

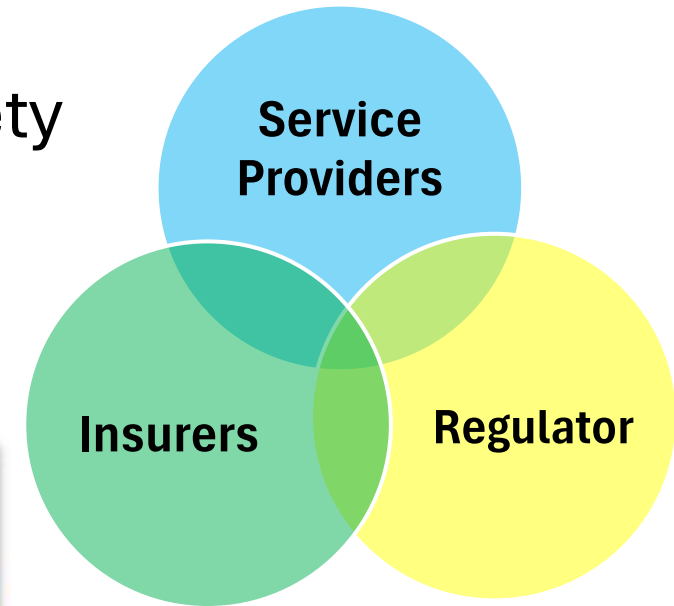
Summary - Opportunities for Insurers / Brokers

Engage with regulatory authorities and industry safety teams

- Gain safety information and insights

Encourage clients to implement globally-recognized SMS practices

- FAA maintains voluntary SMS programs
- FAA provides recognition to companies



Safety information can reveal itself with –
Wider lens. Changed perspective. Expanded connections.

Panel Session: Wider Lens, Safer Skies, Stronger Bottom Lines

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A J Gallagher

**Aviation Safety
Executive**



Mr. Ralph Pagano

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Safety Information submissions to FAA

49 U.S. Code § 44735 - **Limitation on disclosure of safety information**

*Expanded
16 May 2024*

With certain limitations and exceptions, “**a report, data, or other information ... shall not be disclosed to the public by ... Federal Aviation Administration ...** if the report, data, or other information is submitted to the [FAA] -

- voluntarily and is not required to be submitted to the Administrator under any other provision of law;
- for any purpose relating to the development and implementation of a safety management system, including a system required by regulation.

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§5.57 Notification of hazards to interfacing persons

NEW
26 April 2024

If a person required to have an SMS under this part identifies a hazard in the operating environment, the person must provide notice of the hazard to the interfacing person or persons who, to the best of their knowledge, could address the hazard or mitigate the risk.

Providing notification of hazard information to an interfacing person in accordance with § 5.57 does not replace any other regulatory obligations to report or provide notification of safety issues such as requirements under –

- 14 CFR 135.415 (service difficulty reporting)
- 49 CFR 830.5 (notification and reporting of aircraft accidents and incidents)
- 14 CFR 21.3 (reporting of failures, malfunctions, and defects)

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Mr. Paulo Ribeiro

Embraer

**Head of Safety
North America**



Five ways to achieve collaboration

- 1. Safety Management Systems are growing throughout the industry.**
- 2. Predictive maintenance is changing the loss curve.**
- 3. Runway safety technology is improving.**
- 4. Data sharing is gaining a competitive advantage.**
- 5. Services and supply chains impact risk.**

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The limitation shall apply to reports, data, or other information –

1. Developed under the **Aviation Safety Action Program**.
2. Produced or collected under the **Flight Operational Quality Assurance Program**.
3. Developed under the **Line Operations Safety Audit Program**.
4. Produced or collected for purposes of developing and implementing a **safety management system** acceptable to the Administrator.
5. Reports, analyses, and directed studies, based in whole or in part on reports, data, or other information described in (1) through (4), including those prepared under the Aviation Safety Information Analysis and Sharing Program (or any successor program).

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EXCEPTION FOR DE-IDENTIFIED INFORMATION.—

IN GENERAL.—The limitation established shall not apply to a report, data, or other information if the information contained in the report, data, or other information has been de-identified.

OTHER AGENCIES.—

IN GENERAL.—The limitation shall apply to the head of any other Federal agency who receives reports, data, or other information described in such subsection from the Administrator.

RULE OF CONSTRUCTION.—This section shall not be construed to limit the accident or incident investigation authority of the National Transportation Safety Board under chapter 11, including the requirement to not disclose voluntarily provided safety-related information under section 1114.