



ICAO

SAFETY

Annex 19

Safety Management

1st edition



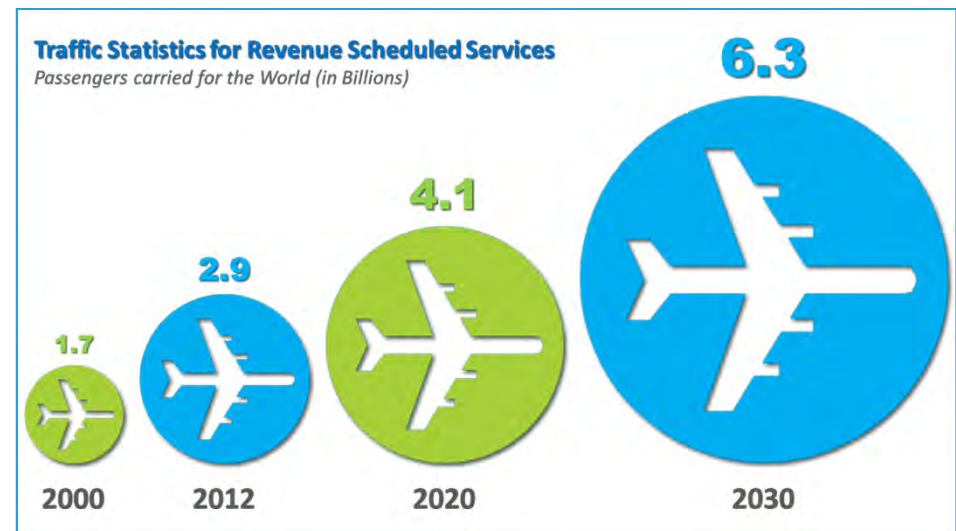
- Why a new Annex?





Why a new Annex?

- **With air traffic projected to double in the next 15 years, safety risks must be addressed proactively to ensure that this significant capacity expansion is carefully managed and supported through strategic regulatory and infrastructure developments.**
 - An Annex dedicated to safety management re-enforces the role played by the State in managing safety at the State level and stresses the concept of overall safety performance in all domains, in coordination with service providers.





Annex 19 – Safety Management

- In response to the HLSC 2010 recommendation 2/5, the Air Navigation Commission recommended that the new Annex be developed in 2 phases:
 - Phase 1 involved the **consolidation of existing safety management provisions** currently contained in as many as 6 different Annexes, into a single new Annex.
 - The **development of enhanced requirements** is now the focus of **Phase 2**.



Basis of Annex 19, 1st edition

1. The **transfer of overarching** safety management provisions from the following Annexes:
 - **Annex 1** — *Personnel Licensing*;
 - **Annex 6** — *Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes, Part II — International General Aviation — Aeroplanes and Part III — International Operations — Helicopters*;
 - **Annex 8** — *Airworthiness of Aircraft*;
 - **Annex 11** — *Air Traffic Services*;
 - **Annex 13** — *Aircraft Accident and Incident Investigation*; and
 - **Annex 14** — *Aerodromes, Volume I — Aerodrome Design and Operations*

Note: Independently of the applicability date of Annex 19, these SARPS retain their original applicability, dating from 2001 onwards. Furthermore, as a result of the transfer of the overarching safety management provisions to Annex 19, consequential amendments to existing Annexes were adopted by the ICAO Council.



Basis of Annex 19, 1st edition (cont.)

2. The **adaptation** of Annex 6, Part I, Appendix 5 and Annex 6, Part III, Appendix 1, Safety oversight of Air Operators to expand applicability to all service providers.
3. The **duplication** of Annex 13, Attachment E, Legal guidance for the protection of information from safety data collection and processing systems.



Key changes for Annex 19, 1st edition

1. The SMS framework now applies to organizations responsible for the type design and manufacture of aircraft.
2. The four components of the SSP framework are elevated to the status of Standard in Chapter 3
3. The State Safety Oversight System (Appendix 1) is applicable to the oversight of all product and service providers; and
4. The Safety Data Collection Analysis and Exchange (Chapter 5) and the Legal Guidance for the Protection of Safety Information from Safety Data Collection and processing systems (Attachment B) complement the SSP.





Cost Impact

- **States:**
 - **Administrative work** for the review and amendment of existing legislation and regulations
 - **Update** of references to existing Annex provisions.
 - **Notification of differences** to Annex 19, if any.
- **Service providers and general aviation operators:**
 - Minor updates to operations manuals and other materials.



Benefits 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
- Facilitates the **evolution of safety management** provisions;
- An opportunity to **further promote the implementation of SMS and SSP** provisions; and
- A process established to **analyze feedback** received regarding Annex 19 and safety management implementation.





Annex 19 – Safety Management

ANNEX 19 ROLL OUT PLAN

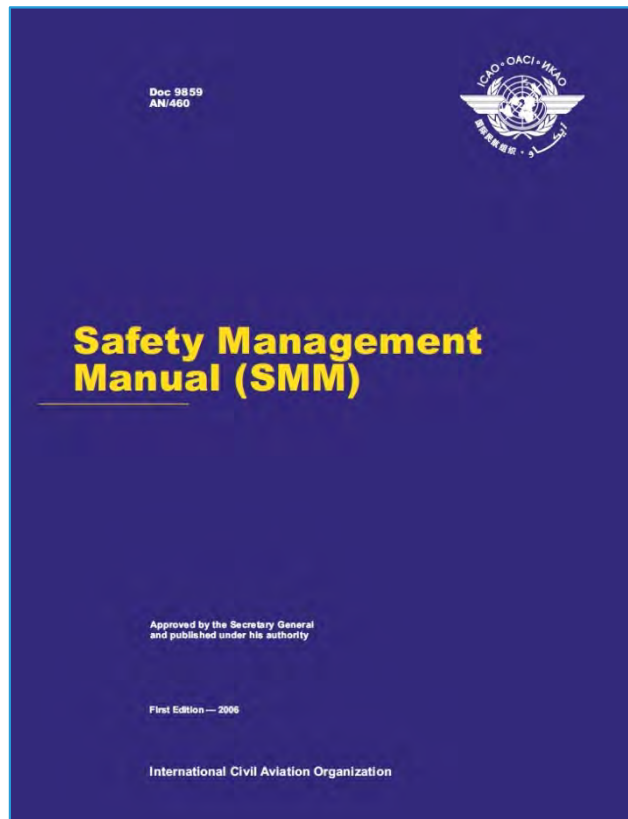


ICAO Safety Management Public Website

- **In order to support the implementation of safety management provisions, the ICAO Safety Management public website has been updated and contains:**
 - History and overview of ICAO safety management provisions;
 - List of safety management guidance material;
 - ICAO safety management tool kit;
 - Links to safety management material developed by other organisations;
 - Information on how the USOAP will address safety management provisions;
 - Annex 19 promotional material;
 - Latest developments; and
 - Frequently Asked Questions (FAQs)
 - Safety management email box: safetymanagement@icao.int
- *For further information, refer to: <http://www.icao.int/safety/SafetyManagement>*



Safety Management Guidance Material



- **Safety Management Manual (SMM) third Edition, Doc 9859, was published on 8 May 2013:**
 - Restructured according to the SSP and SMS Frameworks.
 - Detailed guidance and tools for SSP and SMS implementation
 - A presentation, SMM 3rd Edition Highlights, identifying the main differences between 2nd and 3rd editions of the SMM (Doc 9859) can be accessed on the ICAO Safety Management website



Training Material

- The ICAO safety management training material is **being updated** to reflect the 1st edition of Annex 19 and the 3rd edition of the SMM, and is expected to be completed in **2014**.
- In the interim, a **supplementary module** highlighting the changes introduced by Annex 19 and the 3rd edition of the SMM has been added to the ICAO safety management training courses.



Annex 19 – Safety Management

SUPPORT AND STRATEGY FOR ANNEX 19 IMPLEMENTATION



Support for Annex 19 Implementation

- The Regional Aviation Safety Groups (**RASGs**) have been invited to identify activities, included required resources, to **support the Annex 19 roll-out plan** and the effective and continuing **implementation of SMS and SSP provisions**.
- The States, through their RASGs are strongly encouraged to **report progress**, regarding the **implementation of SSP and SMS provisions**, which is essential to guide the future development of safety management provisions (Phase 2)



Strategy for Annex 19 Implementation

- The implementation of safety management provisions are also highlighted in ICAO's Global Aviation Safety Plan (GASP), which was endorsed by the 38th Session of the ICAO Assembly.
- The GASP prioritizes the implementation of a State safety oversight system as a prerequisite to the establishment of a State Safety Programme.



Annex 19 Development – Phase 2

- **ICAO continues to work in close collaboration with its Member States and international organizations on the development of safety management provisions.**
- Future amendments to Annex 19 are expected to follow a **three year amendment cycle.**
- An **impact assessment** will be required for any proposed changes to Annex 19 provisions **to ensure stability and continuity** in the implementation of SSP and SMS for all States.



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Thank You

A world map is shown in a light blue color. Eight dots are placed on the map, each connected by a thin blue line to a text label describing an ICAO office. The Montreal office is highlighted with an orange dot and orange text. A large, light blue rounded rectangle with a dark blue border is positioned in the center of the map, containing the text "Thank You".