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# ***Third AFI Aviation Safety Symposium Malabo, Equatorial Guinea, 28 June 2016***

## ***Amendment No.1 to Annex 19 to the Convention on International Civil Aviation***

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# Overview

- Global Aviation Safety Plan (GASP) objectives and timelines
- Annex 19 – *Historical Background*
- Amendment 1 to Annex 19
  - Summary of Changes
  - Supporting activities
- Conclusions
- Recommendations



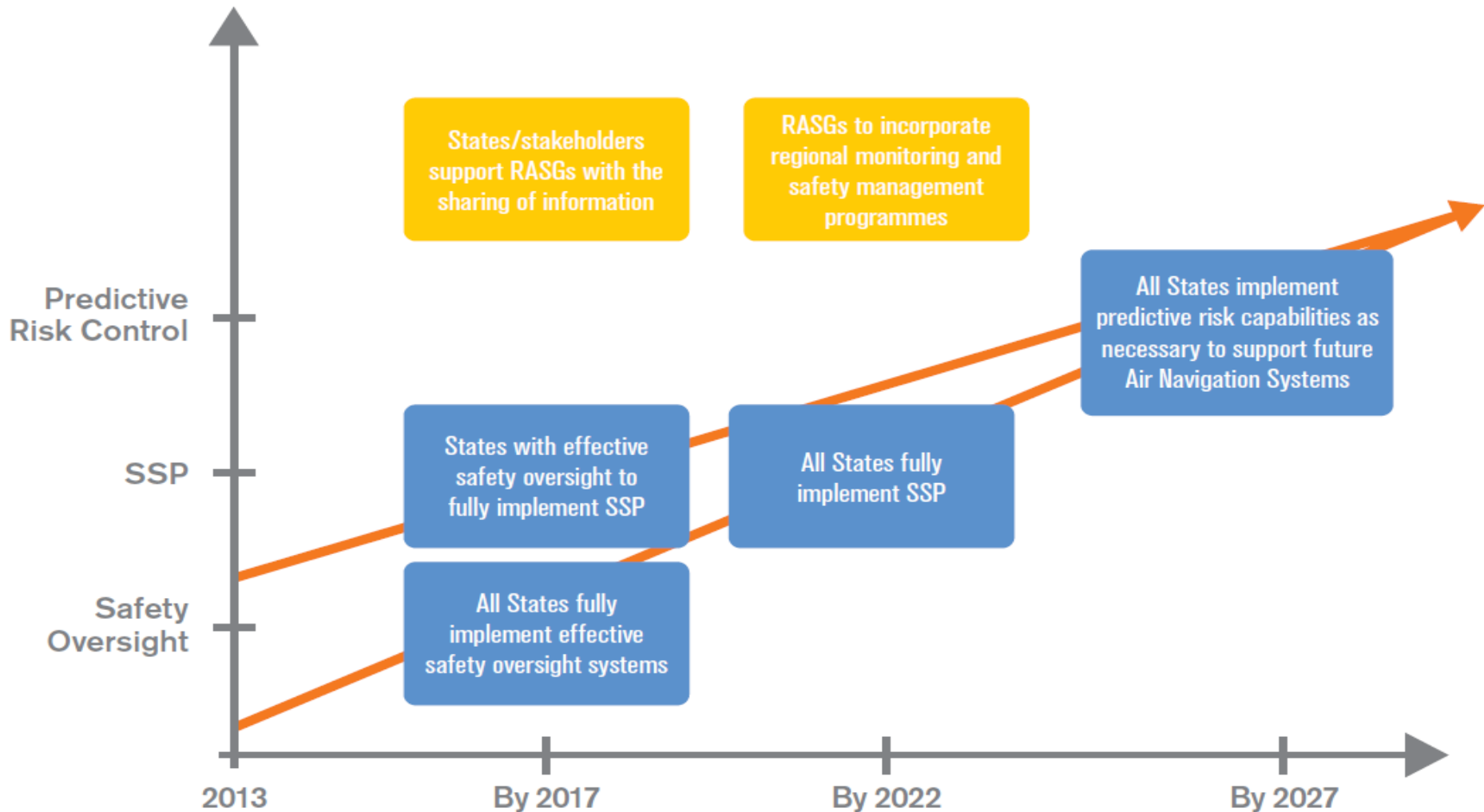
# GASP Objectives and Timelines



- Endorsed by the 37th Session of the ICAO Assembly (2013)
- High-level, policy, planning and implementation document
- Guides air transport progress in conjunction with the Global Air Navigation Plan (GANP, Doc 9750)
- Defines the means and targets by which ICAO, States and aviation stakeholders can anticipate and efficiently manage air traffic growth while proactively maintaining or increasing safety



# Overview of GASP Objectives and Timelines



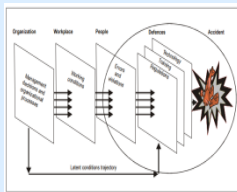


## Need for SM and Its Benefits

- Global air traffic is predicted to **double** in the **next 15 years**
- The **GASP** sets out a **continuous improvement strategy** for **States** to implement **over the next 15 years**
- Transition from a **reactive system**, to a **proactive system**
- Increased efficiencies with an effective **SMS**

### REACTIVE

Accident and Incident Reports



SMS



### PROACTIVE

Accident and Incident Reports  
Hazard Identification  
Risk Management  
Trend Analysis

Allocation of resources based  
on **RISK**





## Annex 19 - Historical Background

- High-level Safety Conference 2010 - Recommendation 2/5
  - ICAO should develop, in close collaboration with States, international and national organizations, a new Annex dedicated to safety management responsibilities and processes which would address the safety management responsibilities of States framed under the State Safety Programme (SSP).
  - The new Safety Management Annex should facilitate the provision of State and air carrier safety information to the travelling public, in addition to specifying the high level safety responsibilities of States.
- The ANC agreed to establish the Safety Management Panel (SMP) in 2011



## Annex 19 - *Historical Background*

- High-level Safety Conference 2010 - Recommendation 2/4
  - Recommended that ICAO establish a multidisciplinary group to progress activities regarding the protection of safety data and safety information.
- ICAO Council:
  - Following the recommendations of the HLSC, the Air Navigation Commission proposed that a multidisciplinary taskforce be formed to conduct this work and that the Secretariat prepare the terms of reference. The Council agreed with these proposals.
- In December 2010, the ANC approved the establishment of the Safety Information Protection (SIP) Task Force



# 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



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



## Annex 19 - Implementation



- Third Edition, Doc 9859, was published on 8 May 2013
  - Restructured according to the SSP and SMS Frameworks (Annex 19)
  - Contains detailed guidance and tools for SSP and SMS implementation
- ICAO Safety Management Website:  
<http://www.icao.int/Safety/SafetyManagement>
- ICAO Safety Management I-Kit  
<http://cfapp.icao.int/tools/SMikit/story.html>
- Regional Aviation Safety Groups



## **Amendment 1 To Annex 19**

- 1) The first amendment to Annex 19 — Safety Management was adopted by the ICAO Council on 2 March 2016 and will become effective on 11 July 2016 with an applicability date of 7 November 2019.**
- 2) State letter AN 8/3.1-16/16, dated 4 April 2016 provides the contents of the amendment.**



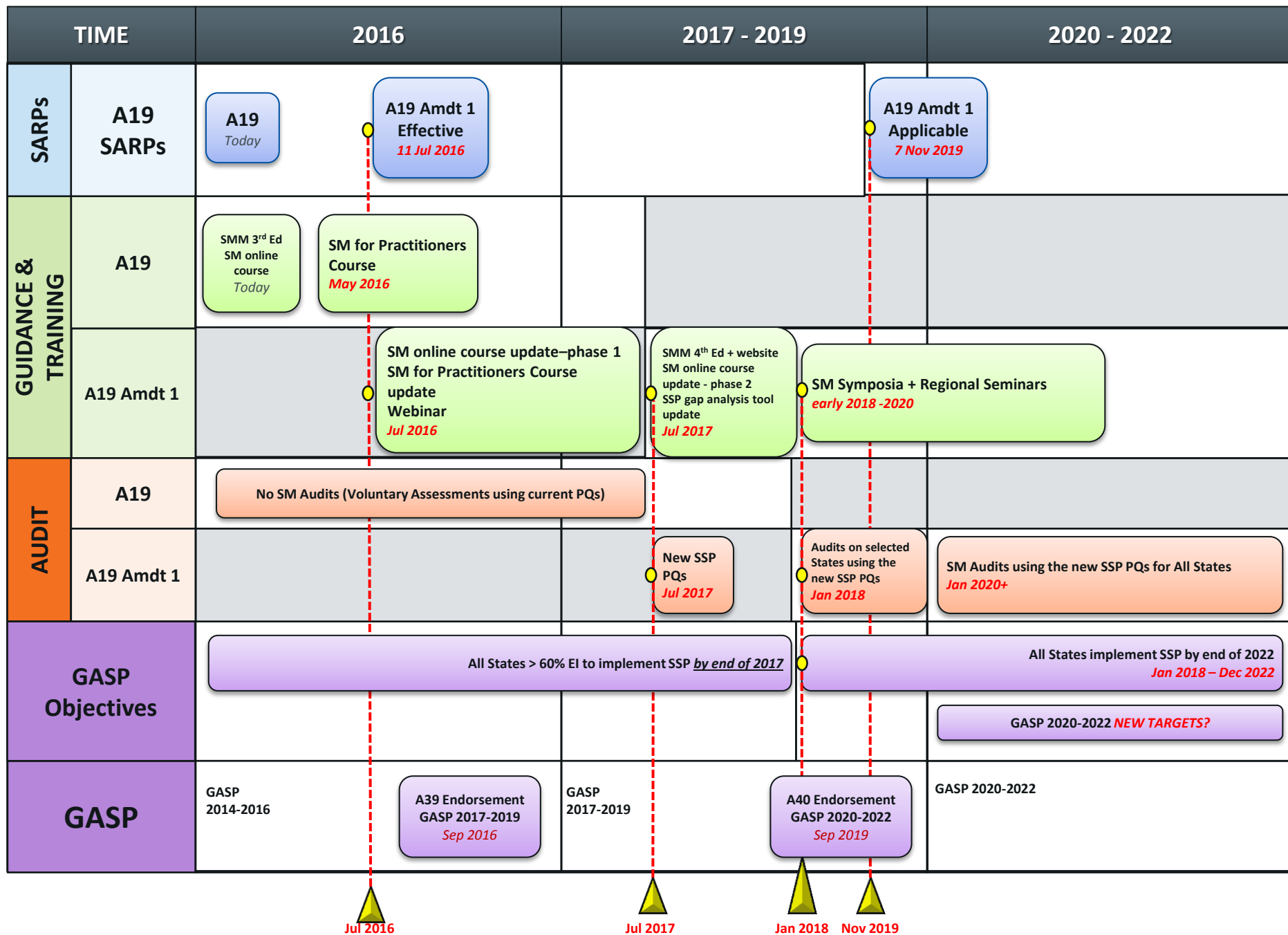
## Amendment 1 to Annex 19

- 1) **Integration** of the State safety oversight (**SSO**) system critical elements (**CEs**) with the State safety programme (**SSP**) provisions which are **upgraded from the SSP framework in Attachment A.**
- 2) **Enhancement** of safety management system (SMS) provisions to support **uniform implementation**, including **the extension of an SMS** to organizations responsible for the **type design and/or manufacture of engines and propellers**
- 3) **Protection** of safety data, safety information and related sources
  - ***Upgrading Attachment B of Annex 19 to the status of an Appendix***
  - ***Safety data and safety information in voluntary reporting systems are accorded a higher level of protection through a Standard***
  - ***The protection of safety data and safety information in mandatory reporting systems is reflected in a Recommendation.***
  - ***New provisions ensure that there is no overlap with the protection provisions in Annexes 6 and 13***



## Enhanced Support by ICAO

- 1) **A revision to the Safety Management Manual (SMM, the 4<sup>th</sup> Edition, expected to be published in July 2017)**
- 2) **An upgrade to the ICAO Safety Management website (expected launch in July 2017)**
- 3) **An update to the ICAO Safety Management Training Programme (Phase 1 - July 2016; Phase 2 - July 2017)**
- 4) **An update to the USOAP SSP-related protocol questions (PQs) (July 2017)**
- 5) **The delivery of a Webinar (July 2016)**
- 6) **The delivery of three Regional Symposia (planned for 1Q 2018)**
- 7) **A series of Regional Safety Management Seminars (to be launched immediately after the Symposia)**







## CONCLUSIONS

- States need additional support in order to meet the objectives outlined in the Doc 10004, *2014-2016 Global Aviation Safety Plan*.
- The Secretariat has developed a strategy that would provide additional guidance material, tools and a mechanism for the sharing of experiences in implementing SSP and SMS in accordance with the outcomes of the HLSC 2015.
- Updates to the safety management training are also underway. The commencement of USOAP activities to include SSP-related protocols has also been planned in line with the availability of the guidance and training.



## RECOMMENDATIONS

### States to:

- continue the implementation of SSP and report on progress using the SSP GAP Analysis Tool on iSTARS/SPACE and completing the USOAP PQ self-assessments on the OLF;
- identify any additional areas of clarification needed or additional subjects that need to be covered in the 4th edition of the SMM;
- assist the Secretariat in identifying appropriate examples and tools for inclusion in the update to the ICAO safety management website;
- identify potential instructors for the Safety Management for Practitioners Course that meet the established qualifications; and
- consider what additional activities could be provided by ICAO to support the implementation of SSP.



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