

REGULATIONS
Made Under
THE CIVIL AVIATION ACT
(CAP. 53:01)

**IN EXERCISE OF THE POWERS CONFERRED UPON ME BY
SECTION 147 OF THE CIVIL AVIATION ACT, CAP.
53:01, I MAKE THE FOLLOWING REGULATIONS:-**

ARRANGEMENT OF REGULATIONS

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Part I — Preliminary

Citation	1. These Regulations may be cited as the Civil Aviation (Safety Management Systems) Regulations, 2023.
Interpretation	<p>2. In these Regulations,</p> <p>“accident” means an occurrence associated with the operation of an aircraft which in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time the person has disembarked or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which —</p> <p>(a) a person is seriously injured as a result of —</p> <p>(i) being in the aircraft,</p> <p>(ii) direct contact with any part of the aircraft, including a part which has become detached from the aircraft, or</p> <p>(iii) direct exposure to jet blast, except when the injury is from a natural cause, is self-inflicted or inflicted by another person, or when the injuries are to stowaways hiding outside an area normally available to passengers and crew.</p> <p>(b) the aircraft sustains damage or structural failure which</p> <p>(i) adversely affects the structural strength, performance, or flight characteristics of the aircraft, an</p> <p>(ii) would normally require major repair or replacement of the affected component, except for engine failure or damage, which is limited to a single engine and its cowlings and accessories, propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreen, small dents or puncture holes in the aircraft skin, minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike including holes in the radome; or</p> <p>(c) the aircraft is missing or is completely inaccessible.</p> <p>“accountable executive” means a person who has full authority for human resources issues, major financial issues, direct responsibility for the</p>

	<p>conduct of the organization's affairs, final authority over operations under the certificate as well as responsibility for all safety issues.</p> <p>“aeroplane” means a power driven heavier than air aircraft, which derives its lift in flight mainly from aerodynamic reactions on surfaces which remains fixed under given conditions of flight;</p> <p>“aircraft” means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth surface.</p> <p>“Authority” means the Guyana Civil Aviation Authority as established by section 4 of the Civil Aviation Act;</p> <p>“hazard” means a condition or an object with the potential to cause or contribute to an aircraft incident or accident.</p> <p>“helicopter” means a heavier than air aircraft supported in flight mainly by the reactions of the air on one or more power-driven rotors on substantially vertical axes;</p> <p>“incident” means an occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.</p> <p>“industry codes of practice” means guidance material developed by an industry body for a particular sector of the aviation industry to comply with the requirements of the International Civil Aviation Organization's Standards and Recommended Practices, other aviation safety requirements and the best practices deemed appropriate.</p> <p>“operational personnel” means personnel involved in aviation activities who are in a position to report safety information;</p> <p>“safety” means the state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft are reduced and controlled to an acceptable level;</p> <p>“safety data” means a defined set of facts or a set of safety values collected from various aviation-related sources which is used to maintain or improve safety.</p> <p>“safety information” means safety data processed, organized or analyzed in a given context so as to make it useful for safety management purposes;</p> <p>“Safety Management System” (SMS) means a systematic approach to managing safety, including the necessary organizational structures, accountability, responsibilities, policies and procedures;</p> <p>“safety oversight” means a function performed by the Authority to ensure that individuals and organizations performing an aviation activity comply with safety related national laws and regulations;</p>
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	<p>“safety performance” means a State or a service provider’s safety achievement as defined by its safety performance targets and safety performance indicators;</p> <p>“safety performance indicator” means a data-based parameter used for monitoring and assessing safety performance;</p> <p>“safety performance target” means a State or service provider’s planned or intended target for a safety performance indicator over a given period that aligns with the safety objectives;</p> <p>“safety risk” means the predicted probability and severity of the consequences or outcomes of a hazard;</p> <p>“SDCPS” means Safety Data Collection and Processing System;</p> <p>“serious incident” means an incident involving circumstances indicating that there was a high probability of an accident and associated with the operation of an aircraft which, in the case of:</p> <ul style="list-style-type: none">(a) a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time a person has disembarked; or(b) an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down; <p>“serious injury” means an injury which is sustained by a person in an accident which:</p> <ul style="list-style-type: none">(a) requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received;(b) results in a fracture of any bone except simple fractures of fingers, toes or nose;(c) involves a laceration which causes severe hemorrhage, nerve, muscle or tendon damage;(d) involves injury to any internal organ;(e) involves a second or third degree burn, or any burn which affects more than five percent of the body surface; or(f) involves verified exposure to an infectious substance or injurious radiation; <p>“State of design” means State having jurisdiction over the organization responsible for the type design;</p>
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	<p>“State of manufacture” means the State having jurisdiction over the organization responsible for the final assembly of the aircraft;</p> <p>State of operator” means the State in which the operator’s principal place of business is located or, if there is no such place of business, the operator’s permanent residence;</p> <p>“State Safety Programme (SSP)” means an integrated set of regulations and activities aimed at improving safety;</p> <p>“Surveillance” means the Authority’s activities through which the Authority proactively verifies through inspections and audits that aviation licence, certificate, authorisation or approval holders continue to meet the established requirements and function at the level of competency and safety required by the Authority.</p>
Application	<p>3. (1) These Regulations shall apply to safety management functions related to, or in direct support of the safe operation of an aircraft.</p> <p>(2) Except where otherwise specified, these Regulations shall not apply to areas including —</p> <ul style="list-style-type: none"> (a) occupational safety; (b) environmental protection; (c) customer service; or (d) product quality.
<p>Part II — STATE SAFETY MANAGEMENT RESPONSIBILITIES</p>	
Establishment of State Safety Programme	<p>4. (1) The Authority shall be responsible for the establishment and maintenance of an SSP that is founded on the Guyana safety oversight system which is implemented in compliance with the following elements and shall ensure it is commensurate with the size and complexity of Guyana Civil Aviation System.</p> <ul style="list-style-type: none"> (i) Primary legislation; (ii) Specific operating regulations made under the Act; (iii) State system and function; (iv) Primary legislation; (v) Specific operating regulations made under the Act; (vi) State system and function; (vii) qualified technical personnel (viii) technical guidance, tools and safety critical information; (ix) licensing, certification, authorisation and approval <p>(2) The SSP shall comprise the following components:</p> <ul style="list-style-type: none"> (a) the State’s safety policy, objectives and resources composed of: <ul style="list-style-type: none"> (i) Primary aviation legislation; (ii) Specific operating regulations; (iii) State system and functions; (iv) Qualified technical personnel; and (v) Technical guidance, tools and provision of safety

	<p style="text-align: center;">critical information.</p> <ul style="list-style-type: none"> (b) the State’s safety risk management; (c) the State’s safety assurance; and (d) the State’s safety promotion
	<p>5. State safety policy, objectives and resources</p> <p>(1) The Authority shall identify, define, and document the requirements, obligations, functions and activities regarding the establishment and maintenance of the SSP, including the directives to plan, organise, develop, maintain, control and continuously improve the SSP.</p> <p>(2) The Authority shall identify, define and document the requirements, obligations, functions and activities regarding the establishment and maintenance of the SSP, including the directives to plan, organise, develop, maintain, control and continuously improve the SSP.</p> <p>(3) The safety policy, objectives and resources shall:</p> <ul style="list-style-type: none"> (a) reflect commitment regarding safety; (b) take into consideration the factors that influence safety risk in the aviation system, given its size and complexity and its operational environment; (c) facilitate the promotion of a safety culture in the aviation industry; and (d) be periodically reviewed by the Authority to ensure that they remain relevant and appropriate. <p>(4) The Authority shall develop and issue an enforcement policy that specifies the conditions and circumstances under which service providers with an SMS are allowed to deal with and resolve an event involving certain safety issues internally or within the context of their SMS and to the satisfaction of the Authority.</p> <p>(5) The Authority shall establish minimum qualification requirements for the technical personnel performing safety-related functions and provide for appropriate initial and recurrent training to maintain and enhance their competence at the desired level and shall implement a system for the maintenance of training records for technical personnel;</p> <p>(6) The Authority shall provide sufficient resources including, human and financial resources, facilities, up to date and comprehensive technical guidance materials and procedures, tools, equipment, transportation means and safety critical information to their technical personnel to enable them to perform their function effectively and in accordance with established procedures in a standardised manner and for the Authority to carry out its’ SSP mandate. The Authority shall also provide technical guidance to the aviation industry on the implementation of relevant regulations.</p>

	<p style="text-align: right;">6 State safety risk management (1)</p> <p>The Authority shall:</p> <ul style="list-style-type: none"> (a) establish a documented process and procedure to ensure that its licensing, certification, authorisation and approval obligations are met; (b) maintain a process to identify hazards from collected state safety data and maintain a process that ensures the assessment of safety risks associated with identified hazards; and (c) establish a mechanism for resolution of safety issues identified in the service provider’s operations. <p>(2) The Authority shall:</p> <ul style="list-style-type: none"> (a) require service providers listed under regulation 10 (1) to implement an SMS in accordance with Schedule 1. (b) ensure that safety performance indicators and targets established by a service providers and operators are acceptable to the Authority; (c) Establish means to determine whether service providers safety risk management is acceptable; and (d) periodically review and ensure service providers’ SMS remain effective.
	<p style="text-align: right;">7 State Safety Assurance</p> <p>The Authority shall —</p> <ul style="list-style-type: none"> (a) develop and implement a procedure and process to ensure that its surveillance obligations are met; (b) establish and implement a procedure to prioritise an inspection, audit and a survey towards an area of greater safety concern or need; and © periodically review the safety performance of an individual service provider.
	<p style="text-align: right;">8 State Safety Performance</p> <p>The Authority shall —</p> <ul style="list-style-type: none"> (a) establish an acceptable level of state safety performance (ALoSP) to be achieved through its SSP and conduct periodic reviews of the ALoSP to ensure it remains relevant; (b) develop and maintain a process to evaluate the effectiveness of an action taken to manage state safety risks and resolve safety issues; (c) © periodically evaluate the effectiveness of the SSP to maintain or continuously improve the overall level of state safety

	<p>performance; and</p> <p>(d) establish a formal process for the management of change for those changes that may have significant impact on the Authority's ability to fulfil its legal obligations.</p>
	<p>9 State Safety Promotion</p> <p>(1). The Authority shall develop and implement mechanisms for state safety promotion to ensure internal and external communication and dissemination of safety information is achieved</p> <p>(2) The Authority shall promote safety awareness and the sharing and exchange of safety information to support the development of a positive safety culture that fosters the maintenance and improvement of safety.</p>
<p>PART III</p> <p>SAFETY MANAGEMENT SYSTEM</p>	
	<p>10 Safety Management Systems Obligations</p> <p>(1) An SMS shall be established, implemented and maintained within the framework elements contained in Schedule 1 by the following service providers:</p> <ul style="list-style-type: none"> (a) an approved training organisation, certified in accordance with the Guyana Aviation Requirements 2007 Part 3, (Aviation Training Organisation) that is exposed to safety risks related to aircraft operations during the provision of its service; (b) a certified operator of aeroplanes or helicopters authorised to conduct commercial air transport in accordance with the Guyana Aviation Requirements 2007, Part 9 (Air Operator Certification and Administration); (c) approved maintenance organisations providing services to operators of aeroplanes or helicopters engaged in commercial air transport in accordance with the Guyana Aviation Requirements Part 6 (Approved Maintenance Organisations) (d) approved air traffic service providers in accordance with the Civil Aviation (Air Navigation Services) Regulations 2016; and (e) Operators of certified aerodromes in accordance with the Civil Aviation (Certification and Licensing of Aerodromes) Regulations; <p>(2) The service providers referred to in sub regulation (1) shall develop a plan to facilitate the implementation of its SMS that shall be acceptable to the Authority. The service providers' SMS shall be:</p> <ul style="list-style-type: none"> (a) commensurate with the size of the service provider and the complexity of its aviation products or services; (b) periodically reviewed to ensure that the SMS remains relevant and appropriate to the service provider.

	<p>(3) A general aviation operator conducting operations in accordance with Guyana Civil Aviation (Air Navigation) Regulations 2001 and any amendment thereof shall implement an SMS that is commensurate with the size and complexity of the operation and shall meet the criterion established by the Authority.</p>
	<p>1 Safety performance monitoring and measurement 11 The SMS established by a service provider under regulation 10 (1) and (3) shall include safety performance indicators and targets acceptable to the Authority.</p> <p>2. A service provider shall, as part of the SMS safety assurance activities:</p> <ul style="list-style-type: none"> (a) develop and maintain the necessary means to verify the safety performance of the organisation in reference to the safety performance indicators and safety performance targets of the SMS; and (b) validate the effectiveness of safety risk controls.
	<p style="text-align: center;">Part IV</p> <p style="text-align: center;">SAFETY DATA AND SAFETY INFORMATION COLLECTION, PROCESSING, ANALYSIS, PROTECTION, SHARING AND EXCHANGE</p>
	<p>12 Safety Data Collection and Processing System</p> <p>(1) The Authority shall establish a Safety Data Collection and Processing System (SDCPS) to capture, store, aggregate and enable the analysis of safety data and safety information.</p> <p>(2) The Authority shall establish: —</p> <ul style="list-style-type: none"> (a) A mandatory safety reporting system that includes the reporting of incidents; and (b) A voluntary safety reporting system to collect safety data and safety information not captured by mandatory safety reporting systems. <p>(3)The Authority may grant other organisations responsible for the investigation of aircraft accident and incident access to the SDCPS referred to in sub regulation (1) as set out in Schedule 2.</p> <p>(4)The database system established under sub regulation (1) shall use standardised taxonomy to facilitate safety information sharing and exchange.</p>

	<p>13 Mandatory safety reporting</p> <p>(1) A service provider shall notify and write a mandatory occurrence report to the Authority on an accident, incident or other safety related occurrence within —</p> <ul style="list-style-type: none"> (a) As soon as practicable but no later than 24 hours in the case of an accident or a serious incident; or (b) 72 hours in the case of an incident or other safety related occurrence. <p>(2) A service provider shall, as part of his or her SMS, be responsible for investigating all incidents that occur during the service provider’s operation.</p> <p>(3) The designated Aircraft Accident Investigator in Charge shall conduct an Annex 13 investigation for an accident or serious incident.</p> <p>(4) The Authority may conduct a safety investigation as deemed necessary.</p>
	<p>14 Voluntary safety reporting</p> <p>(1) A service provider shall establish a voluntary safety reporting system to facilitate collection of information on an actual or potential safety deficiency that may not be captured by the mandatory safety reporting system.</p> <p>(2) A voluntary safety reporting system established by a service provider shall be non-punitive and shall afford protection to the sources of the information.</p> <p>(3) An organisation’s voluntary and confidential reporting system shall include:</p> <ul style="list-style-type: none"> (a) the objective of the reporting system; (b) the scope of the aviation sector or area covered by the system; (c) who can make a voluntary and confidential report; (d) when to make the report; (e) how the report is to be processed; and (f) the contacting manager.
	<p>15 Safety data and safety information analysis</p> <p>The Authority shall establish and maintain a process to analyse safety data and safety information from the SDCPS and associated safety databases.</p>
	<p>16 Safety data and safety information Protection</p> <p>The Authority shall accord protection to safety data captured by, and safety information derived from, mandatory and voluntary safety reporting systems and related sources under these Regulations.</p> <p>(2)The Authority shall not make available or use safety data or safety information collected, stored or analysed in accordance with these Regulations for purposes other than maintaining or improving safety, unless a competent authority determines in accordance with this Schedule, that the principle of exception applies.</p> <p>(3)Notwithstanding sub regulation (2), the Authority shall not be prevented from using safety data or safety information to take a preventive, corrective or remedial action that is necessary to maintain or improve aviation safety.</p>

	<p>(4)The Authority may take necessary measures, including the promotion of a positive safety culture, to encourage safety reporting through the systems referred to in regulations 13 and 14.</p>
	<p>17 Ambient workplace recordings</p> <p>Safety data and safety information protection referred to in regulation 6 shall be provided with regard to the confidentiality and access by the public to ambient workplace recordings.</p> <p>(2) Ambient workplace recordings shall be treated as privileged protected data, subject to the principles of protection and exception in accordance with these Regulations.</p>
	<p>18 Safety information sharing and exchange</p> <p>Where the Authority, in the analysis of the information contained in its SDCPS, identifies safety matters considered to be of interest to another State, the Authority shall forward such safety information to that State as soon as possible.</p> <p>(2) The Authority shall, before sharing information referred to in sub regulation (1), agree with such State on the level of protection and conditions on which safety information shall be shared as set out in this Schedule.</p> <p>(3) The Authority shall promote and facilitate the establishment of safety information sharing and exchange networks among users of the aviation system, subject to any law of Guyana.</p>
	<p>Part V</p> <p>GENERAL PROVISIONS</p>
	<p>19 Administrative sanctions</p> <p>A service provider who fails to comply with these Regulations, may have his or her licence, certificate or authorisation suspended or revoked, in addition to any other administrative sanction as prescribed under the Act.</p>
	<p>20 Transitional provision</p> <p>An acceptance, authorisation or certificate issued or granted by the Authority before the commencement of these Regulations shall be deemed to be valid and shall remain operational until it is revoked, annulled, replaced or it expires.</p>
	<p>SCHEDULE 1</p>
	<p>Framework for a Safety Management System (SMS)</p>
	<p>Regulations 6 (2) 10(1)</p>

	<p>This Schedule specifies the framework for the implementation and maintenance of an SMS. The framework comprises of four components and twelve elements as the minimum requirements for SMS implementation.</p>
	<ol style="list-style-type: none"> 1. Safety policy and objectives — <ol style="list-style-type: none"> 1.1. Management commitment 1.2. Safety accountability and responsibilities 1.3. Appointment of key safety personnel 1.4. Coordination of emergency response planning 1.5. SMS documentation 2. Safety risk management — <ol style="list-style-type: none"> 2.1. Hazard identification 2.2. Safety risk assessment and mitigation 3. Safety assurance — <ol style="list-style-type: none"> 3.1. Safety performance monitoring and measurement 3.2 The management of change 3.3 Continuous improvement of the SMS 4. Safety promotion — <ol style="list-style-type: none"> 4.1 Training and education 4.2 communication
	<ol style="list-style-type: none"> 1 Safety policy and objectives — <ol style="list-style-type: none"> Management commitment <ol style="list-style-type: none"> 1.1.1 The service provider shall define its safety policy in accordance with international and national requirements. 1.1.2 The safety policy shall — <ol style="list-style-type: none"> (a) reflect organisational commitment regarding safety, including the promotion of a positive safety culture; (b) include a clear statement about the provision of the necessary resources for the implementation of the safety policy (c) include safety reporting procedures; (d) clearly indicate which type of behaviour is unacceptable, related to the service provider’s aviation activities and include the circumstances under which disciplinary action shall not apply; (e) be signed by the accountable executive of the organisation; (f) be communicated with visible endorsement throughout the organisation; and (g) be periodically reviewed to ensure the safety policy remains relevant and appropriate to the service provider. 1.1.3 Taking due account of its safety policy, the service provider shall define safety objectives. 1.1.4 The safety objectives shall — <ol style="list-style-type: none"> (a) form the basis for safety performance monitoring and measurement;

- (b) reflect the service provider's commitment to maintain or continuously improve the overall effectiveness of the SMS;
- (c) be communicated throughout the organisation; and
- (d) be periodically reviewed to ensure they remain relevant and appropriate to the service provider.

1.2. Safety accountability and responsibilities

1.2.1. A service provider shall —

- (a) identify the accountable executive who irrespective of other functions, is accountable on behalf of the organisation for the implementation and maintenance of an effective SMS;
- (b) clearly define lines of safety accountability throughout the organisation including a direct accountability for safety on the part of senior management;
- (c) (identify the responsibilities of all members of management, including those of employees, on the safety performance of the organisation;
- (d) document and communicate safety accountability, responsibilities and authorities throughout the organisation; and
- (e) define the levels of management with authority to make decisions regarding safety risk tolerability.

1.3. Appointment of key safety personnel

1.3.1. A service provider shall appoint a safety manager who shall be responsible for the implementation and maintenance of the SMS.

1.3.2. Depending on the size of the service provider and the complexity of its aviation products or services, the responsibilities for the implementation and maintenance of the SMS may be assigned to one or more persons fulfilling the role of safety manager, as their sole function or combined with other duties, provided that there is no conflict of interest.

1.4. Coordination of emergency response planning

1.4.1 A service provider required to establish and maintain an emergency response plan for accidents and incidents in aircraft operations and other aviation emergencies shall ensure that the emergency response plan is properly coordinated with the emergency response plan of those organisations it may interface with, during the provision of its product and service.

1.5. SMS documentation

1.5.1. A service provider shall develop and maintain a safety management system manual that describes the service provider's —

- (a) safety policy and objectives;
- (b) safety management system requirements;
- (c) safety management process and procedure; and
- (d) accountability, responsibilities and authorities for SMS processes and procedures.

1.5.2.A service provider shall develop and maintain SMS operational records as part of its SMS documentation.

1.5.3. Depending on the size of the service provider and the complexity of its aviation product or service, the SMS manual and SMS operational records may be in the form of stand-alone documents or may be integrated with other organisational documents maintained by the service provider.

2. Safety risk management

2.1 Hazard identification

2.1.1 A service provider shall develop and maintain a process to identify hazards associated with the service provider's aviation product or service.

2.1.2 Hazard identification shall be based on a combination of reactive and proactive methods.

2.2 Safety risk assessment and mitigation

2.2.1 A service provider shall develop and maintain a process that ensures analysis, assessment and control of the safety risks associated with identified hazards.

2.2.2 The process may include predictive methods of safety data analysis.

3. Safety assurance

3.1 Safety performance monitoring and measurement

3.1.1 A service provider shall develop and maintain a means to verify the safety performance of the organisation and to validate the effectiveness of safety risk controls.

3.1.2 The service provider's safety performance shall be verified in reference to the safety performance indicators and safety performance targets of the SMS in support of the organisation's safety objectives.

3.2. The management of change

A service provider shall develop and maintain a process to identify a change which may affect the level of safety risk associated with the service provider's aviation product or service and identify and manage the safety risks that may arise from such a change.

3.3 Continuous improvement of the SMS

The service provider shall monitor and assess his or her SMS processes to maintain or continuously improve the overall effectiveness of the SMS.

4. Safety promotion

4.1 Training and education

4.1.1 A service provider shall develop and maintain a safety training programme that ensures that personnel are trained and are competent to perform their SMS duties.

4.1.2 The scope of the safety training programme shall be appropriate to each individual's involvement in the SMS.

4.2 Safety communication

A service provider shall develop and maintain a formal means for safety communication which —

- (a) ensures that personnel are aware of the SMS to a degree commensurate with their positions;
- (b) conveys critical safety information
- (c) explains why a particular action is taken to improve safety;

	<p style="text-align: center;">and (d) explains why a safety procedure is introduced or changed.</p>
	<p style="text-align: center;">SCHEDULE 2 Principles for the protection of safety data, safety information and related sources.</p>
<p>Regulations 12 (1) (3), 15, 18 (1)</p>	<p>1. General Principles 1.1 The Authority shall through national laws and regulations establish policies for the protecting of safety data, safety information and related sources. 1.2The Authority shall ensure the policies take into account:</p> <ul style="list-style-type: none"> (a) the need for a balance between the need for such protection to maintain or improve aviation safety and the need for the proper administration of justice (b) that safety data, safety information and related sources are protected in accordance with this Schedule. (c) the conditions are specified under which the safety data, safety information, and related sources qualify for the protection. (d) that safety data and safety information remain available for the purpose of maintaining or improving aviation safety (e) that safety data, safety information and safety sources are not used for:

- (i) disciplinary, civil, administration and criminal proceedings against employees, operational personnel or organisations;
- (ii) disclosure to the public;
- (iii) any purposes other than maintaining or improving safety;
 - unless a principle of exception applies.

1.3 In this Schedule, “SDCPS” means processing and reporting systems, safety databases, schemes for exchange of information, and recorded information including:

- (a) data and information pertaining to accident and incident investigations in accordance with the Civil Aviation (Accident and Incident Investigation) Regulations;
- (b) data and information related to a safety investigation by a state authority or aviation service provider;
- (c) a mandatory safety reporting system, in accordance with regulation 13;
- (d) a voluntary incident reporting system, in accordance with regulation 14; and
- (e) a self-disclosure reporting system, including an automatic data capture system in accordance with Civil Aviation Regulations and manual data capture systems.

1.4 Where an investigation under Civil Aviation (Accident and Incident Investigation) Regulations has been instituted, accident and incident investigation records protected under the said Regulations shall be subject to the protection accorded therein, instead of the protection accorded by this Schedule.

The Authority shall accord protection to safety data, safety information and related sources by ensuring that:

- (a) The Authority shall accord protection to safety data, safety information and related sources by ensuring that:
- (b) a formal procedure to provide protection to safety data, safety information and related sources is established;
- (c) safety data and safety information will not be used in a way different from the purpose for which they were collected, unless a principle of exception applies;
- (d) To the extent that a principle of exception applies, the use of safety data and safety information in disciplinary, civil, administrative and criminal proceedings will be carried out only under authoritative safeguards such as a legal limitation or restriction such as a protective order, closed proceedings, in-camera review, and de-identification of data for the use or disclosure of safety information in judicial or administrative proceedings.

2. Principles of exception

2.1 An exception to the protection of safety data, safety information and related sources shall only be granted when a competent authority:

- (a) determines that there are facts and circumstances reasonably indicating that the occurrence may have been caused by an act or omission considered in accordance with national laws, to be conduct constituting gross negligence, willful misconduct or criminal activity;
- (b) after reviewing the safety data or safety information and related sources, determines that their release is necessary for the proper administration of justice, and that the benefits of their release outweigh the adverse domestic and international impact that such release is likely to have on the future collection and availability of safety data and safety information; or
- (c) after reviewing the safety data or safety information, determines that their release is necessary for maintaining or improving safety, and that the benefits of their release outweigh the adverse domestic and international impact that such release is likely to have on the future collection and availability of safety data and safety information.

2.2 When administering the decision, the competent authority shall take into account the consent of the source of the safety data and safety information.

2.3 Different competent authorities may be designated for different circumstances.

3. Public disclosure

3.1

In the context of a request made for public disclosure, an exception shall be created from public

disclosure to ensure the continued confidentiality of voluntarily supplied safety data and safety information.

3.2 Where a disclosure is made, the Authority shall ensure that public disclosure of the:

- (a) relevant personal information included in the safety data or safety information, complies with applicable privacy laws; or
- (b) safety data or safety information is made in a de-identified, summarised or aggregate form.

4. Responsibility of the custodian of safety data and safety information

4.1 The Authority shall ensure that each SDCPS has a designated custodian to apply the protection to safety data and safety information in accordance with applicable provisions of this Schedule.

5. Protection of recorded data

5.1 An ambient workplace recording such as a cockpit voice recorder (CVR), a recording of background communication or the aural environment at an air traffic controller work station, may be perceived as constituting an invasion of privacy for operational personnel that other professions are not exposed to.

5.2 The Authority shall provide a specific measure of protection regarding the confidentiality and access by the public to an ambient workplace recording.

5.3 An ambient workplace recording shall be treated as privileged protected data subject to the principles of protection and exception as provided for in this Schedule.

Made this day of

By the hand of the Hon. Minister of Public Works
Bishop Juan Edghill M.P
