

What is “Safety Management” and why a new Annex?

It has been over 30 years since a new ICAO Annex to the Chicago Convention was created.

Safety management was first mentioned during the 2006 High-level Safety Conference (HLSC) and development of Annex 19 began subsequent to the 2010 HLSC, which recommended that ICAO develop a new Annex dedicated to safety management responsibilities.

In March 2011, the ICAO Council requested that an applicability date of November 2013 be established for the first edition of this Annex. To meet this challenging timeline, ICAO worked with a panel of experts to consolidate existing overarching safety management provisions as a first phase for the development of this new Annex.

So why a new Annex on safety management? Many reasons can be put forward, but let’s highlight the top three:

1. 25 years ago, advanced computerized technology started to enter our day-to-day life. Nowadays computers and monitoring systems are everywhere, allowing us to collect a huge amount of data, which, when correctly analyzed, can be transformed in what we called “intelligence”. This is utterly applicable for the management of safety in aviation;
2. The identification of hazards along with the assessment and mitigation of risks has become a standard practice in many industries and can be used proactively to reduce incidents and accidents. Given the increasing complexity of the global air transportation system and the interrelated aviation activities required to assure the safe operation of aircraft, there was a need to set up a proactive strategy to improve safety performance; and
3. With air traffic projected to double in the next 15 years, current and emerging safety risks must be addressed proactively to ensure that this significant capacity expansion is carefully managed and supported through strategic regulatory and infrastructure developments.

Continuous improvement in global aviation safety is fundamental to ensuring air transport continues to play a major role in driving sustainable economic and social development around the world. For an industry that directly and indirectly supports the employment of 56.6 million people, contributes over \$2 trillion to global gross domestic product (GDP), and carries over 2.5 billion passengers and \$5.3 trillion worth of cargo annually, safety must be aviation’s first and overriding priority.

It is therefore imperative that States and regions remain focused on establishing, updating and addressing their safety priorities as they continue to encourage expansion of their air transport sectors.

Annex 19 lays the foundation for such a proactive safety strategy, based on the implementation of a State Safety Programme (SSP) that systematically addresses safety risks, supported by the implementation of the Safety Management Systems (SMS) by the service providers, including provisions for the collection, analysis, protection and exchange of safety information.

These Standards and Recommended Practices (SARPs) are essential to the successful evolution of this proactive safety strategy, so as to better prevent accidents through analysis of hazards and assessment of risk, in line with the objectives of the ICAO Global Aviation Strategy Plan (GASP).

As a result, ICAO, working in close cooperation with its Member States and international organizations, has developed the new Safety Management Annex to the Convention on International Civil Aviation in less than two years. Annex 19 was adopted by the ICAO Council on 25 February 2013.

What is Annex 19?

Annex 19 is intended to assist States in managing aviation safety risks. Safety management provisions were gradually introduced into the following ICAO Annexes beginning in 2001: Annex 1 — *Personnel Licensing*; Annex 6 — *Operation of Aircraft*; 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*.

Annex 19 consolidates overarching safety management material from these existing Annexes, as well as related elements, including the collection and use of safety data and State safety oversight.

Please note that sector-specific safety management SARPs have been retained in their relevant Annexes.

The benefit of drawing together this material into a single Annex is to focus States' attention on the importance of integrating their safety management activities.

It also facilitates the work of the panel of experts and ICAO to continue to develop the safety management provisions. ICAO invites you to constantly report any progress or difficulties encountered in implementing safety management so that this information can be taken into consideration.

Lastly, please keep in mind, that independently of the **14 November 2013** applicability date for Annex 19, first edition, and the consequential amendments to the relevant Annexes from which Annex 19 derives, the previously adopted safety management SARPs maintain their original applicability dates.

Content of the ikit

This ikit aims at facilitating the understanding and the promotion of the safety management provisions. In particular, it includes the following information:

1. The sources of Annex 19, as well as “what is new and what is not new in Annex 19” , which is useful for the filing of differences for the Member States;
2. A promotional flyer for Annex 19
3. Several presentations to promote the implementation of Annex 19, including an executive summary as well as one with more details on the content of Annex 19;

4. Promotion of the third edition of the Safety Management Manual (SMM) (Doc 9859), which supports the implementation of the safety management provisions. Also available a toolkit with editable worksheets based on the SMM to support SSP and SMS implementation;;
5. The overall USOAP strategy to audit in coordination with the Global Aviation Safety Programme (GASP) as well as the timelines identifying the availability and applicability dates for the updated State Aviation Activities Questionnaire (SAAQ) and Protocol Questions (PQs);
6. The future of the safety management provisions and the current work programme of the panel of experts;
7. Flyer about Safety Intelligence and link to iSTARs;
8. Frequently asked questions (FAQs);
9. And more...

Before leaving you to discover the content of this ikit:

We would like to highlight the following points:

1. Annex 19 does not replace any existing system. Safety management is an additional layer to better control risks and improve safety. **Compliance to all applicable SARPs** remains the foundation on which SSPs and SMSs should be implemented. The concept of safety performance or risk based management in Annex 19 does not absolve States from complying with the existing provisions in other Annexes, which remains fundamental to aviation safety. SSP-SMS implementation is truly a collaborative safety management process between regulator and service provider: this is an enhancement beyond prescriptive regulations and compliance.
2. It is particularly vital that all States put in place over the next decade, effective safety oversight systems (including proper governance arrangements) and fully implement the ICAO SSP framework. This strategy is supported by the updated GASP 2013-2016 which was recently approved by the ICAO Council. An executive summary of the GASP to be endorsed at the next Assembly, end of September 2013, can be found in this ikit.
3. ICAO has also published the 3rd Edition of the Safety Management Manual, providing updated guidance material to support the introduction of Annex 19.
4. ICAO will continue to update Annex 19, based on the feedback and experience gained by Member States and industry stakeholders. The sharing of safety information is strongly encouraged to support the Regional Aviation Safety Groups and the GASP enablers, to better address systemic risks
5. The ICAO safety management training material is being updated to reflect the third edition of the SMM, the first edition of Annex 19 and the latest safety management developments. This training material will be ready by mid-2014:
 - Identifying all the learning objectives with practical implementation details; and
 - Introducing the benefits of the computer-based teaching methods by providing online modules, available anywhere, anytime.

Thanks for your attention and we wish you a pleasant navigation through this ikit.