAA  
Claude Probst, EASA

<b>THURSDAY, JUNE 5</b> <b>CLOSING SESSION - <i>Palm Court Ballroom</i></b>
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12:00 PM - 2:00 PM      Lunch

Note: Lunch is extended to allow notetakers to finalize their recommendations and presentations for the closing session

2:00 PM - 4:00 PM

**Closing Session**

- Summaries and Conclusions
- Review of Action Items
  - Discussion of how to move forward on specific issues agreed by the authorities
- Closing Remarks
  - Comments from the floor on the Conference
  - Next conference announcement