Draft Amendment ISPO Part A, Chapter 11, Risk Management

In part A, Chapter 11, Risk Management is written for using only reactive risk management. Proactive risk management is another approved method and therefore the board of the IUG proposes to amend Chapter 11 as follows:

Old:

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	11, Risk Management	Part A

1 RISK, INCIDENT AND ACCIDENT MANAGEMENT

1.1 General

11.1.1 The pilot organization shall maintain a system to identify, manage and mitigate risks continuously.

The management shall support actions to reduce identified risks, potential new risks or consequences of incidents, accidents and risk events.

1.2 Risk Management

The scope for safety and risk assessments shall be determined by the management and shall be based on:
- Regional circumstances
- Responsibilities, authority and tasks of the regional pilot organization

The pilot organization shall maintain a documented system to ensure that risks are identified, analyzed, evaluated and if required controls put in place to reduce the identified risk.

Management shall ensure that controls are communicated and their effectiveness reviewed.

The management of the pilot organization shall ensure that the results of risk assessments are used in their own decision making processes. Risks identified in an area of which the pilot organization is not the competent authority are communicated to the appropriate authority or stakeholder.

1.3 Incidents, Accidents and Risk Events

The pilot organization shall maintain a documented system to ensure that incidents, accidents and risk events are reported, analyzed and investigated. Risk treatments and/or corrective actions shall be implemented whenever necessary and practicable. The process should improve safety margins and reducing risk of reoccurrence.

Any investigation shall identify the root cause of an incident, accident or risk event.

Risk treatments and/or corrective actions are communicated and their effectiveness reviewed.

New:

2 RISK MANAGEMENT

11.1 General

11.1.1 *The pilot organization shall maintain a system to identify, manage and mitigate risks by proactive or reactive risk management.*

11.2 *Proactive* Risk Management

11.2.1 The scope for safety and risk assessments shall be determined by the management and shall be based on:
- Regional circumstances
- Responsibilities, authority and tasks of the regional pilot organization

The pilot organization shall maintain a documented system to ensure that risks are identified, analyzed, evaluated and *proactive* controls put in place to reduce the identified risk.

Management shall ensure that *proactive* controls are communicated and their effectiveness reviewed.

11.2.1 The management of the pilot organization shall ensure that the results of *proactive* assessments are used in their own decision making processes. Risks identified in an area of which the pilot organization is not the competent authority are communicated to the appropriate authority or stakeholder.

11.3 *Reactive Risk Management*

11.3.1 The pilot organization shall maintain a documented system to ensure that incidents, accidents and risk events are reported, analyzed and investigated. Risk treatments and/or corrective actions shall be implemented whenever necessary and practicable. The process should improve safety margins and reducing risk of reoccurrence.

11.3.2 Any investigation shall identify the root cause of an incident, accident or risk event.

11.3.3 Risk treatments and/or corrective actions are communicated and their effectiveness reviewed.

Motivation:

The ISPO is a standard of best practice for pilots and pilot organizations worldwide improving safety and quality. To demonstrate that risks can be managed in different ways chapter 11 shows now more insight into which methods can be used. Part B has been adjusted accordingly.