Annex 19: Safety Management

Modern safety management principles lead to safety risks being addressed more strategically by regulators and aviation service providers. Since air traffic is projected to increase significantly in the next 15 years, safety risks must be addressed proactively to ensure that this significant capacity expansion is carefully managed and enabled through strategic regulatory and infrastructure developments.

The High-level Safety Conference held in 2010 recommended a new Annex dedicated to States' safety management responsibilities and processes framed under the State safety programme (SSP). The development of the new Annex was planned using a two-phased approach. The first phase to consolidate the overarching existing safety management provisions previously contained in six other ICAO Annexes was completed with the adoption of Annex 19 – Safety Management by the ICAO Council in February 2013. The Safety Management Annex, representing the first new ICAO Annex to be adopted in over 30 years, became applicable on 14 November 2013.

The first amendment to Annex 19 adopted on 2 March 2016 completes the second phase and is based on existing principles with some restructuring intended to facilitate effective implementation. It is comprised of the following:

- **An upgrade of State Safety Programme (SSP) provisions integrated with the State Safety Oversight (SSO) system Critical Elements (CEs). As recommended by the Second High-level Safety Conference (HLSC 2015), the proposed amendment maintains the visibility of the eight CEs of an SSO system and their role as the foundation of the SSP is emphasized.**

- **An enhancement of the Safety Management System (SMS) provisions to facilitate implementation, including the extension of SMS to organizations responsible for the type design and/or manufacture of engines and propellers.**

- **An upgrade of provisions for the protection of safety data, safety information and related sources.**

While the changes introduced with this amendment do not become applicable until November 2019, States are reminded that the original applicability dates still apply for existing provisions and that since safety management takes time to fully mature, it is important to begin implementation as soon as possible in support of the objectives found in the Global Aviation Safety Plan (GASP).

Proactive safety management strategies must be built on a sound foundation of SSO systems. The successful implementation of Annex 19 Standards and Recommended Practices (SARPs) is therefore contingent upon compliance with existing provisions in other Annexes which remain fundamental to aviation safety.
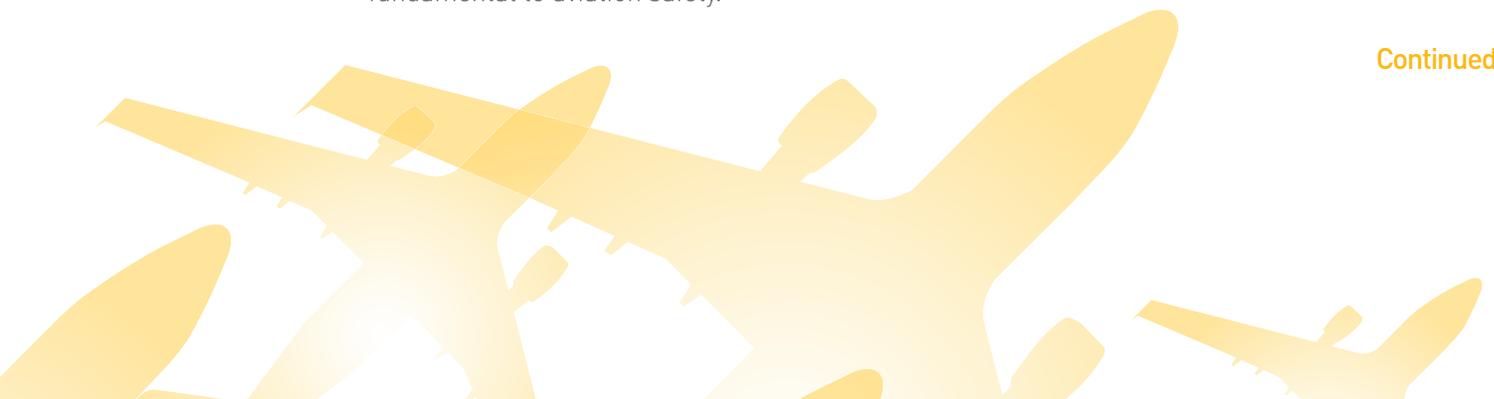
Complement to the GASP

Safety management has historically been considered an add-on, something that regulatory authorities, airlines, air navigation service providers or airports would undertake as an additional activity. At this point the community recognizes safety management as a system that is integrated into their everyday work.

With Annex 19 ICAO aims to enhance its strategic regulatory and infrastructure developments and stress the importance of overall safety performance in all aspects of air transport operations.

Annex 19 provisions complement the Global Aviation Safety Plan (GASP) and are supported by a revised Third Edition of the Safety Management Manual (SMM).

Safety Management Manual (Doc 9859)

The Third Edition of Doc 9859 was restructured according to the SSP and SMS frameworks. Its objective is to provide States and product and service providers with:

- An overview of accepted safety management fundamentals.
- A summary of ICAO SARPs.
- Guidance on the ICAO harmonized SSP framework and its implementation and operation.
- Guidance for product and service providers on SMS framework and its implementation and operation.
- Guidance for product and service providers on SMS development, implementation and maintenance.

The Fourth Edition of Doc 9859 is currently under development and is expected to be published in July 2017. It will contain additional guidance to support SSP implementation and will be complemented by an enhanced safety management website.

Safety Management Website

In order to address the challenges faces by States and service providers of varying size and complexity as well as to suport the various sectors of aviation where safety management is being implemented, ICAO will be developing an enhanced the Safety Management web site to serve as a repository for the collection and sharing of examples, tools and best practices.

Regional Aviation Safety Groups (RASGs)

States and industry alike are encouraged to actively participate in their respective ICAO RASGs to promote the continuing implementation of SMS and SSP provisions and to report on progress made at the regional level, which is essential to guide the future development of safety management provisions.

Symposia and Regional Seminars

Three Symposia will be delivered beginning fourth quarter 2017 to be followed by Regional Safety Management Seminars. Stay tuned for dates and locations.

With the amendment of Annex 19, and ongoing work on the guidance material and enhanced website, Annex 19 reinforces the role played by States in managing aviation safety, stressing the concept of overall safety performance in all domains in coordination with service providers.