

International Standards
and Recommended Practices

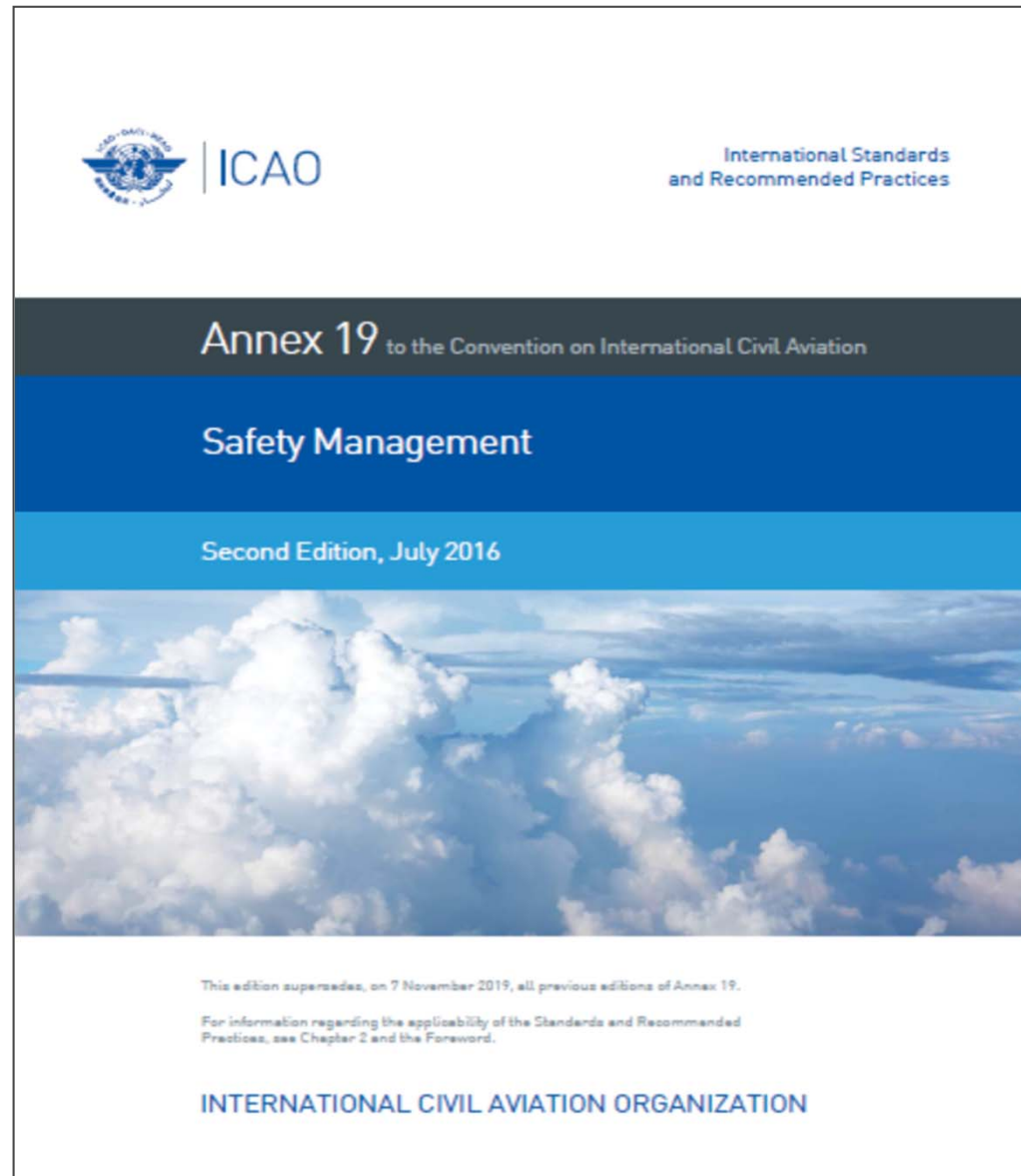
Annex 19 to the Convention on International Civil Aviation

Safety Management

Second Edition, July 2016

Annex 19

- Adopted by the Council on 25 February 2013;
- Effective on 15 July 2013; and
- Applicable on 14 November 2013.
- Its second edition of July 2016 has already been published.

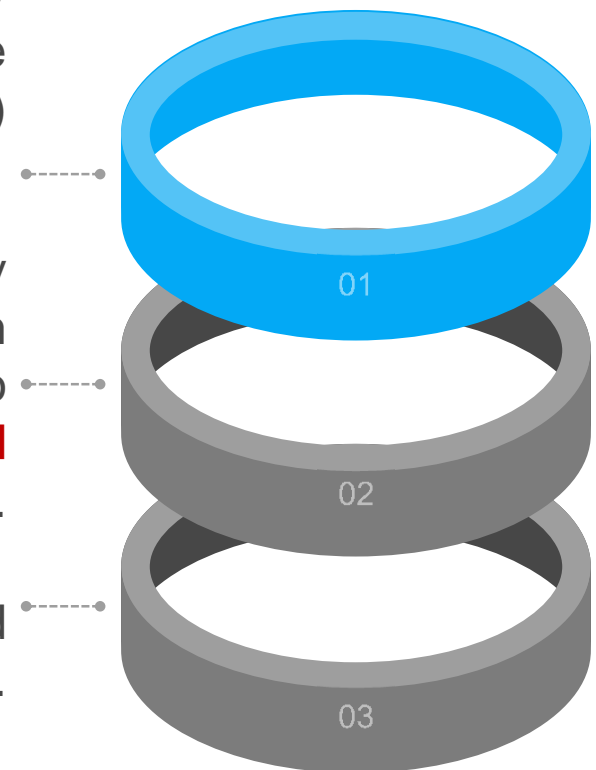


Changes introduced by Amendment 1 to Annex 19

Integration of the critical elements of the State safety oversight (SSO) system with the provisions of the State safety programme (SSP)

Improvement of the provisions of the safety management system (SMS) to support uniform implementation, including extension of the SMS to **organisations responsible for engine and propeller type design and/or manufacture.**

Protection of safety data, safety information and related sources.



Contents of Annex 19

Chapter 1 - Definitions

Chapter 2 - Applicability

Chapter 3 – State safety management responsibilities

Chapter 4 – Safety management system (SMS)

Chapter 5 – Safety data and safety information collection, analysis, protection, sharing and exchange

Annex 19

Appendix 1 - State safety oversight (SSO) system critical elements (CEs)

Appendix 2 – Framework for a safety management system (SMS)

Appendix 3 – Principles for the protection of safety data, safety information and related sources

Annex 19. Ch. 3

State safety management responsibilities

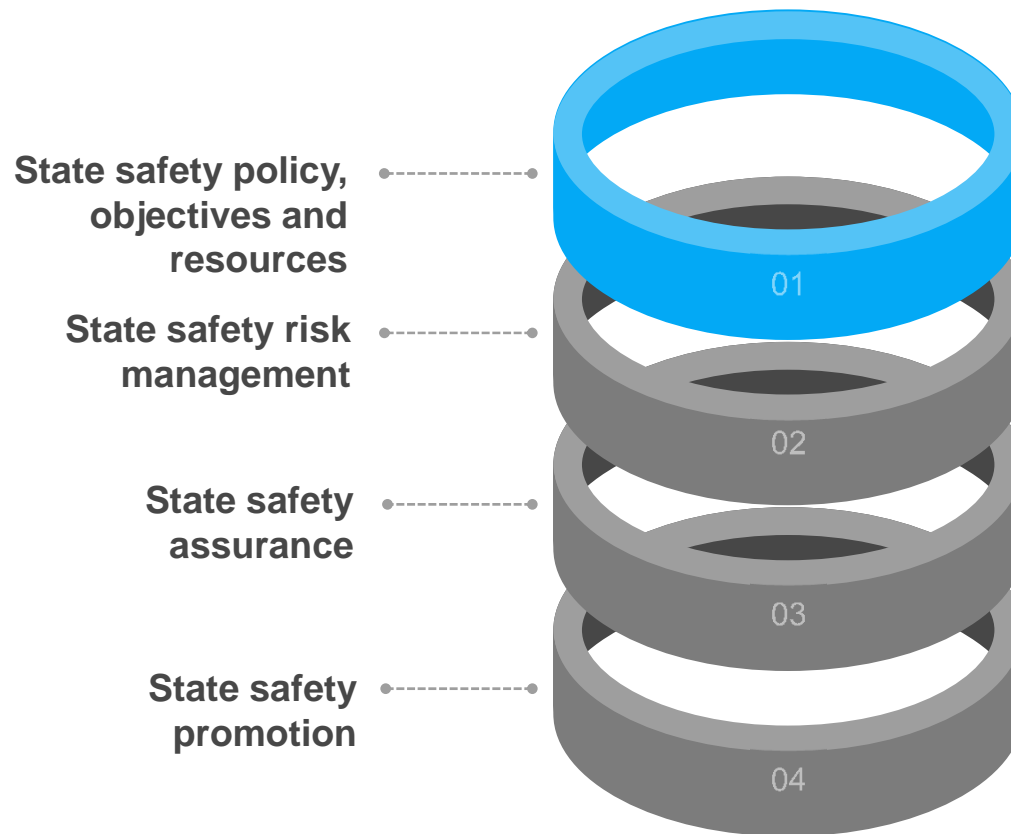
3.1 State safety programme (SSP)

States shall establish and maintain an SSP that is commensurate with the **size and complexity** of the State's civil aviation system, but may delegate safety management-related functions and activities to another State, RSOO or RAIO.



Composition of the SSP

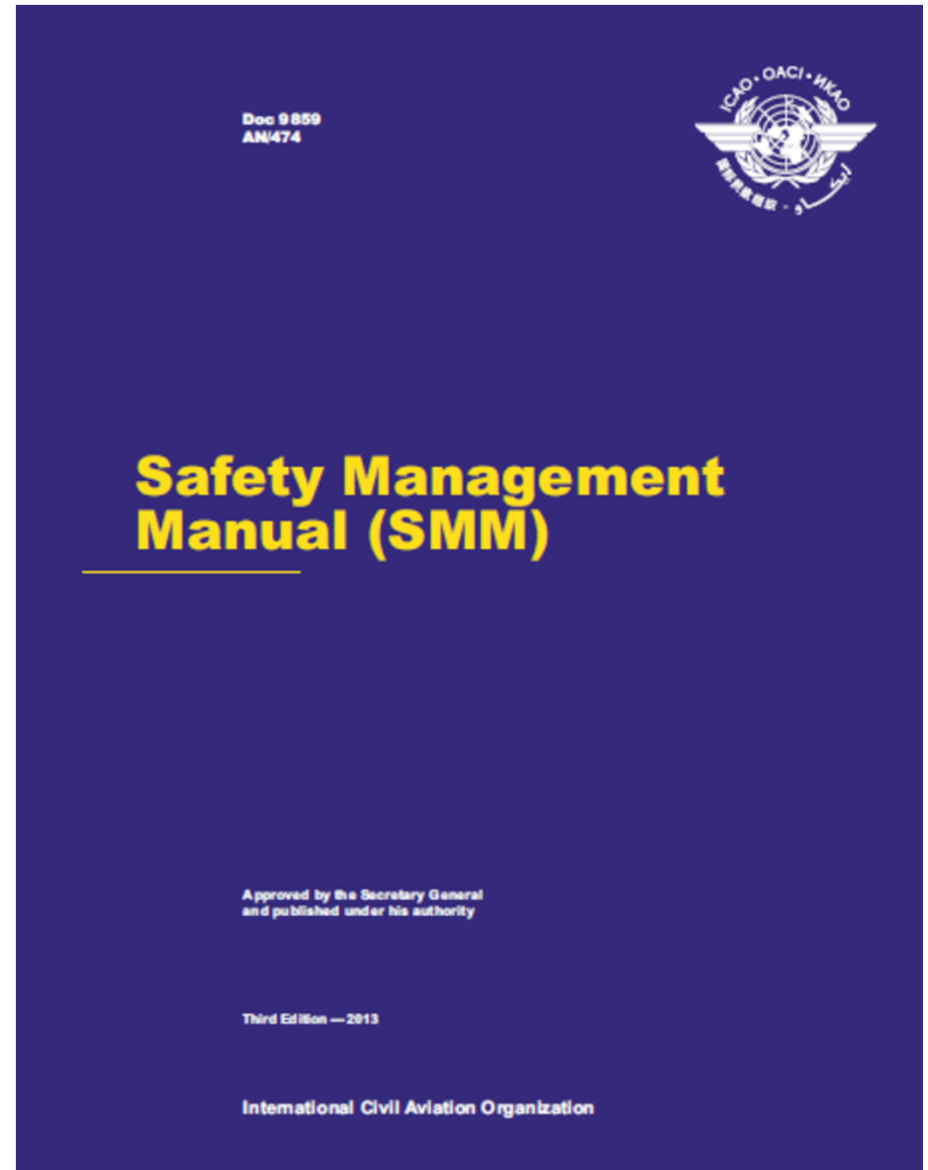
The SSP is made up by four (4) components and fourteen (14) elements.



Doc 9859 3rd Edition

The following improvements have been introduced:

- assessment of the organization's risk profile;
- SMS-QMS integration;
- hazard identification and risk mitigation;
- hazard prioritization procedure;
- development of the safety performance indicator (SPI);



Doc 9859
3rd Edition

The following improvements have been introduced: (cont.)

- development of the acceptable level of safety performance (ALoSP);
- SMS audit checklist;
- risk-based oversight/inspection;
- phased implementation of SSP and SMS; and
- mandatory and voluntary reporting systems.

GASP

- The GASP recognises the importance of establishing and maintaining safety oversight systems as a pre-requisite for full SSP implementation.
- States with mature safety oversight systems have the basis for SSP implementation.



| ICAO

Doc 10004

Global Aviation Safety Plan

2017-2019



Approved by and published under the authority of the Secretary General

INTERNATIONAL CIVIL AVIATION ORGANIZATION

GASP

- The GASP requests States with mature safety oversight systems to move towards full SSP implementation.
- States with an effective implementation (EI) above **60%** should have their SSP implemented by 2017
- All member States by the end of 2022.



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Doc 10004

Global Aviation Safety Plan

2017-2019



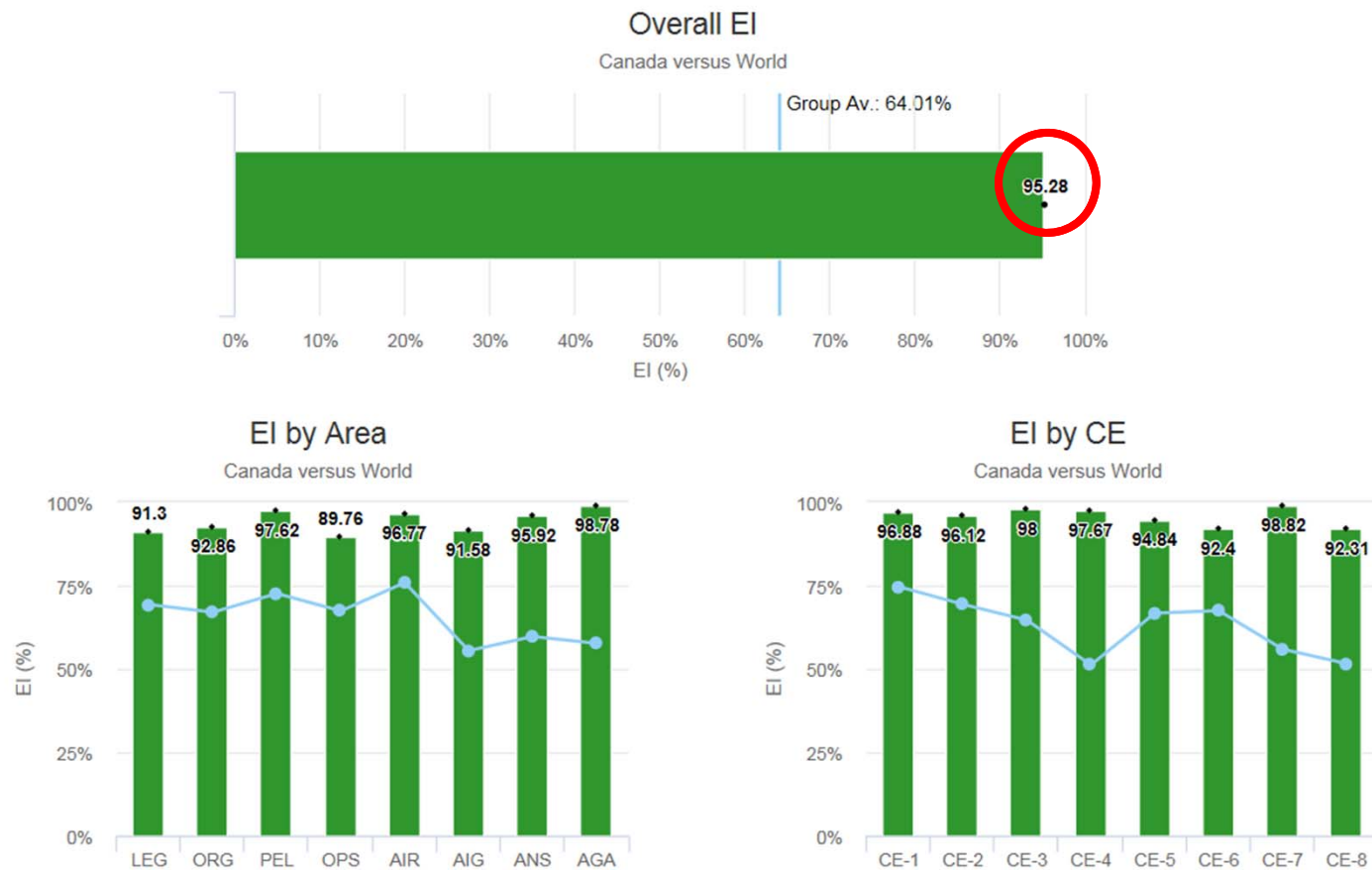
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INTERNATIONAL CIVIL AVIATION ORGANIZATION

The USOAP CMA in the SSP

SSP audits and oversight will be conducted only in States with an EI above 60%.

Current Results



Deadlines

- Safety management PQs for States with an EI above 60% will be audited starting on **1 January 2020**.
- The electronic bulletin in this regard has been published.



International Civil Aviation Organization

ELECTRONIC BULLETIN

For information only

EB 2016/63

1 November 2016

AUDIT OF THE IMPLEMENTATION OF THE STATE SAFETY PROGRAMME (SSP) UNDER THE ICAO UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP) — UPDATE

1. Reference is hereby made to Electronic Bulletin (EB) 2015/56, dated 4 December 2015, in which updates were provided regarding the audit of the implementation of the State Safety Programme (SSP) under the ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA). With this EB, ICAO informed States of the postponement of the audits of SSP implementation, due to the lack of preparedness of States and to the fact that amendments were being made to Annex 19 to the Chicago Convention — *Safety Management* and the *Safety Management Manual (SMM)* (Doc 9859).
2. ICAO initially published, in 2014, new Protocol Questions (PQs) on safety management to be used in audits and other continuous monitoring activities conducted under the USOAP CMA. These PQs are available on the USOAP CMA Online Framework (OLF) <http://www.icao.int/usoap>. They are currently being used to conduct voluntary and confidential assessments of SSP implementation at the request of ICAO Member States.
3. In July 2017, amended SSP-related PQs will be published by ICAO to reflect Amendment 1 of Annex 19, the 4th edition of Doc 9859 and lessons learned to date. Select States will be approached by ICAO with a view to performing audits including the amended SSP-related PQs in 2018 and 2019 on a voluntary but non-confidential basis.
4. Starting in 2020, ICAO will perform audits using the amended SSP-related PQs on the States which will meet the criteria to be established by ICAO in line with the Global Aviation Safety Plan (GASP).





Thank you

for your time and attention