



JORDAN CIVIL AVIATION REGULATORY COMMISSION
AIRPORTS SAFETY AND STANDARDS

SAFETY MANAGEMENT

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FORWARD

I. PURPOSE.

This Jordan Civil Aviation Regulatory Commission (JCARC) publication contains specifications which are in compliance with the Standards and Recommended Practices of Annex 19 to the Convention on International Civil Aviation, and provides the standards required by the current JCAR Part 19 entitled Establishment Of Safety Management System. Furthermore, it also contains specifications dealing with State safety program.

The appendices comprise material grouped separately for illustration and form part of this publication.

The definitions of terms used in this publication are those that are not self explanatory in that they do not have accepted dictionary meanings. A definition does not have independent status but is an essential part of each division or subdivision in which the term is used, since a change in the meaning of the term would affect the specification.

Tables and Figures which add to or illustrate any publication content and which are referred to therein, form part of the associated division or subdivision and have the same status.

Attachments comprise materials supplementary to the standards of this publication, or are included as a guide to their application.

Any reference to a portion of this publication, which is identified by a number and/or title, includes all subdivisions of that portion.

II. RELATED MATERIAL.

- ✓ Convention on International Civil Aviation (Doc 7300)
- ✓ Annexes to the Convention on International Civil Aviation
 - Annex 1 — Personnel Licensing
 - Annex 6 — Operation of Aircraft
 - Part I — International Commercial Air Transport — Aeroplanes
 - Part II — International General Aviation — Aeroplanes
 - Part III — International Operations — Helicopters
 - Annex 8 — Airworthiness of Aircraft
 - Annex 11 — Air Traffic Services

- Annex 13 — Aircraft Accident and Incident Investigation
- Annex 14 — Aerodromes
 - Volume I — Aerodrome Design and Operations
- ✓ Procedures for Air Navigation Services
 - ABC — ICAO Abbreviations and Codes (Doc 8400)
 - ATM — Air Traffic Management (Doc 4444)
- ✓ Manuals¹
 - Airworthiness Manual (Doc 9760)
 - Manual of Civil Aviation Medicine (Doc 8984)
 - Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (Doc 9379)
 - Manual of Procedures for Operations Inspection, Certification and Continued Surveillance (Doc 8335)
 - Manual on Certification of Aerodromes (Doc 9774)
 - Manual on the Approval of Training Organizations (Doc 9841)
 - Safety Management Manual (SMM) (Doc 9859)
 - Safety Oversight Manual (Doc 9734)
 - Part A — The Establishment and Management of a State's Safety Oversight System

III. ABBREVIATIONS.

ADREP:	Accident/incident data reporting
AIS:	Aeronautical information services
ATS:	Air traffic services
CARC:	Civil Aviation Regulatory Commission.
CNS:	Communications, navigation and surveillance
CVR:	Cockpit voice recorder
ICAO:	International Civil Aviation Organization.
MET:	Meteorological services
PANS:	Procedures for Air Navigation Services

SAR:	Search and rescue
SARPs:	Standards and Recommended Practices
SDCPS:	Safety data collection and processing systems
SMM:	Safety management manual
SMP:	Safety management panel
SMS:	Safety management system
SSP:	State safety programme

iv. **EFFECTIVE DATE.**

This Publication is effective as of 14 November 2013.



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CHAPTER 1. DEFINITIONS

When the following terms are used in this publication for Safety Management, they have the following meanings:

Accident. 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 as all such persons have 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:

- a) a person is fatally or seriously injured as a result of:
 - being in the aircraft, or
 - direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
 - direct exposure to jet blast,

except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or

- b) the aircraft sustains damage or structural failure which:
 - adversely affects the structural strength, performance or flight characteristics of the aircraft, and
 - would normally require major repair or replacement of the affected component,

except for engine failure or damage, when the damage is limited to a single engine, (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes), or for 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

- c) the aircraft is missing or is completely inaccessible.

Note 1.— For statistical uniformity only, an injury resulting in death within thirty days of the date of the accident is classified, by ICAO, as a fatal injury.

Note 2.— An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.

Aeroplane. A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

Aircraft. 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's surface.

Helicopter. A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.

Incident. An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

Note.— The types of incidents which are of interest for safety-related studies include the incidents listed in JCAR 2201.

Industry codes of practice. 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.

Operational personnel. Personnel involved in aviation activities who are in a position to report safety information.

Note.— Such personnel include, but are not limited to: flight crews; air traffic controllers; aeronautical station operators; maintenance technicians; personnel of aircraft design and manufacturing organizations; cabin crews; flight dispatchers, apron personnel and ground handling personnel.

Safety. 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.

Safety management system (SMS). A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.

Safety performance. A State or a service provider's safety achievement as defined by its safety performance targets and safety performance indicators.

Safety performance indicator. A data-based parameter used for monitoring and assessing safety performance.

Safety performance target. The planned or intended objective for safety performance indicator(s) over a given period.

Safety risk. The predicted probability and severity of the consequences or outcomes of a hazard.

Serious injury. An injury which is sustained by a person in an accident and which:

- a) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or
- b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or
- d) involves injury to any internal organ; or
- e) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or
- f) involves verified exposure to infectious substances or injurious radiation.

State of Design. The State having jurisdiction over the organization responsible for the type design.

State of Manufacture. The State having jurisdiction over the organization responsible for the final assembly of the aircraft.

State of the Operator. 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.

State safety programme (SSP). An integrated set of regulations and activities aimed at improving safety.

CHAPTER 2. APPLICABILITY

The Provisions contained in this Publication shall be applicable to safety management functions related to, or in direct support of, the safe operation of aircraft.

Note 1.— Safety management provisions for CARC are contained in Chapter 3 and relate to a State safety programme.

Note 2.— Safety management provisions for specified aviation service providers and operators are in Chapter 4 and relate to safety management systems (SMSs).

CHAPTER 3. CARC SAFETY MANAGEMENT RESPONSIBILITIES

This chapter outlines the safety management responsibilities of the CARC, through compliance with ICAO SARPs, the conduct of its own safety management functions and the surveillance of SMSs implemented in accordance with the provisions in this Publication.

3.1 State safety programme (SSP)

3.1.1 CARC shall establish an SSP for the management of safety in Jordan, in order to achieve an acceptable level of safety performance in civil aviation. The SSP shall include the following components:

- a) Safety policy and objectives;
- b) Safety risk management;
- c) Safety assurance; and
- d) Safety promotion.

A framework for the implementation and maintenance of an SSP is contained in Attachment A, and guidance on a State safety program is contained in the Safety Management Manual (SMM) (Doc 9859) to Chicago Convention.

3.1.2 The acceptable level of safety performance to be achieved shall be established by the CARC.

3.1.3 As part of the SSP, CARC shall require that the following service providers under its authority implement an SMS:

- a) approved training organizations in accordance with Annex 1 that are exposed to safety risks related to aircraft operations during the provision of their services;
- b) operators of airplanes or helicopters authorized to conduct international commercial air transport, in accordance with applicable JCARs respectively;

- c) approved maintenance organizations providing services to operators of aeroplanes or helicopters engaged in international commercial air transport, in accordance with applicable JCARs and publications respectively;
- d) organizations responsible for the type design or manufacture of aircraft, in accordance with applicable JCARs and publications;
- e) air traffic services (ATS) providers in accordance with applicable JCARs; and

Note.— The provision of AIS, CNS, MET and/or SAR services, when under the authority of an ATS provider, are included in the scope of the ATS provider's SMS. When the provision of AIS, CNS, MET and/or SAR services are wholly or partially provided by an entity other than an ATS provider, the related services that come under the authority of the ATS provider, or those aspects of the services with direct operational implications, are included in the scope of the ATS provider's SMS.

- f) operators of certified aerodromes in accordance with applicable JCARs and publications.

3.1.4 As part of the SSP, CARC shall require that international general aviation operators of large or turbojet airplanes in accordance with applicable JCARs, implement an SMS.

Note.— International general aviation operators are not considered to be service providers in the context of this Publication.

3.2 State safety oversight

CARC shall establish and implement a safety oversight system in accordance with Appendix 1.

CHAPTER 4. SAFETY MANAGEMENT SYSTEM (SMS)

Note 1.— Guidance on implementation of an SMS is contained in the Safety Management Manual (SMM) (Doc 9859) to Chicago Convention.

Note 2.— The term “service provider” refers to those organizations listed in Chapter 3, 3.1.3.

4.1 General

4.1.1 Except as required in 4.2, the SMS of a service provider shall:

- a) be established in accordance with the framework elements contained in Appendix 2; and
- b) be commensurate with the size of the service provider and the complexity of its aviation products or services.

4.1.2 The SMS of an approved training organization, in accordance with applicable JCARs and publications, that is exposed to safety risks related to aircraft operations during the provision of its services shall be made acceptable to the CARC.

4.1.3 The SMS of a certified operator of aeroplanes or helicopters authorized to conduct international commercial air transport, in accordance with applicable JCARs and publications, shall be made acceptable to the CARC.

4.1.4 The SMS of an approved maintenance organization providing services to operators of aeroplanes or helicopters engaged in international commercial air transport, in accordance with applicable JCARs and publications, shall be made acceptable to the CARC.

4.1.5 The SMS of an organization responsible for the type design of aircraft, in accordance with Annex 8 to Chicago Convention, shall be made acceptable to the State of Design.

4.1.6 The SMS of an organization responsible for the manufacture of aircraft, in accordance with Annex 8 to Chicago Convention, shall be made acceptable to the State of Manufacture.

4.1.7 The SMS of an ATS provider, in accordance with applicable JCARS and publications, shall be made acceptable to the CARC.

Note.— The provision of AIS, CNS, MET and/or SAR services, when under the authority of an ATS provider, are included in the scope of the ATS provider’s SMS. When the provision of AIS, CNS, MET and/or SAR services are wholly or partially provided by an entity other than an ATS

provider, the related services that come under the authority of the ATS provider, or those aspects of their services with direct operational implications, are included in the scope of the ATS provider's SMS.

4.1.8 The SMS of an operator of a certified aerodrome, in accordance with applicable JCARs and publications, shall be made acceptable to the CARC.

4.2 International general aviation — aeroplanes

Note.— Guidance on the implementation of an SMS for general aviation is contained in the Safety Management Manual (SMM) (Doc 9859) to Chicago Convention and industry codes of practice.

4.2.1 The SMS of an international general aviation operator, conducting operations of large or turbojet aeroplanes in accordance with applicable JCARs and publications, shall be commensurate with the size and complexity of the operation.

4.2.2 The SMS shall as a minimum include:

- a) a process to identify actual and potential safety hazards and assess the associated risks;
- b) a process to develop and implement remedial action necessary to maintain an acceptable level of safety; and
- c) provision for continuous monitoring and regular assessment of the appropriateness and effectiveness of safety management activities.

CHAPTER 5. SAFETY DATA COLLECTION, ANALYSIS AND EXCHANGE

Note.— The objective of these specifications is to support safety management activities by collection and analysis of safety data and by a prompt and secure exchange of safety information, as part of the SSP.

5.1 Safety data collection

Reporting systems

5.1.1 CARC shall establish a mandatory incident reporting system to facilitate collection of information on actual or potential safety deficiencies.

5.1.2 CARC shall establish a voluntary incident reporting system to facilitate collection of information on actual or potential safety deficiencies that may not be captured by the mandatory incident reporting system.

5.1.3 Subject to 5.3.1, CARC shall have access to appropriate information available in the incident reporting systems referenced in 5.1.1 and 5.1.2 to support its safety responsibilities.

5.2 Safety data analysis

5.2.1 CARC shall establish and maintain a safety database to facilitate the effective analysis of information on actual or potential safety deficiencies obtained, including that from its incident reporting systems, and to determine any actions required for the enhancement of safety.

Note.— The term “safety database” may refer to a single or multiple database(s) and may include the accident and incident database. Provisions on an accident and incident database are included in JCAR 2201. Additional guidance on a safety database is also included in the Safety Management Manual (SMM) (Doc 9859) to Chicago Convention.

5.2.2 CARC shall, following the identification of preventive actions required to address actual or potential safety deficiencies, implement these actions and establish a process to monitor implementation and effectiveness of the responses.

Note.— Additional information on which to base preventive actions may be contained in the Final Reports on investigated accidents and incidents.

5.2.3 The database systems shall use standardized formats to facilitate data exchange.

Note.— CARC will use an ADREP-compatible system.

5.3 Safety data protection

Note.— Attachment B contains legal guidance for the protection of information from safety data collection and processing systems.

5.3.1 A voluntary incident reporting system shall be non-punitive and afford protection to the sources of the information.

Note 1.— A non-punitive environment is fundamental to voluntary reporting.

Note 2.— CARC will facilitate and promote the voluntary reporting of events that could affect aviation safety by adjusting its applicable laws, regulations and policies, as necessary.

Note 3.— Guidance related to both mandatory and voluntary incident reporting systems is contained in the Safety Management Manual (SMM) (Doc 9859) to Chicago Convention.

5.3.2 CARC shall not make available or use safety data referenced in 5.1 or 5.2 for other than safety-related purposes, unless exceptionally, an appropriate authority determines in accordance with Jordan national legislation, the value of its disclosure or use in any particular instance, outweighs the adverse impact such action may have on aviation safety.

5.4 Safety information exchange

5.4.1 If CARC, in the analysis of the information contained in its database, identifies safety matters considered to be of interest to other States, CARC shall forward such safety information to them as soon as possible.

5.4.2 CARC shall promote the establishment of safety information sharing networks among users of the aviation system and shall facilitate the free exchange of information on actual and potential safety deficiencies.

APPENDIX 1. CARC SAFETY OVERSIGHT SYSTEM

(See Chapter 3, 3.2)

1. Primary aviation legislation

1.1 CARC shall promulgate a comprehensive and effective aviation law, consistent with the size and complexity of the Jordan's aviation activity and with the requirements contained in the Convention on International Civil Aviation, that enables the CARC to regulate civil aviation and enforce regulations.

1.2 The aviation law Number 41 (2007) provides CARC's employees performing safety oversight functions access to the aircraft, operations, facilities, personnel and associated records, as applicable, of service providers.

2. Specific operating regulations

The CARC shall promulgate regulations to address, at a minimum, national requirements emanating from the primary aviation legislation, for standardized operational procedures, products, services, equipment and infrastructures in conformity with JCARs and CARC publications.

Note.— The term “regulations” is used in a generic sense and includes but is not limited to instructions, rules, edicts, directives, sets of laws, requirements, policies and orders.

3. CARC system and functions

3.1 CARC shall be supported by sufficient and qualified personnel and provided with adequate financial resources. CARC shall have stated safety functions and objectives to fulfil its safety management responsibilities.

3.2 CARC shall ensure that qualified personnel performing safety oversight functions are recruited and retained.

3.3 CARC shall ensure that personnel performing safety oversight functions are provided with guidance that addresses ethics, personal conduct and the avoidance of actual or perceived conflicts of interest in the performance of official duties.

3.4 CARC shall use a methodology to determine its staffing requirements for personnel performing safety oversight functions, taking into account the size and complexity of the aviation activities in Jordan.

4. Qualified technical personnel

4.1 CARC shall establish minimum qualification requirements for the technical personnel performing safety oversight functions and provide for appropriate initial and recurrent training to maintain and enhance their competence at the desired level.

4.2 CARC shall implement a system for the maintenance of training records.

5. Technical guidance, tools and provision of safety-critical information

5.1 CARC shall provide appropriate facilities, comprehensive and up-to-date technical guidance material and procedures, safety-critical information, tools and equipment, and transportation means, as applicable, to the technical personnel to enable them to perform their safety oversight functions effectively and in accordance with established procedures in a standardized manner.

5.2 CARC shall provide technical guidance to the aviation industry on the implementation of relevant regulations.

6. Licensing, certification, authorization and/or approval obligations

CARC shall implement documented processes and procedures to ensure that personnel and organizations performing an aviation activity meet the established requirements before they are allowed to exercise the privileges of a licence, certificate, authorization and/or approval to conduct the relevant aviation activity.

7. Surveillance obligations

CARC shall implement documented surveillance processes, by defining and planning inspections, audits, and monitoring activities on a continuous basis, to proactively assure that aviation licence, certificate, authorization and/or approval holders continue to meet the established requirements. This includes the surveillance of personnel designated by the CARC to perform safety oversight functions on its behalf.

8. Resolution of safety issues

8.1 CARC shall use a documented process to take appropriate corrective actions, up to and including enforcement measures, to resolve identified safety issues.

8.2 CARC shall ensure that identified safety issues are resolved in a timely manner through a system which monitors and records progress, including actions taken by service providers in resolving such issues.

APPENDIX 2. FRAMEWORK FOR A SAFETY MANAGEMENT SYSTEM (SMS)

(See Chapter 4, 4.1.1)

Note 1.— Guidance on the implementation of the framework for an SMS is contained in the Safety Management Manual (SMM) (Doc 9859) to Chicago Convention.

Note 2.— Within the context of this appendix, the term “service provider” refers to those organizations listed in Chapter 3, 3.1.3.

This appendix specifies the framework for the implementation and maintenance of an SMS. The framework comprises four components and twelve elements as the minimum requirements for SMS implementation:

1. CARC Safety policy and objectives

- 1.1 Management commitment and responsibility
- 1.2 Safety accountabilities
- 1.3 Appointment of key safety personnel
- 1.4 Coordination of emergency response planning
- 1.5 SMS documentation

2. CARC Safety risk management

- 2.1 Hazard identification
- 2.2 Safety risk assessment and mitigation

3. CARC Safety assurance

3.1 Safety performance monitoring and measurement

3.2 The management of change

3.3 Continuous improvement of the SMS

4. CARC Safety promotion

4.1 Training and education

4.2 Safety communication

1. CARC Safety policy and objectives

1.1 Management commitment and responsibility

The service provider shall define its safety policy in accordance with international and national requirements. The safety policy shall:

- a) reflect organizational commitment regarding safety;
- 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 types of behaviours are unacceptable related to the service provider's aviation activities and include the circumstances under which disciplinary action would not apply;
- e) be signed by the accountable executive of the organization;
- f) be communicated, with visible endorsement, throughout the organization; and
- g) be periodically reviewed to ensure it remains relevant and appropriate to the service provider.

1.2 Safety accountabilities

The service provider shall:

- a) identify the accountable executive who, irrespective of other functions, has ultimate responsibility and accountability, on behalf of the organization, for the implementation and maintenance of the SMS;
- b) clearly define lines of safety accountability throughout the organization, including a direct accountability for safety on the part of senior management;

- c) identify the accountabilities of all members of management, irrespective of other functions, as well as of employees, with respect to the safety performance of the SMS;
- d) document and communicate safety responsibilities, accountabilities and authorities throughout the organization; and
- e) define the levels of management with authority to make decisions regarding safety risk tolerability.

1.3 Appointment of key safety personnel

The service provider shall appoint a safety manager who is responsible for the implementation and maintenance of an effective SMS.

1.4 Coordination of emergency response planning

The service provider shall ensure that an emergency response plan is properly coordinated with the emergency response plans of those organizations it must interface with during the provision of its products and services.

1.5 SMS documentation

1.5.1 The service provider shall develop an SMS implementation plan, formally endorsed by the organization, that defines the organization's approach to the management of safety in a manner that meets the organization's safety objectives.

1.5.2 The service provider shall develop and maintain SMS documentation that describes its:

- a) safety policy and objectives;
- b) SMS requirements;
- c) SMS processes and procedures;
- d) accountabilities, responsibilities and authorities for SMS processes and procedures; and
- e) SMS outputs.

1.1.3 The service provider shall develop and maintain an SMS manual as part of its SMS documentation.

2. CARC Safety risk management

2.1 Hazard identification

2.1.1 The service provider shall develop and maintain a process that ensures that hazards associated with its aviation products or services are identified.

2.1.2 Hazard identification shall be based on a combination of reactive, proactive and predictive methods of safety data collection.

2.2 Safety risk assessment and mitigation

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

3. CARC Safety assurance

3.1 Safety performance monitoring and measurement

3.1.1 The service provider shall develop and maintain the means to verify the safety performance of the organization 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.

3.2 The management of change

The service provider shall develop and maintain a process to identify changes which may affect the level of safety risk associated with its aviation products or services and to identify and manage the safety risks that may arise from those changes.

3.3 Continuous improvement of the SMS

The service provider shall monitor and assess the effectiveness of its SMS processes to enable continuous improvement of the overall performance of the SMS.

4. CARC Safety promotion

4.1 Training and education

4.1.1 The service provider shall develop and maintain a safety training programme that ensures that personnel are trained and 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

The service provider shall develop and maintain a formal means for safety communication that:

- a) ensures personnel are aware of the SMS to a degree commensurate with their positions;
- b) conveys safety-critical information;
- c) explains why particular safety actions are taken; and
- d) explains why safety procedures are introduced or changed.

ATTACHMENT A. FRAMEWORK FOR A STATE SAFETY PROGRAMME (SSP)

(See Chapter 3, 3.1.1)

This attachment introduces a framework for the implementation and maintenance of an SSP by CARC. An SSP is a management system for the management of safety by CARC. The framework includes the four components as established in Chapter 3, 3.1.1, of this Publication and its related eleven elements as outlined hereunder. The implementation of an SSP is commensurate with the size and complexity of Jordan's aviation system and necessitates coordination among the authorities responsible for individual elements of civil aviation functions in Jordan. The SSP framework introduced in this attachment, and the SMS framework specified in Appendix 2, must be viewed as complementary, yet distinct, frameworks.

This attachment also includes a brief description of each element of the framework.

Note.— Within the context of this attachment the term “service provider” refers to those organizations listed in Chapter 3, 3.1.3.

1. CARC safety policy and objectives

- 1.1 CARC safety legislative framework
- 1.2 CARC safety responsibilities and accountabilities
- 1.3 Accident and incident investigation
- 1.4 Enforcement policy

2. CARC safety risk management

- 2.1 Safety requirements for the service provider's SMS

2.2 Agreement on the service provider's safety performance

3. CARC safety assurance

3.1 Safety oversight

3.2 Safety data collection, analysis and exchange

3.3 Safety-data-driven targeting of oversight of areas of greater concern or need.

4. CARC safety promotion

4.1 Internal training, communication and dissemination of safety information

4.2 External training, communication and dissemination of safety information

1. CARC safety policy and objectives

1.1 CARC safety legislative framework

CARC has promulgated a national safety legislative framework and specific regulations, in compliance with international and national standards, that define how the CARC will conduct the management of safety in Jordan. This includes the participation of Jordan aviation organizations in specific activities related to the management of safety in Jordan, and the establishment of the roles, responsibilities and relationships of such organizations. The safety legislative framework and specific regulations are periodically reviewed to ensure they remain relevant and appropriate to the CARC.

1.2 CARC safety responsibilities and accountabilities

CARC has identified, defined and documented the requirements, responsibilities and accountabilities regarding the establishment and maintenance of the SSP. This includes the directives to plan, organize, develop, maintain, control and continuously improve the SSP in a manner that meets the CARC's safety objectives. It also includes a clear statement about the provision of the necessary resources for the implementation of the SSP.

1.3 Accident and incident investigation

CARC has established an independent accident and incident investigation process, the sole objective of which is the prevention of accidents and incidents, and not the apportioning of blame or liability. Such investigations are in support of the management of safety in CARC. In the operation of the SSP, Jordan maintains the independence of the accident and incident investigation organization from other aviation organizations.

1.4 Enforcement policy

CARC has promulgated an enforcement policy that establishes the conditions and circumstances under which service providers are allowed to deal with, and resolve, events involving certain safety deviations, internally, within the context of the service provider's SMS, and to the satisfaction of CARC. The enforcement policy also establishes the conditions and circumstances under which to deal with safety deviations through established enforcement procedures.

2. CARC safety risk management

2.1 Safety requirements for the service provider's SMS

CARC has established the controls which govern how service providers will identify hazards and manage safety risks.

These include the requirements, specific operating regulations and implementation policies for the service provider's SMS.

The requirements, specific operating regulations and implementation policies are periodically reviewed to ensure they remain relevant and appropriate to the service providers.

2.2 Agreement on the service provider's safety performance

CARC has agreed with individual service providers on the safety performance of their SMS. The agreed safety performance of an individual service provider's SMS is periodically reviewed to ensure it remains relevant and appropriate to the service providers.

3. CARC safety assurance

3.1 Safety oversight

CARC has established mechanisms to ensure effective monitoring of the eight critical elements of the safety oversight function. CARC has also established mechanisms to ensure that the identification of hazards and the management of safety risks by service providers follow established regulatory controls (requirements, specific operating regulations and implementation policies). These mechanisms include inspections, audits and surveys to ensure that regulatory safety risk controls are appropriately integrated into the service provider's SMS, that they are being practiced as designed, and that the regulatory controls have the intended effect on safety risks.

Note.— Guidance on the implementation of this element is contained in the Safety Management Manual (SMM) (Doc 9859) to Chicago Convention.

3.2 Safety data collection, analysis and exchange

CARC has established mechanisms to ensure the capture and storage of data on hazards and safety risks at both an individual and aggregate CARC level. CARC has also established mechanisms to develop information from the stored data, and to actively exchange safety information with service providers and/or other States as appropriate.

3.3 Safety-data-driven targeting of oversight of areas of greater concern or need

CARC has established procedures to prioritize inspections, audits and surveys towards those areas of greater safety concern or need, as identified by the analysis of data on hazards, their consequences in operations, and the assessed safety risks.

4. CARC safety promotion

4.1 Internal training, communication and dissemination of safety information

CARC provides training and fosters awareness and two-way communication of safety-relevant information to support, within Jordan aviation organizations, the development of an organizational culture that fosters an effective and efficient SSP.

4.2 External training, communication and dissemination of safety information

CARC provides education and promotes awareness of safety risks and two-way communication of safety-relevant information to support, among service providers, the development of an organizational culture that fosters an effective and efficient SMS.

ATTACHMENT B. LEGAL GUIDANCE FOR THE PROTECTION OF INFORMATION FROM SAFETY DATA COLLECTION AND PROCESSING SYSTEMS

(See Chapter 5, 5.3)

1. Introduction

1.1 The guidance contained in this attachment is to protect information gathered from safety data collection and processing systems (SDCPS), while allowing for the proper administration of justice. The objective is to prevent the inappropriate use of information collected solely for the purpose of improving aviation safety.

1.2 Laws and regulations must be in accordance with Jordan national policies and practices.

1.3 The guidance contained in this attachment takes the form of a series of principles that have been distilled from examples of national laws and regulations provided by States. The concepts described in these principles could be adapted or modified to meet the needs of Jordan enacting laws and regulations to protect safety information.

1.4 Throughout this attachment:

- a) safety information refers to information contained in SDCPS established for the sole purpose of improving aviation safety, and qualified for protection under specified conditions in accordance with 3.1 below;
- b) inappropriate use refers to the use of safety information for purposes different from the purposes for which it was collected, namely, use of the information for disciplinary, civil, administrative and criminal proceedings against operational personnel, and/or disclosure of the information to the public;
- c) SDCPS refers to processing and reporting systems, databases, schemes for exchange of information, and recorded information and include:
 - 1) records pertaining to accident and incident investigations, as described in Part 2201;
 - 2) mandatory incident reporting systems, as described in Chapter 5, 5.1, of this Publication;
 - 3) voluntary incident reporting systems, as described in Chapter 5, 5.1, of this Publication; and

- 4) self-disclosure reporting systems, including automatic data capture systems, as described in applicable JCARs and publications related to the operation of aircraft.

Note. — Information on safety data collection and processing systems can be found in the Safety Management Manual (SMM) (Doc 9859) to Chicago Convention.

2. General principles

2.1 The sole purpose of protecting safety information from inappropriate use is to ensure its continued availability so that proper and timely preventive actions can be taken and aviation safety improved.

2.2 It is not the purpose of protecting safety information to interfere with the proper administration of justice in Jordan.

2.3 National laws and regulations protecting safety information shall ensure that a balance is struck between the need for the protection of safety information in order to improve aviation safety, and the need for the proper administration of justice.

2.4 National laws and regulations protecting safety information shall prevent its inappropriate use.

2.5 Providing protection to qualified safety information under specified conditions is part of a CARC's safety responsibilities.

3. Principles of protection

3.1 Safety information shall qualify for protection from inappropriate use according to specified conditions that shall include, but not necessarily be limited to, whether the collection of information was for explicit safety purposes and if the disclosure of the information would inhibit its continued availability.

3.2 The protection shall be specific for each SDCPS, based upon the nature of the safety information it contains.

3.3 A formal procedure shall be established to provide protection to qualified safety information, in accordance with specified conditions.

3.4 Safety information shall not be used in a way different from the purposes for which it was collected.

3.5 The use of safety information in disciplinary, civil, administrative and criminal proceedings shall be carried out only under suitable safeguards provided by national law.

4. Principles of exception

Exceptions to the protection of safety information shall only be granted by national laws and regulations when:

- a) there is evidence that the occurrence was caused by an act considered, in accordance with the law, to be conduct with intent to cause damage, or conduct with knowledge that damage would probably result, equivalent to reckless conduct, gross negligence or wilful misconduct;
- b) an appropriate authority considers that circumstances reasonably indicate that the occurrence may have been caused by conduct with intent to cause damage, or conduct with knowledge that damage would probably result, equivalent to reckless conduct, gross negligence or wilful misconduct; or
- c) review by an appropriate authority determines that the release of the safety information is necessary for the proper administration of justice, and that its release outweighs the adverse domestic and international impact such release may have on the future availability of safety information.

5. Public disclosure

5.1 Subject to the principles of protection and exception outlined above, any person seeking disclosure of safety information shall justify its release.

5.2 Formal criteria for disclosure of safety information shall be established and shall include, but not necessarily be limited to, the following:

- a) disclosure of the safety information is necessary to correct conditions that compromise safety and/or to change policies and regulations;
- b) disclosure of the safety information does not inhibit its future availability in order to improve safety;
- c) disclosure of relevant personal information included in the safety information complies with applicable privacy laws; and
- d) disclosure of the safety information is made in a de-identified, summarized or aggregate form.

6. Responsibility of the custodian of safety information

Each SDCPS shall have a designated custodian. It is the responsibility of the custodian of safety information to apply all possible protection regarding the disclosure of the information, unless:

- a) the custodian of the safety information has the consent of the originator of the information for disclosure; or
- b) the custodian of the safety information is satisfied that the release of the safety information is in accordance with the principles of exception.

7. Protection of recorded information

Considering that ambient workplace recordings required by legislation, such as cockpit voice recorders (CVRs), may be perceived as constituting an invasion of privacy for operational personnel that other professions are not exposed to:

- a) subject to the principles of protection and exception above, national laws and regulations shall consider ambient workplace recordings required by legislation as privileged protected information, i.e. information deserving enhanced protection; and
- b) national laws and regulations shall provide specific measures of protection to such recordings as to their confidentiality and access by the public. Such specific measures of protection of workplace recordings required by legislation may include the issuance of orders of non-public disclosure.