



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

# ICAO Annex 19 Safety Management

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9 April 2014 – CASIAs Annual Meeting

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➤ In 2013, ICAO published three major documents:

**Annex 19 – *Safety Management*, 1st Edition**

**Doc.9859 - SMM - *Safety Management Manual*, 3<sup>rd</sup> Edition**

**Doc 10004 - GASP (*Global Aviation Safety Plan*)**



# 3 major documents

## **Annex 19 – *Safety Management*, 1st Edition**

Doc.9859 - SMM - *Safety Management Manual*, 3<sup>rd</sup> Edition

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# ICAO Annex 19 – Safety management

## ➤ 1<sup>st</sup> Edition

- **Consolidation of existing safety management provisions** currently contained in as many as 6 different Annexes, into a single new Annex
- **Sector-specific** safety management provisions were **retained** in their appropriate Annexes
- Applicable of 14 November 2013



# Transfer of common SSP/SMS elements from the existing ICAO Annexes





# ICAO Annex 19 – addressee

## STATES

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 \*

## SERVICE PROVIDERS

Chapter 4 - Safety Management  
System

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

\*

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.



# Annex 19, 1st edition - Structure

- In addition, chapter 4 – **Safety Management System (SMS)**, **which** outlines the safety management responsibilities of service providers, also includes the safety management responsibilities of **international general aviation operators**, conducting operations of large or turbojet aeroplanes.



# Annex 19, 1st edition - Structure

## ► CHAPTER 5 – **Safety Data Collection, Analysis and Exchange**

- Outlines the specifications to support safety management activities by collection and analysis of safety data and by exchange of safety information, as part of the **SSP**.
- Transfer of Annex 13, chapter 8 and Standard 5.12 (non-disclosure of records)
  - » (Only a Recommendation in A19 - R5.3.2)
- Specificities to accident data remains in A13
- Complemented by Attachment B - *Legal guidance for the protection of information from safety data collection and processing systems.*





# Benefits of Annex 19

1. Highlights the **importance of safety management** at the State level;
2. Enhances safety by **consolidating safety management provisions** applicable to multiple aviation domains and across the domains;
3. Facilitates the **evolution of safety management** provisions through a Panel of Experts, including:
  - a. Performance-based management; and
  - b. Risk-based management;
4. An opportunity to **further promote the implementation of SMS and SSP** provisions.
  - With the support of the SMM and GASP.



# 3 major documents

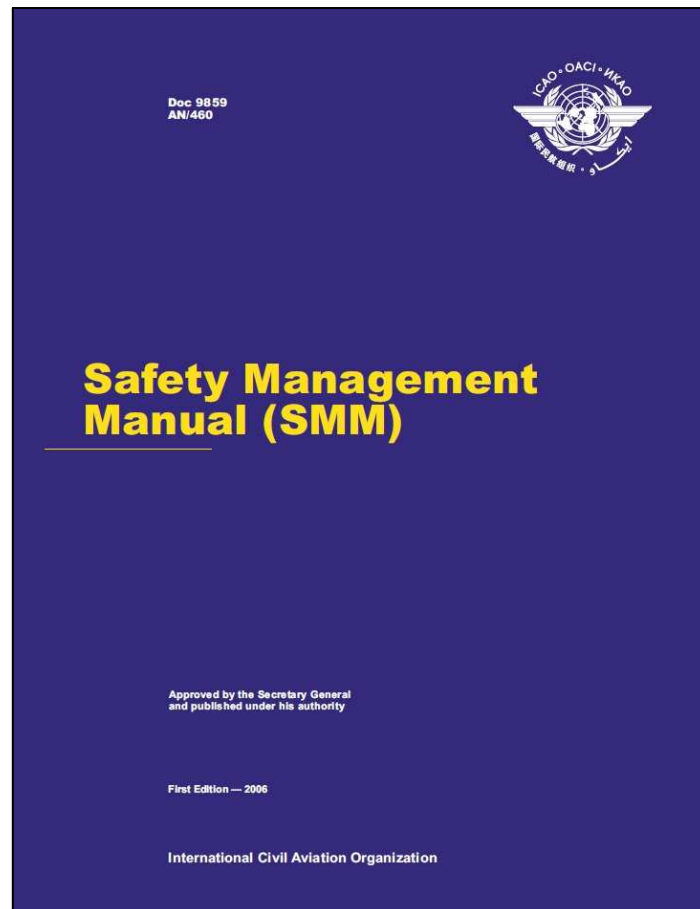
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# Safety Management Guidance Material



## ➤ **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 [here](#).



# 3 major documents

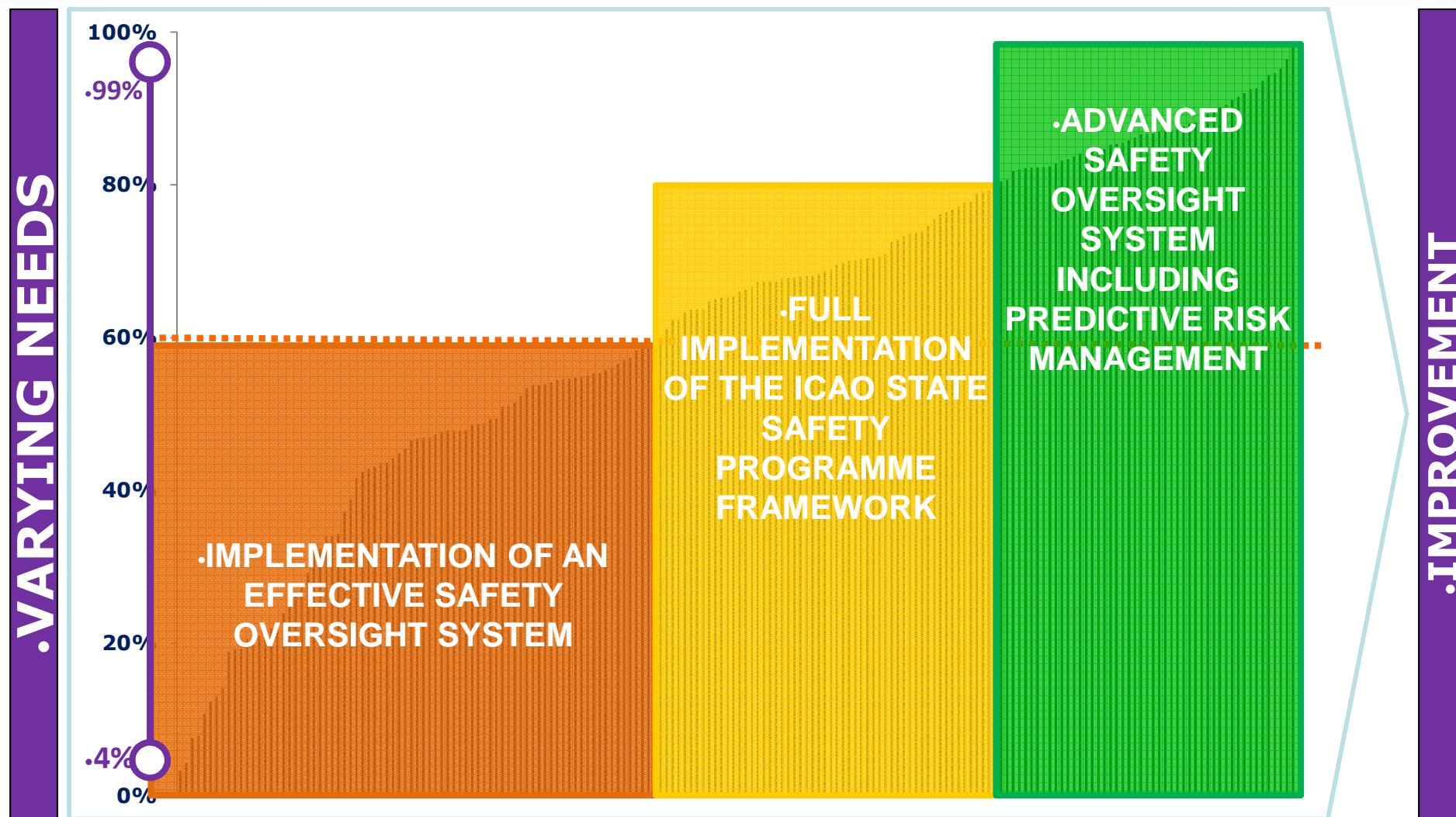
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# GASP -The bigger picture





# GASP Objectives

## •Near-term

2017

- All States establish effective safety oversight systems
- States with effective safety oversight (over 60% EI) fully implement SSP
- States / Stakeholders support RASGs with the sharing of safety information

## •Mid-term

2022

- All Member States fully implement the ICAO SSP Framework
- RASGs incorporate regional monitoring and safety management programmes

## •Long-term

2027

- Advanced safety oversight system including predictive risk management



# 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 ICAO safety management guidance material;
  - ICAO safety management tool kit;
  - Links to safety management material developed by other organisations;
  - Annex 19 promotional material
  - Latest developments;
  - How to access to Annex 19 and the SMM; and
  - Frequently Asked Questions (FAQs).
  
- *For further information, refer to: <http://www.icao.int/safety/SafetyManagement>*



# What does A19 try to address?

1. Risks still exist even in the most compliant systems.
2. ICAO is currently projecting that the **number of passengers** on scheduled services **will double by 2030**, surpassing the six billion mark.
3. Europe is expected to grow to 11.3 million IFR flights in 2018, 16% more than in 2011.
4. Aviation systems are being placed under greater and **greater pressure** with each passing year.

Consequently **safety performance** and **risk management** need to be **better addressed**.





# Implementation of A19 principles

- **How many states have already started to implement an SSP?**
  - In Europe (June 2013): 14 out of 32 EASA MS have started to deploy (16 out 45 ECAC MS), in coordination with the European Aviation Safety Plan (EASp - voluntary).
    - <http://easa.europa.eu/sms/docs/Published%20SSPs%20and%20Safety%20Plans.pdf>
    - Only SSP (National level) is required by ICAO.
  - At ICAO level:
    - Less than 20% (USOAP source)
    - 15y expected to reach maturity (GASP)
    - SMM phase-in approach (4 steps – 4/6 years)
- **Industry: *major* organizations are already there**
  - With different level of maturity...
- **So, why does it take so long to implement?**



# Main issues identified

- 1- Collecting, sharing and protecting data + common taxonomy
- 2 -Measuring safety performance and sharing objectives
- 3 -Risk assessment at State level and organisational level
- 4 - Developing material - training of (new) staff along the way – new mindset – Ex: Performance- and risk-based oversight
- 5 - Varying levels of implementation, maturity and complexity in States
- 6 -Cultural differences



# Conclusion

- Safety Management tries to improve the overall level of safety through :
  - the concept of performance; and
  - Identification of hazard and mitigation of risks (precursors).

Note: Human performance /HF is not enough addressed
- Co-existence of a performance-based environment with a prescriptive model (compliance), which, so far, has achieved tremendous results;
- Safety management is still at its early stage, extending the reactive approach to the predictive one.
  - Gathering data;
  - Cooperation, coordination, structural and cultural change
- Implementation will take time; and
- Safety Management is not the cure for every accident.



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# Any question?

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