



ICAO HLSC 2015 + Evolution of Annex 19

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Overview

- 2nd High-level Safety Conference 2015 (HLSC 2015)
- The two-phase approach
- The Safety Management Panel (SMP) work programme
- Amendment 1 to Annex 19, what to expect and timeline



Second High-level Safety Conference



- 4 Days
- 100 Working Papers
- 40 Information Papers
- 714 Delegates
 - 120 Member States
 - 35 Observers
- Attended by **States, Industry,** all **ICAO RDs** and **RASG** chairs

More information available at: www.icao.int/Meetings/HLSC2015



Second High-level Safety Conference



- **HLSC Declaration and Recommendations**

- Montreal Declaration on Planning for Aviation Safety Improvement
- Conclusions and Recommendations

<http://www.icao.int/Meetings/HLSC2015/Pages/declaration-and-recommendations.aspx>



Some of the HLSC 2015 Outcomes

- **Enhancing State Safety Programmes (SSP) provisions**
 - Enhancements to State safety programme (SSP) provisions should support States' efforts to meet the Global Aviation Safety Plan (GASP) objectives, incorporating the integration of the eight critical elements of a safety oversight system with the SSP framework in a way that **allows States to gain the maturity needed at each step to achieve sustainable improved performance.**
 - ICAO, in considering the integration of the eight critical elements of a State safety oversight system and the eleven elements of the State safety programme (SSP) framework, should ensure that **the eight critical elements remain visible** and that their **role as the foundation of the SSP is emphasized**



Some of the HLSC 2015 Outcomes

- **Implementing State Safety Programmes (SSP)**
 - The implementation of the State safety oversight system and State safety programme (SSP) should be monitored to determine the progress attained towards the Global Aviation Safety Plan (GASP) objectives
 - States should use the ICAO State safety programme (SSP) gap analysis tool and Universal Safety Oversight Audit Programme (USOAP) self-assessment to **facilitate the monitoring and implementation of SSP**
 - Safety performance indicators (SPIs) are needed to enable States to monitor and measure performance
 - ICAO should **improve and harmonize** the defined **safety performance indicators (SPIs)** taking into account those currently in use
 - Additional guidance and sharing of experiences are necessary for States to further develop and implement SSPs
 - ICAO should develop guidance and **mechanisms for sharing best practices** to support SSP implementation.



Some of the HLSC 2015 Outcomes

- **Protection of safety data and safety information**

- Expeditious progress in ICAO's work to adopt new and enhanced provisions on the protection of certain accident and incident records and information collected for the purpose of maintaining or improving safety in addition to assistance to States in implementing these new protective frameworks is critical for the improvement of aviation safety
 - That ICAO ensure **meaningful and expeditious progress** towards the **adoption of new and enhanced provisions** on the protection of certain accident and incident records, other information collected for the purposes of maintaining or improving safety and its related sources, ...
 - That ICAO support States in implementing new and enhanced provisions through a strategy comprised of **supporting guidance material, tools and seminars** tailored to the needs of each region...
 - That States undertake the **necessary legal adjustments** to efficiently implement new and enhanced protective frameworks



Some of the HLSC 2015 Outcomes

- **Effective and Efficient Regional Collaboration**
 - HLSC agreed on the importance of **regional collaboration** to improve safety
 - Recommended that aviation safety partners, including donor States, international organizations, industry and financial institutions, collaborate with ICAO to assist States to improve aviation safety
 - ICAO to lead the **alignment and coordination of regional initiatives** to improve safety, implement the GASP objectives, and achieve the regional safety targets.
 - Recommended that States, International Organizations and industry **increase their participation in and contributions** to the ICAO and partner regional safety mechanisms, including support to the activities of the RASGs with resources.
 - ICAO develop a **resource mobilization strategy and implementation plan** to increase resources, assistance activities and implementation assistance capacity.
 - ICAO to participate in the development of the **UN Sustainable Development Goals**.
 - States, international and regional organizations and industry **increase contributions to the ICAO Voluntary Funds** including the **Safety Fund (SAFE)** and Human Resources Development Fund (HRDF).



Two-phase approach to develop Annex 19

- ANC recommended and Council accepted that Annex 19 be developed in 2 phases :
 - First phase focused on the consolidation of the existing Standards and Recommended Practices (SARPs) and supporting guidance material
 - Second phase focused on further development of the Safety Management Annex and supporting guidance material



Annex 19 - phase 1

- Consolidation of existing and overarching SARPS from Annexes 1, 6, 8, 11, 13 & 14
- Elevation of the four components of the SSP framework to a Standard
- State safety oversight provisions broadened to all service providers
- Safety data collection, analysis and exchange provisions transferred from Annex 13
- SMS framework now applies to the design and manufacture of aircraft

consolidation

new provisions



Annex 19 - phase 1



- Adopted by the Council
 - 25 February 2013
- Became effective
 - 15 July 2013
- Became applicable
 - 14 November 2013



Annex 19 - phase 2 SMP work programme

- Development of enhanced SSP provisions
- Development of enhanced SMS provisions
- Development of coordinated emergency response plan provisions
- Enhanced provisions for the collection, analysis and exchange of safety data and safety information
- Further development of SMS and SSP implementation and assessment tools
- Extension of the applicability of the SMS provisions
- Enhanced provisions for the integration of SMS and SSP activities



Annex 19, Amendment 1

What to expect?

State Letter with proposal to amend Annexes 19, 8 and 6 Parts I and III to be issued mid-July

- Enhanced provisions for State safety management responsibilities in Chapter 3 that integrate the SSP provisions currently in Attachment A with references to the State safety oversight provisions in Appendix 1
- Enhanced provisions for SMS to facilitate implementation
- Extension of the applicability of SMS to engine and propeller design and manufacturing organizations
- Upgrade of the guidance material currently found in Attachment B to new Appendix 3, based on recommendations from the SIP TF




Annex 19, Amendment 1

- Recommended applicability is indicated as **November 2018**
- Guidance material to further support the implementation of Annex 19 is expected to be published no sooner than June 2017
- The State letter requests the following:
 1. agreement to the proposed amendment;
 2. if a later applicability of November 2020 is preferred; and
 3. if the later applicability is preferred to indicate reasons



Annex 19 - Timeline for Amendment 1

- ANC Preliminary Review **June 2015**
- Consultation period:  **Mid-July 2015**
Mid-Oct 2015
- ANC Final Review **Nov 2015**
- Council Adoption **Mar 2016**
- Effective Date **July 2016**
- Guidance Material published **June 2017**
- Applicability as determined by Council **November 2018 or 2020**



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