



EUROPEAN AVIATION SAFETY AGENCY
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

Implementing Annex 19

Fourth EASA International Cooperation Forum
(ICF 4)

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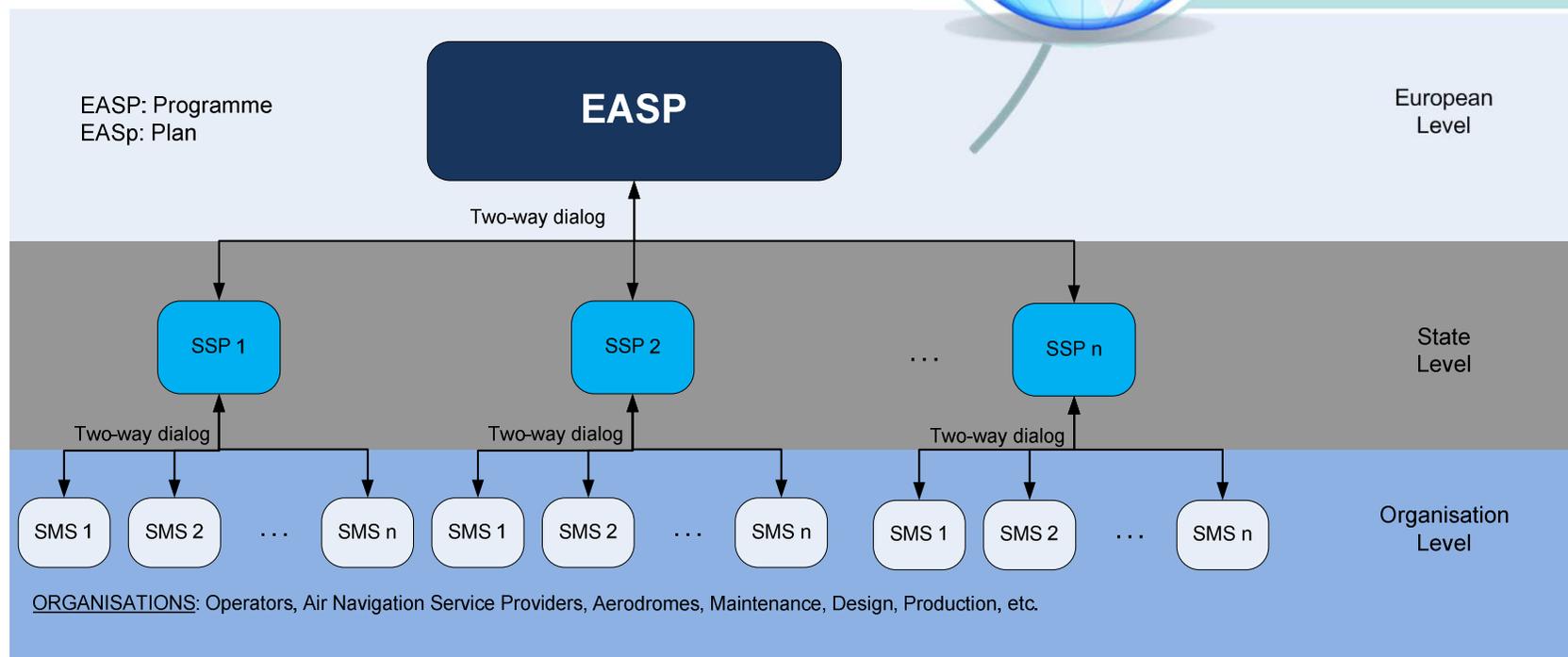
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Annex 19 in the EU context



MS and EASA/EU need to work together to enact an SSP



Safety Management is done at various levels.
Authorities and Organisations need to implement effective management systems for safety.



ICAO Annex 19: contents

STATES

SERVICE PROVIDERS

Foreword

Chapter 1 - Definitions

Chapter 2 - Applicability

Chapter 3 - State Safety Management Responsibilities

Chapter 5 - Safety Data Collection, Analysis and Exchange *

Appendix 1 - State Safety Oversight System

Attachment A - Framework for a State Safety Programme (SSP)

Attachment B - Legal Guidance for the Protection of Information from Safety Data Collection and Processing Systems *

Chapter 4 - Safety Management System

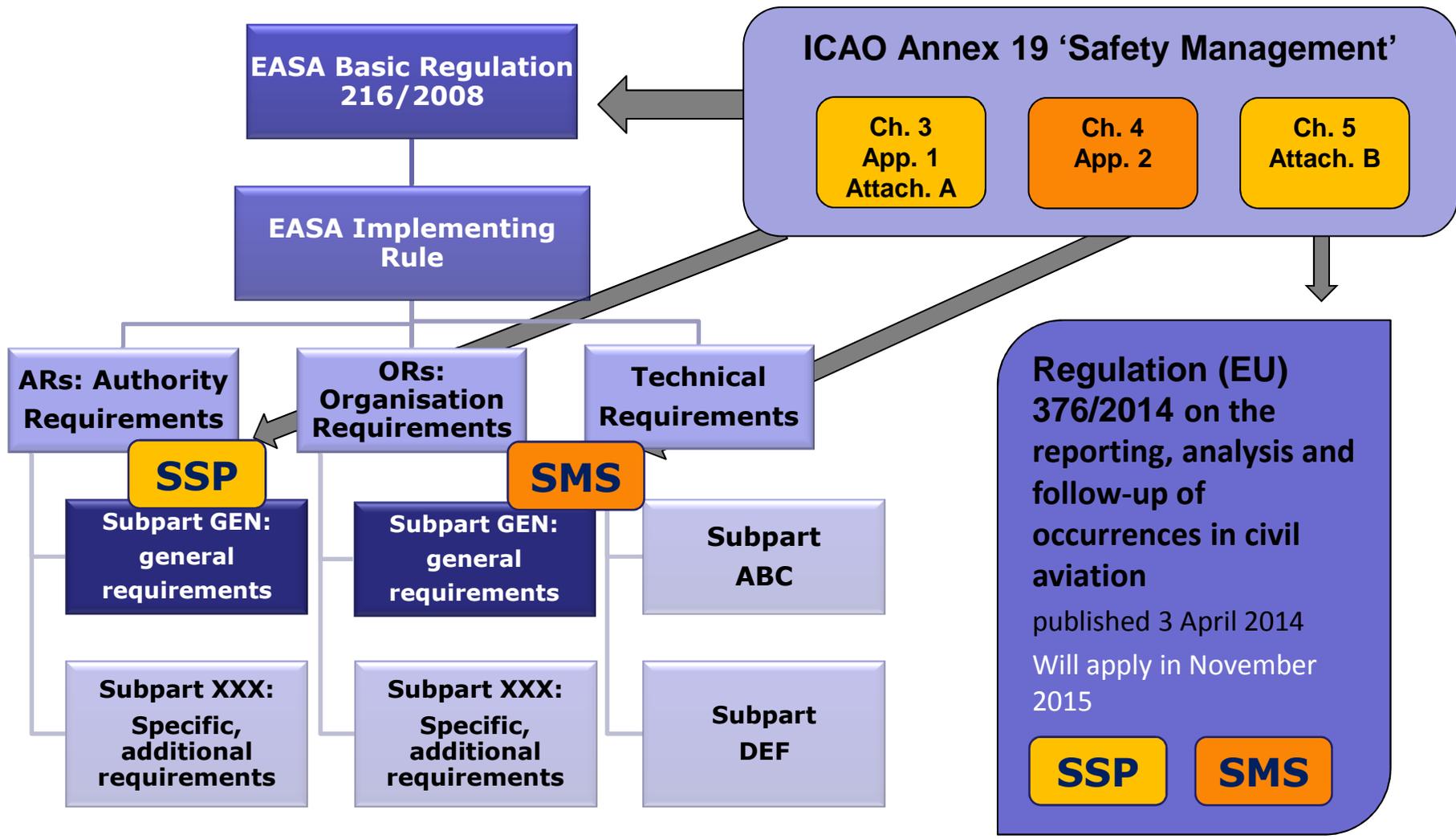
Appendix 2 - Framework for a Safety Management System (SMS)

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These provisions, transferred from Annex 13, provide the necessary foundation for the collection, protection, analysis and exchange of safety data to complement the SSP provisions.

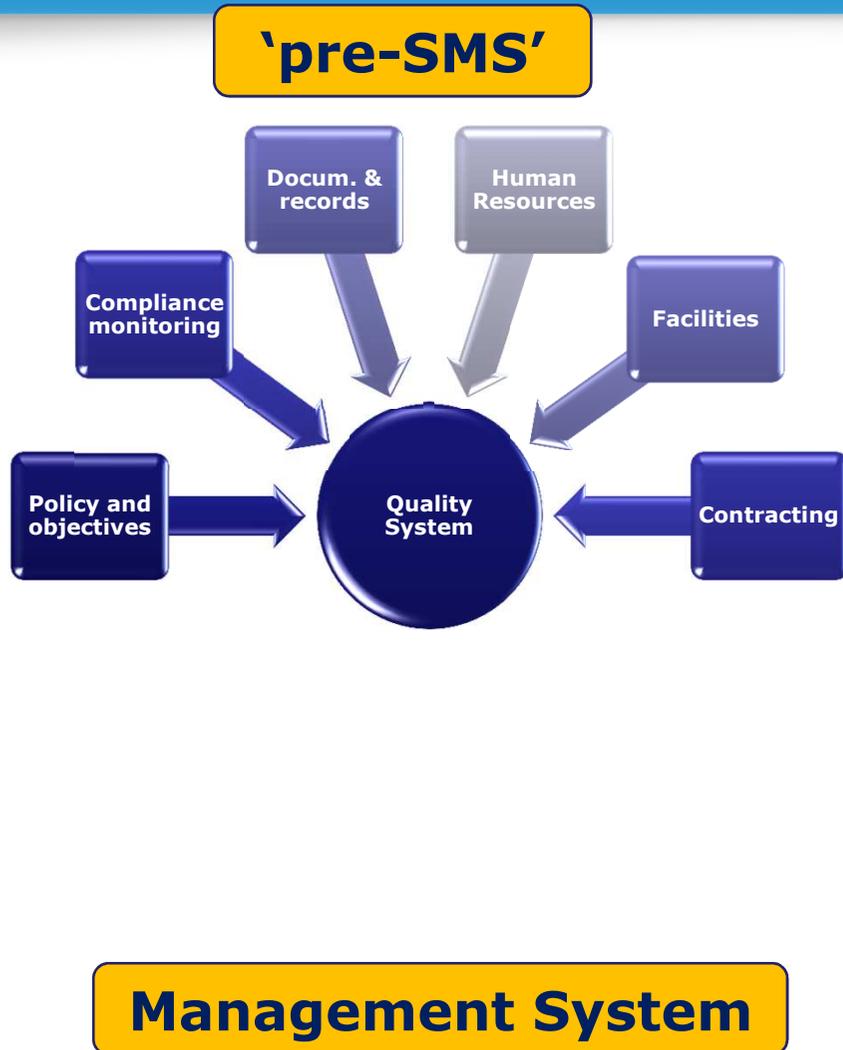


EU/EASA Rules ./ . ICAO Annex 19





EASA promotes an integrated approach to safety management



Safety Risk Management

Safety Assurance

SMS should not be implemented through an additional management system requirement superimposed onto the existing rules, but be fully integrated in the organisation's existing management system.

Safety management should include every facet of management that may impact aviation safety (any management decision may have an impact on safety).

Safety, as well as compliance with rules, should be a concern for all personnel and for all activities of an organisation.



ICAO Annex 19 – Status of EASA rules

EASA MS framework

ALL approved training organisations: Regulation 290/2012 applies since April 2013 (existing ATOs had to 'upgrade' their Management System by April 2014)

operators of aeroplanes or helicopters authorised to conduct international commercial air transport / CAT: **OK - Regulation 965/2012 will apply as of October 2014**

approved **maintenance organisations: task MDM.055 - NPAs 2013-01 & 2013-19- Opinion 2016 - will address all CAMOs, MOs and MTOs**

organisations responsible for the **type design or manufacture of aircraft: NOT YET (rulemaking still on-going - task MDM.060) - will address all approved DOs and POs**

air traffic services providers in accordance with Annex 11: **OK, Regulation (EC) No 1035/2011**

operators of certified aerodromes: publication of Regulation (EU) 139/2014 - will apply in 2017 (until then national rules continue to apply)

international general aviation operators of large or turbojet aeroplane: publication of **Regulation 800/2013 - will apply as of August 2016** (scope: non commercial operations with complex motor- powered aircraft)





Critical Success Factor: DATA & SAFETY INTELLIGENCE

Effective safety information systems

- simplified reporting, 'automation', standardised forms, common taxonomies
- data bridges (service provider ↔ State ↔ central database)
- effective data protection
- ability to transform data into knowledge and derive safety intelligence (requires in particular feedback and analysis)
- consideration of oversight data and of accident/serious incident investigation results for effective Safety Risk Management

European Risk Classification Scheme

- tasked to EASA through Regulation (EU) 376/2014
- to be completed by April 2017
- will consider ATM Performance Scheme Risk Assessment Tool

Closer integration needed between

- data gathering and analysis
- Safety Performance Indicators
- understanding of Risk
- decision Making





Critical Success Factor: OVERSIGHT



How to oversee SMS implementation?

- Industry owns the risks of their operations.
- many aspects of SMS are subjective.
- SMS is a learning experience both for the State and the service provider

The competent authority needs to:

- move beyond checking compliance with prescriptive requirements
- encourage and guide industry to implement effective management systems
- adapt the extent and depth of oversight to the level of risk
assess organisational factors, processes and safety outcomes ('systems assessment')
- provide flexibility to adapt the approach to oversight as it gains more experience, while being satisfied that operators are managing safety adequately

New skills required for 'Inspectors'

- assessing performance & taking a systemic view - ability to identify systemic failures & to assess the management system 'in context'
- ability to 'engage' with the service provider to discuss and solve safety issues
- proper understanding of safety culture and how to foster it



Conclusion - Annex 19 implementation

Built on the foundation of effective compliance

- compliance remains the baseline
- concepts of performance- and risk management do not absolve the regulator from checking for compliance
- regulations need to provide an adequate balance between prescriptive and performance based elements (rules ./ AMC)

SSP: Much more than a simple regulatory drafting exercise

- will most likely involve major changes in your organisation
- requires a holistic view:
 - Is the regulatory framework comprehensively addressing safety management without gaps, overlaps, inconsistencies?
 - How do the different State functions, disciplines and processes work together to maintain and further improve safety?
 - Do you know your own risks?

'Implementation support' programme needed for States

- ICAO Global Air Navigation Plan (GANP), Global Aviation Safety Plan (GASP) and Regional Aviation Safety Groups (RASGs)
- European Aviation Safety Programme and plan, EASp summits
- EU Network of Safety Analysts
- **Safety Management International Collaboration Group**





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