



ICAO

MIDANPIRG/23 & RASG-MID/13

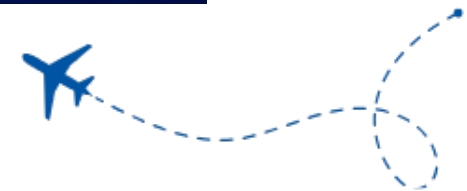
CAIRO - EGYPT

14-18 JUNE 2026



Amendment 2
to Annex 19

RASG-MID/13
Meeting
14-18 June
2026
Cairo, Egypt





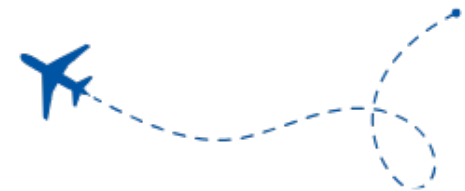
Adoption of Amendment 2 to Annex 19

SL Ref.: AN 8/3.1-25/64, Dated 18 July 2025

by the Council of ICAO on 23 June 2025

Effective- 4 November 2025

Applicable - 26 November 2026



Amendment 2 to Annex 19 - Structure

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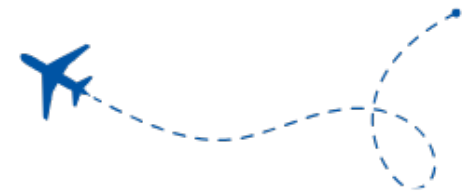
Chapter 4 – Safety Management System (SMS)

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

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



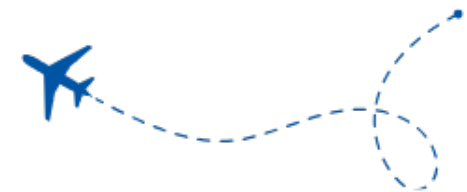
Amendment 2 to Annex 19 - Structure

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Chapter 4 – Safety Management System (SMS)

- 4.1 General
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Chapter 5 – Development of Safety Intelligence



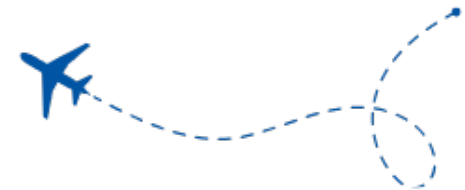
5.1 General

5.2 Safety data collection and processing system

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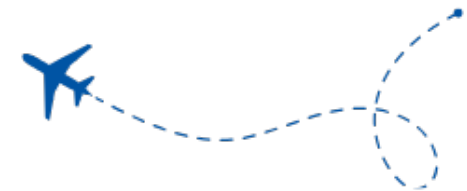
5.5 Safety information sharing and exchange



Amdt 2 to Annex 19- Amended

Definition: State Safety Programme (SSP)

An integrated set of **laws, regulations, policies, objectives, processes, procedures and activities** aimed at ~~improving~~ **managing safety**, at the State level.



Definitions

- **Safety objective.** A statement of a desired safety outcome.
- **Safety performance.** A State or a service provider's measurable effect on 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-~~ metric used to measure and monitor a State or a service provider's safety performance, including the progress towards achieving a safety objective.
- **Safety performance target.** The State or service provider's planned or intended target for a safety performance indicator over a given period ~~that aligns with the safety objectives.~~



Amendment 2 to Annex 19 - Structure

Chapter 3 – State Safety Programme (SSP)

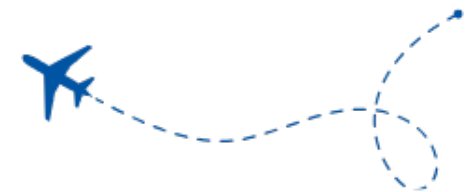
3.1 General

3.2 State safety policy, objectives and resources **(SSP Component 1)**

3.3 State safety risk management **(SSP Component 2)**

3.4 State safety assurance **(SSP Component 3)**

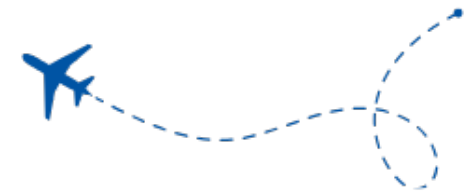
3.5 State safety promotion **(SSP Component 4)**



Amdt 2 to Annex 19- Amended

Chapter 3. State Safety Programme (SSP) Management Responsibilities

Note 4.— The objective of this chapter is to ensure that States implement an SSP that supports the continued evolution of a **proactive strategy to manage safety risks** and **safety performance**.

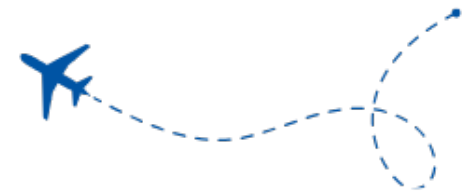


Amdt 2 to Annex 19- Amended

~~3.1 State safety programme (SSP)-General~~

3.1.1 States **shall establish** and ~~maintain~~ **manage** an SSP in accordance with the four components detailed in 3.2, 3.3, 3.4 and 3.5, supported by a system description. ~~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, Regional Safety Oversight Organization (RSOO) or Regional Accident and Incident Investigation Organization (RAIO).~~

Note 1.— ~~States retain responsibility for safety management-related functions and activities delegated to another State, RSOO or RAIO.~~ How an SSP is established and managed differs from one State to another due to a number of aspects including, but not limited to, the complexity of the State's civil aviation system as captured in the system description, the State's legal system and the State's civil aviation priorities.

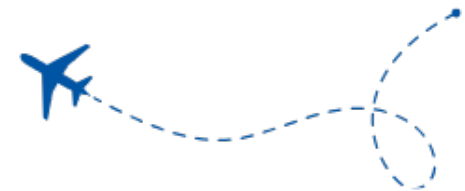


Amdt 2 to Annex 19- Amended

~~3.1 State safety programme (SSP)~~ General

Note 2.— ~~Guidance on an SSP and the delegation of safety management-related functions and activities are contained in the Safety Management Manual (SMM) (Doc 9859).~~ Guidance on the development of a system description and the identification of interfaces is contained in the Safety Management Manual (Doc 9859). **Amended**

Note 3.— A national aviation safety plan (NASP), consistent with the Global Aviation Safety Plan (GASP, Doc 10004) and with the respective regional aviation safety plan, complements the SSP processes and activities listed in this chapter. Guidance on NASPs is contained in the Manual on the Development of Regional and National Aviation Safety Plans (Doc 10131). **NEW**

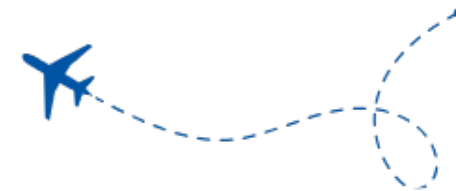


Amdt 2 to Annex 19- Amended

3.1 ~~State safety programme~~ (SSP)-General

3.1.2 Recommendation.— In the establishment and management of an SSP, specific consideration should be given to human performance implications. **NEW**

Note.— Guidance on human performance implications for SSP is contained in the Manual on Human Performance (HP) for Regulators (**Doc 10151**). **NEW**



Amendment 2 to Annex 19 - Structure

Chapter 3 – State Safety Programme (SSP)

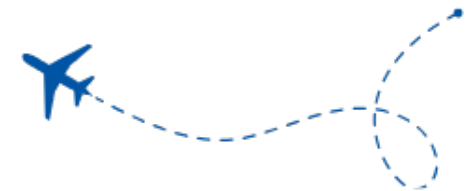
3.1 General

3.2 State safety policy, objectives and resources (SSP Component 1)

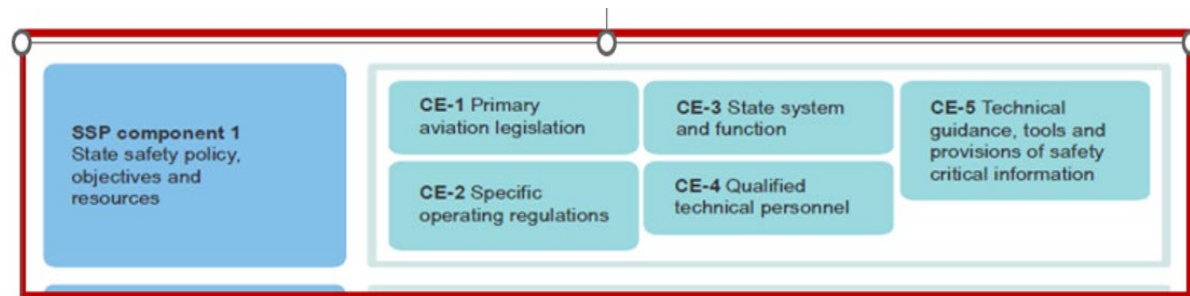
3.3 State safety risk management (SSP Component 2)

3.4 State safety assurance (SSP Component 3)

3.5 State safety promotion (SSP Component 4)



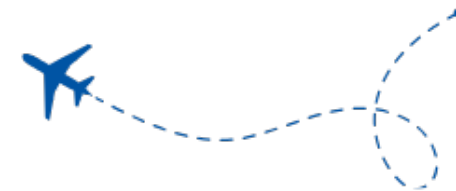
Primary Aviation Legislation (CE-1)

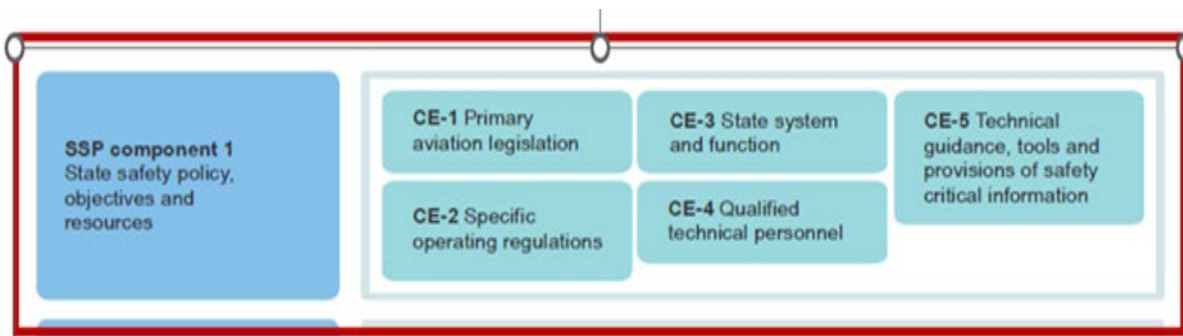


3.2.1.1 States shall establish primary aviation legislation in accordance with section 1 of Appendix 1-
No change

~~3.2.1.2 **Recommendation.** States should establish an enforcement policy that specifies the conditions and circumstances under which service providers with an SMS are allowed to deal with, and resolve, events involving certain safety issues, internally, within the context of their SMS and to the satisfaction of the appropriate State authority.~~

Proposal to rename it 'Surveillance Policy' for A19 amendment 2.

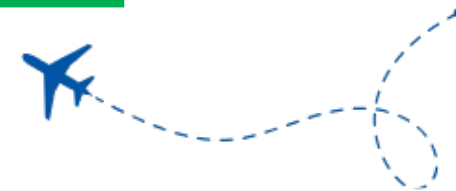




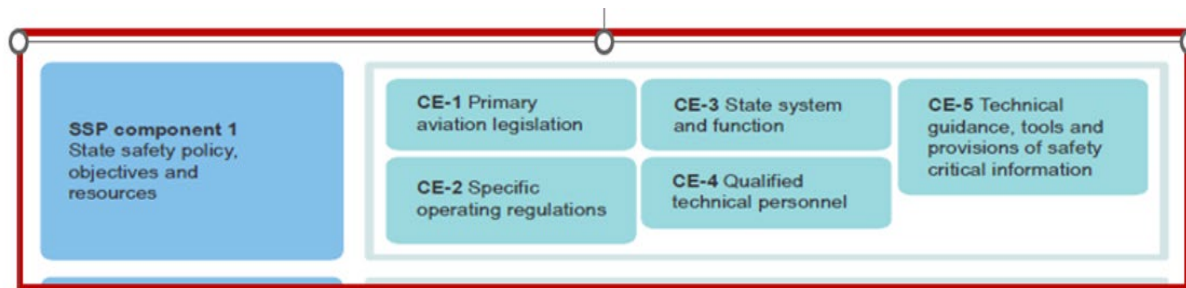
State System and Functions (CE-3)

3.2.3.1 States shall establish State system and functions in accordance with section 3 of Appendix 1. **No change**

3.2.3.2 Recommendation. — ~~States should identify, define and document the requirements, obligations, functions and activities regarding the establishment and maintenance of the SSP, including the directives to plan, organize, develop, maintain, control and continuously improve the SSP in a manner that meets the State's safety objectives~~ States shall establish their SSP functions and activities but may delegate them to another State, Regional Safety Oversight Organization (RSOO) or Regional Accident and Incident Investigation Organization (RAIO), where appropriate. **NEW**



Safety Policy, Objectives and Resources

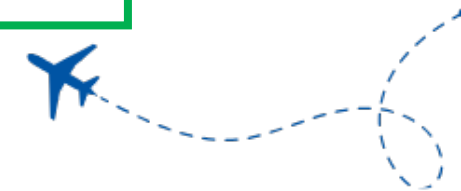


A19 Amdt 2

3.2.3.3 Recommendation. States ~~should~~ **shall establish a safety policy and safety objectives** that reflect their commitment regarding safety and facilitate the promotion of a positive safety culture in the aviation community. **Amended**

3.2.3.4 Recommendation. The ~~SSP functions~~, safety policy and safety objectives ~~should~~ **shall be published documented** and periodically reviewed to ensure that they remain relevant and appropriate to the State. **Amended**

New 3.2.3.5 States **shall ensure that the role** of Civil Aviation Authorities is appropriately reflected **in Emergency Response Planning and Crisis Management** at the State level.



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Chapter 3 – State Safety Programme (SSP)

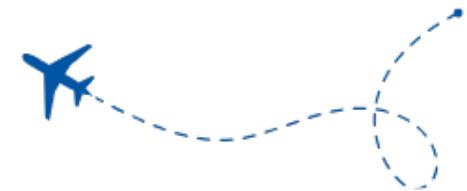
3.1 General

3.2 State safety policy, objectives and resources (**SSP Component 1**)

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3.4 State safety assurance (**SSP Component 3**)

3.5 State safety promotion (**SSP Component 4**)

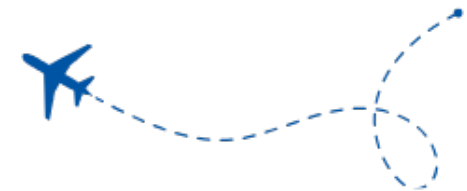


Safety Management System Obligations



3.3.2.1 States shall require that the following service providers under their authority implement an SMS

- **New:** operators holding a **remotely piloted aircraft system (RPAS)** operator certificate and authorized to conduct international operations in accordance with **Annex 6, Part IV**.
- **New:** Approved maintenance organizations providing services to operators authorized to conduct **international RPAS operations in accordance with Annex 6, Part IV**.

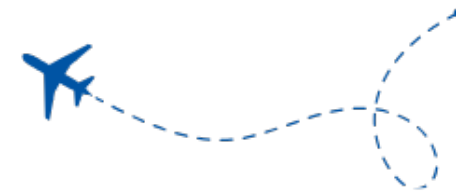


Safety Management System Obligations



3.3.2.1 States shall require that the following service providers under their authority implement an SMS:

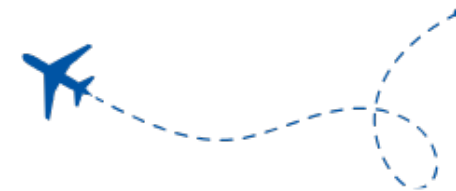
- **Amended:** operators of **certified** aerodromes **or certified heliports** in accordance with **Annex 14, Volume I and Volume II**, respectively.



Hazard Identification & SRM



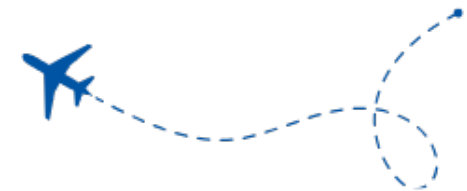
- **3.3.4.1** States shall establish and maintain a process to identify State's civil aviation system level hazards at the State level from collected safety data and safety information. **Amended**



Hazard Identification & SRM



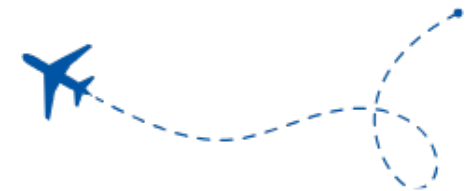
- **3.3.4.2** States shall develop and maintain a process that ensures the assessment of safety risks associated with identified hazards **identified at the State level. Amended**
- **New Note.** Additional provisions related to safety intelligence that support the identification of hazards at the State level and the assessment of associated safety risks can be found in 5.2 and 5.3.
- **New 3.3.4.3 Recommendation.** — States should **periodically review hazards** and **associated safety risks** related to **emerging issues** across their civil aviation system.



Management of Safety Risks



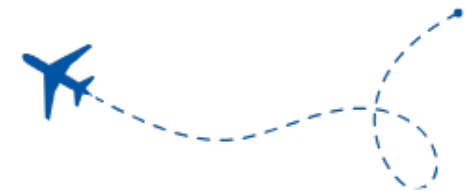
- **Upgraded 3.3.5.2 Recommendation** States shall develop, maintain and document the processes to manage safety risks arising from hazards identified at the State level
- **New text** Note 1. — ~~Actions taken to manage safety risks may include: acceptance, mitigation, avoidance or transfer.~~ Safety risk assessment results may be used to support the prioritization of actions to manage safety risks. Guidance on the process for managing safety risks is contained in the Safety Management Manual (Doc 9859).



Management of Safety Risks



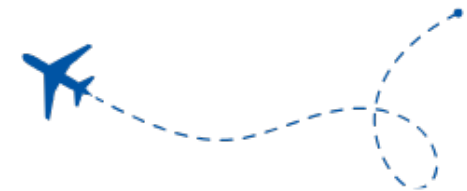
- **New text Note 2.** — ~~Safety risks and safety issues often have underlying factors which need to be carefully assessed.~~ In order to reduce the overall risk in the aviation system when managing safety risks, it is beneficial to consider the impact on aviation safety from risk management strategies implemented in other domains (for example, aviation security, facilitation, economics and environment) and vice versa



Management of Safety Risks



New 3.3.5.3 Recommendation.— States should periodically review the need to extend the SMS applicability to additional aviation sectors beyond those covered under 3.3.2, in accordance with the SMS framework contained in Appendix 2, as a safety risk control.



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Chapter 3 – State Safety Programme (SSP)

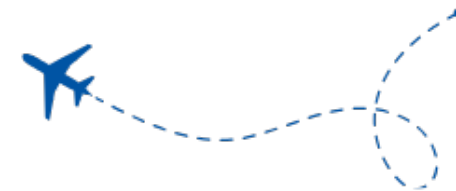
3.1 General

3.2 State safety policy, objectives and resources (**SSP Component 1**)

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3.5 State safety promotion (**SSP Component 4**)



Surveillance Obligations



3.4.1.1 States shall meet the surveillance obligations in accordance with section 7 of Appendix 1. **No change**

Upgraded 3.4.1.2 Recommendation.— - States ~~should~~ **shall** establish procedures to prioritize surveillance activities towards those areas of greater safety concern or need.

Amended Note - Organizational risk profiles, **including outcomes** of hazard identification and **safety risk assessment processes** conducted under 3.3.4, and surveillance ~~outcomes~~ **activities, SMS assessments and safety performance monitoring**, may provide information **for the planning, prioritization and preparation of inspections, audits and surveys** surveillance activities.



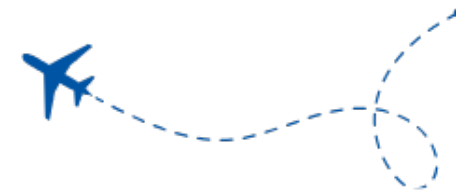
Surveillance Obligations



~~**Recommendation** – States should periodically review the safety performance of an individual service provider~~ **upgraded New text 3.4.1.3** States **shall implement** mechanisms to:

- a) **periodically assess the SMS** of service providers addressed under 3.3.2.1; and
- b) **monitor the safety performance** of service providers addressed under 3.3.2

New Note - Guidance on the periodic assessment of the SMS of service providers is contained in the Safety Management Manual (Doc 9859).



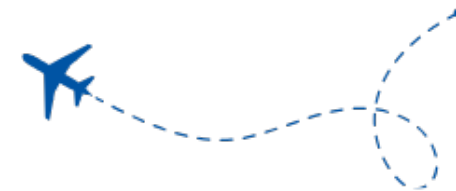
Surveillance Obligations



Moved from 1st to 3rd SSP component -Recommendation upgraded to a Standard

Enforcement policy

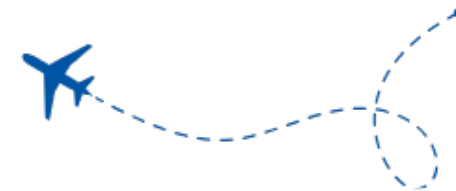
~~**3.2.1.2 Recommendation.**— States should establish an enforcement policy that specifies the conditions and circumstances under which service providers with an SMS are allowed to deal with, and resolve, events involving certain safety issues, internally, within the context of their SMS and to the satisfaction of the appropriate State authority.~~



Surveillance Obligations



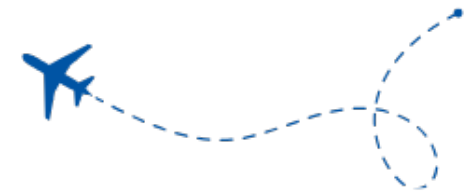
Amended ~~3.2.1.2~~ 3.4.1.4 Recommendation.— States ~~should~~ **shall** establish ~~an enforcement~~ **a surveillance policy** that specifies the conditions and circumstances under which service providers with an SMS are allowed to deal with, and resolve, events involving certain safety issues, internally, within the context of their SMS and to the satisfaction of the appropriate State authority.



State Safety Performance: Amended: State Safety Performance Measurement and Monitoring



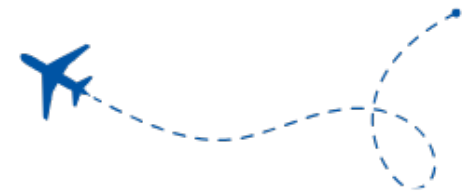
- **Amended 3.4.1.2** States shall establish ~~the acceptable level of safety performance indicators, supported by qualitative means as needed, and safety performance targets where appropriate, to measure and monitor the safety performance to be achieved through their SSP~~ of the State's civil aviation system and the progress **towards achieving its safety objectives.**
- ~~Note 1.— An acceptable level of safety performance for the State can be achieved through the implementation and maintenance of the SSP as well as safety performance indicators and targets showing that safety is effectively managed and built on the foundation of implementation of existing safety-related SARPs.~~



State Safety Performance: Amended: State Safety Performance Measurement and Monitoring



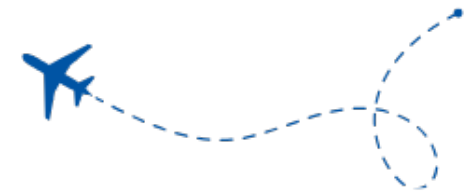
- **Amended 3.4.1.2** States shall establish ~~the acceptable level of safety performance indicators, supported by qualitative means as needed, and safety performance targets where appropriate, to measure and monitor the safety performance to be achieved through their SSP~~ of the State's civil aviation system and the progress **towards achieving its safety objectives.**
- **Amended Note 2 now Note 1.** Guidance on establishing safety performance indicators and qualitative means ~~targets, as well as an acceptable level of safety performance,~~ and the **appropriate use of safety performance targets to measure and monitor the State's safety performance** is contained in the Safety Management Manual (Doc 9859).



State Safety Performance Measurement and Monitoring



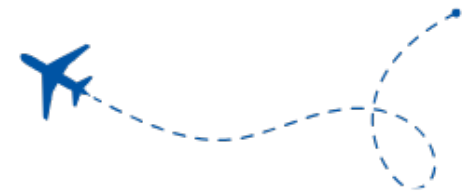
- **3.4.2.2 amended: Recommendation.**— States should ~~develop and maintain a process to evaluate the effectiveness of actions taken to manage safety risks and resolve safety issues~~ ensure that the means of safety performance measurement established by service providers addressed in 3.3.2.1 consider, and support where appropriate, the safety performance measurement and monitoring at the State level, where appropriate.



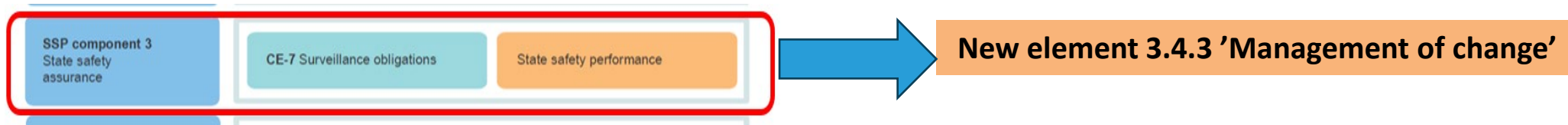
State Safety Performance Measurement and Monitoring



- **Note.**— ~~Safety assessment results may be used to support the prioritization of actions to manage safety risks.~~ **Collaboration between the State and service providers, and RSOOs** where applicable, facilitates the development of effective safety performance measurement and monitoring across the State’s civil aviation system.

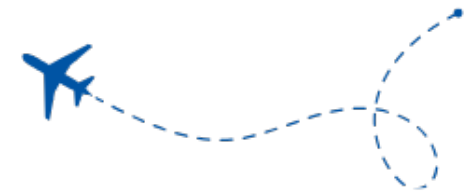


Management of Change

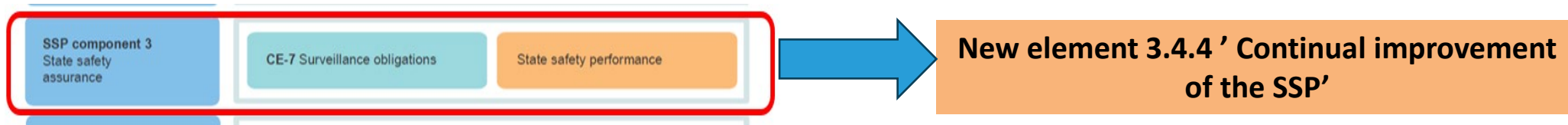


New 3.4.3.1 Recommendation.— States should **develop and maintain a process to proactively manage changes at the State level**, to ensure that the safety risks incurred by the changes are properly controlled while the desired outcomes are achieved.

New Note. Guidance on the management of change is contained in the SMM (Doc 9859).

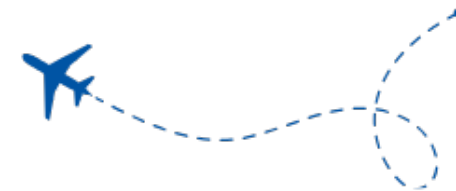


Management of Change



3.4.4.1 States **shall develop** and maintain a process to evaluate the **effectiveness of actions taken** to manage safety risks and resolve safety issues. **NEW**

3.4.4.2 Recommendation.— States **should periodically assess** evaluate the effectiveness of their ~~individual~~ SSPs **processes and activities** to ~~maintain or support the continuously~~ **continual improvement of their overall level of safety performance** SSP. **Amended**



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Chapter 3 – State Safety Programme (SSP)

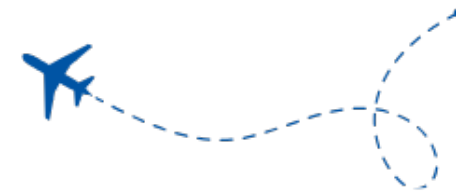
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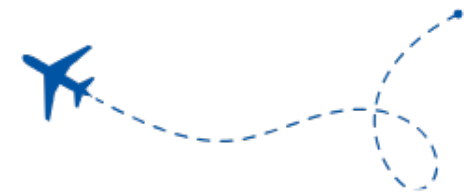
State Safety Promotion (SSP Component 4)

~~3.5.1 Internal communication and dissemination of safety information~~

~~Recommendation.— States should promote safety awareness and the sharing and exchange of safety information to support, within the State aviation organizations, the development of a positive safety culture that fosters an effective SSP.~~

~~3.5.2 External communication and dissemination of safety information~~

~~Recommendation.— States should promote safety awareness and the sharing and exchange of safety information with the aviation community to foster the maintenance and improvement of safety and to support the development of a positive safety culture.~~



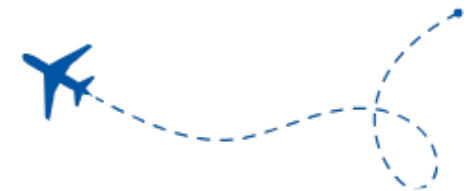
State Safety Promotion (SSP Component 4)



3.5.1 States shall communicate the SSP functions, safety policy and safety objectives across their aviation community and with other stakeholders impacting aviation safety. **NEW**

3.5.2 States shall implement means to promote safety in support of the achievement of its safety objectives and the development of a positive safety culture across their aviation community and with other stakeholders impacting aviation safety. **NEW**

Note.— Means for promoting safety may include, but are not limited to: a safety communication plan, stakeholder engagement maps, social media campaigns, annual safety reports, collaborative forums with industry, and targeted initiatives. **NEW**



Thank You