International Civil Aviation Organization

Third Meeting of the Middle East Regional Aviation Safety Group (RASG-MID/3)

(Kuwait, 27 - 29 January 2014)

Agenda Item 2: **Global Developments related to Aviation Safety**

ANNEX 19

(Presented by the Secretariat)

SUMMARY

This paper presents the latest developments related to aviation safety including the updates to the Global Aviation Safety Plan (GASP) and the adoption of ICAO Annex 19.

Action by the meeting is at paragraph 3.

REFERENCES

– Doc 9935, *Report of the High-level Safety Conference (2010)*

– Doc 9859, *Safety Management Manual (SMM, 3rd Edition))*

– Global Aviation Safety Plan (GASP)

– SL AN8/3-13/30 – Adoption of Annex 19

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1. **INTRODUCTION**

1.1.　　　The High-level Safety Conference 2010 (HLSC/2010) held in Montréal from 29 March to 1 April 2010 concluded that safety management processes under the direct responsibility of ICAO Member States that are critical to civil aviation safety should be contained in a single Annex. Furthermore, the Conference recommended that ICAO should develop this Annex in close collaboration with States, international and national organizations and that it be dedicated to safety management responsibilities and processes. (HLSC/2010 Conclusion 2/5 and Recommendation 2/5 refer).

1.2.　　　In its report to Council on the HLSC/2010 outcomes, the Air Navigation Commission (ANC) recommended that the development of a new Annex on safety management follow a two-phased process: the first phase limited to the consolidation and reorganization of existing Standards and Recommended Practices (SARPs) and supporting guidance material, followed by the second phase during which safety management provisions would be reviewed to determine the need for any amendment. This approach was intended to allow for initial development of the new Annex in a relatively short amount of time.

1.3.　　　The 37th Session of the ICAO Assembly, held in 2010, resolved that ICAO shall implement and keep current the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP) to support the relevant strategic objectives of the International Civil Aviation Organization (Assembly Resolution A37-4, refers). The revised Global Aviation Safety Plan was reviewed by the Air Navigation Commission during its 193rd session in April 2013, presented to the

Council in May and approved in July 2013. The GASP was endorsed during the 38th Session of the ICAO Assembly held from 24 September to 4 October 2013.

2.   **DISCUSSION**

Annex 19, First Edition, Adoption

2.1.   Annex 19 – *Safety Management* was adopted by the ICAO Council during its 198th session on 25 February 2013 and will become applicable on 14 November 2013.

2.2.   The publication of Annex 19 highlights the importance of safety management at the State level; enhances safety by consolidating safety management provisions applicable to multiple aviation domains; promotes aligned implementation of SMS and SSP provisions; creates a process to collect and analyse feedback regarding the implementation of SMS and SSP; and facilitates the future evolution of safety management provisions.

Annex 19 Roll-Out Plan

2.3.   During final review of Annex 19 the ANC recommendation of establishing a Roll-Out plan was subsequently approved by the Council.

2.4.   The Annex 19 roll-out plan is intended to promote the implementation of safety management Standards and Recommended Practices (SARPs) consistent with the GASP objectives. The ICAO Safety Management website, http://www.icao.int/SafetyManagement has been updated to provide valuable information on the implementation of Annex 19, including a toolkit with editable Excel files, and will be updated regularly with new developments. ICAO has also developed an iKit for Annex 19 that was distributed during the 38th Assembly. The iKit contains information found on the ICAO Safety Management website in a self-contained package.

2.5.   To further support the roll-out of Annex 19, the third edition of the *Safety Management Manual* (SMM) (Doc 9859) was published in May 2013. The SMM is structured according to the SSP and SMS frameworks and includes detailed guidance and tools developed for SSP and SMS implementation.

2.6.   The ICAO safety management training material is being updated to reflect the 1st edition of Annex 19 and the 3rd edition of the SMM using the TRAINAIR methodology, and is expected to be launched in 2014.

Strategy for the Implementation of Safety Management SARPS

2.7.   Although the majority of SARPs in Annex 19 are not new, some with applicability dates as early as 2001, the level of implementation of these provisions is lower than expected. The implementation of safety management provisions is highlighted in the draft GASP objectives that support a continual reduction in the global accident rate. The 2013 edition of the GASP incorporates initiatives and objectives that were set out in the previous versions of the GASP as well as the focus areas and best practices developed in the Global Aviation Safety Roadmap (GASR), updated to reflect advances in safety management provisions.

2.8.   The strategy established by the draft GASP objectives and related timelines is progressive in nature, and prioritizes the implementation of fundamental safety oversight systems within each State as a prerequisite to the implementation of the State safety programme (SSP). Furthermore, the objectives are supported through specific safety initiatives that are categorized according to distinct Safety Performance Areas. These performance areas provide common thematic threads providing continuity that supports each stage of the global objectives

3. **ACTIN BY THE MEETING**

3.1.　　　　The meeting is invited to note the information in this paper.

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