



International Civil Aviation Organization

Safety Management Panel

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Main Subject Matter

Highlights Standards and Recommendations for

- State Safety Programme
- Safety Management Systems
- Data Reporting, Collection and Protection

The Task

- Review a draft Annex containing a modified compilation of existing SARPs
- Finalise recommendations for first edition of Annex 19
- Identify consequential amendments
- Present final draft to ANC by March 2012
- Propose future work

The Team



- Panel Composition

- 20 States
- 7 International Organisations
- 26 Members
- 22 Advisors

- Aviation Domains

- Pilots / Airline industry
- Airports
- Regulators
- Accident Investigation
- Engineers
- ATC
- Legal
- Others

Working Method

- 2 Meetings in Plenary and 4 sub-groups
- Preparation and actions between meetings coordinated through telcons – across all time zones
 - SG1 Definitions & Foreword
 - SG2 SMS
 - SG3 SSP
 - SG4 Safety Data
- 26 Working Papers, 204 written comments to other Sub Groups work and 46 hours in telcons (plus many hours on emails, research /preparation & action time for many members!)

“Challenges”

- Original material developed from different perspectives, purposes, philosophy
- Structure inconsistency
- Issues of ownership and territory
- Large diverse group
- Very challenging timescale

Issues of “Lively Debate”

- Transfer of material from Annex 13
 - Access to safety data for accident investigators
 - Legal protection of safety data
- Consolidation of SMS requirements for multiple types of service providers
- Relationship of SSP and Oversight (phase 2)
- Annex Title

What Changed?

- New Definitions
- SSP components elevated to a Standard
- Recommendation on Information Protection
- Note on inclusion of Accident/ Incident Recs
- Note on Acceptable Level of Safety (Performance)
- Clarification in SMS framework
- Critical Elements rationalised

Learning Points

- Close a discussion too early – it will come back
- Build a strong foundation with consensus
- Different domains think about safety very differently – concepts and language
- Sensitivities to other aviation stakeholders
- Despite all the differences there is a shared strong commitment to improve aviation safety

Future Work Programme

- Amendments to Annex 19
- Guidance Material
- Implementation Issues
 - Consequential Amendments
 - ICAO training, audits, policy
 - Co-ordination with other groups
- SSP development
- SMS development
- Data protection
- Accident Investigation links
- Human capability

Delivery – in 90 days

- Recommendations for a complete draft Annex with 2 Appendices & 2 Attachments
 - Coherent document
 - No new requirements
 - Solid foundation
- Advantages
 - Broad consensus among the Panel members
 - Transparent & proportionate
 - Easy to follow
- Recommendations for a Future Work Programme
 - Annex Amendments
 - Guidance
 - Implementation

Conclusion

- November 2011: Panel launched
- February 2012: Panel completed
- March: ICAO Secretariat completed text amendments
- April: ANC completed preliminary review of proposed Annex 19
- May: ANC approved Future Work Programme
- June: Distribution to States for 3 month comment period
- September: ICAO Secretariat will review all comments received and recommend any necessary changes
- October: Final review by the ANC
- November: ICAO Secretariat will start to prepare a working paper to present the proposed Annex to the ICAO Council
- March 2013: Annex presented to the Council for adoption
- November 2013: Annex 19 becomes Applicable.
- *(Providing all those steps are successful!)*

Next Steps

- SSP
 - A European view?
 - Is it 'citizen' centred
- SMS
 - How best to promote SMS implementation
 - Regulatory competence in SMS evaluation
- Data
 - Do we have best practice in data collection & protection
 - What are the issues in Just Culture and next steps