



ICAO

# AAM 2024

ICAO'S FIRST ADVANCED  
AIR MOBILITY SYMPOSIUM

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In collaboration with



# Holistic and Integrated Risk Management

## *Session 2.4.1*



Moderated by:

**Mike Gadd**

Head of Office of Airworthiness, Blue Bear Systems Research

# Session Objectives

## *Holistic and Integrated Risk Management*

1. Recognition of what makes AAM different from traditional aviation.
2. Risk versus benefits of AAM – not just in aviation, but in infrastructure, health, occupational safety, environment, etc.
3. Integrating AAM with traditional aviation safety will require deliberate effort - it should not be taken for granted that safety will emerge from disconnected efforts.
4. It is important to consider how the management of risks by other domains (security, environment, facilitation, financial, etc.) could impact the management of safety risks and vice versa.
5. It is essential from the beginning to put in place safety risk management processes and identify methodologies that are suitable for managing the risks (that can address the complexities of the system; don't require decades of operational data; or the ability to accurately predict probabilities).

# Panelists



**Mr. Gian Andrea Bandieri**

Section Manager –  
Cybersecurity in Aviation &  
Emerging Risks, EASA



**Dr. Ruth Stilwell**

Executive Director, Aerospace  
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**Mr. Stéphane De Wolf**

Safety & Regulatory Affairs  
Manager, IS-BAO Programme,  
International Business Aviation  
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**Dr. Tracy Lamb**

Chief Safety and Quality  
Officer, Supernal

## Session Takeaways

### *Holistic and Integrated Risk Management*

1. Location, scale, range of other organizations involved many other factors make AAM operations different from traditional aviation.
2. Benefits are wider than aviation and it is our collective responsibility to manage risk arising from these operations.
3. Current safety achievements cannot be taken for granted. New hazards will need to be identified and managed, and consider technology, people, and processes across all aspects of aviation.
4. Need to consider and understand wide range of risks and many new partners that are links in the safety chain.
5. Need Safety Management processes and methods to provide safety assurance.



Thank You!