



# Annex 19 Amdt 2 : 3<sup>rd</sup> Ed

## Agenda Item 5 - Summary

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# Index

Chapter 2

Chapter 3

Chapter 4

Conclusion

# Chapter 1: Definitions



## Main changes in the definitions of Annex 19:

### ➤ New definitions:

- Safety Intelligence: An outcome of the process of analysing safety data and safety information to support decision-making.
- State of registry:

### ➤ Reviewed definitions:

- Safety performance: introducing Qualitative means
- SPI: link to safety objectives
- State of Manufacture: including notions of the Engine and Propeller
- SSP: **An integrated set of laws, regulations, policies, objectives, processes and activities aimed at proactively improving managing safety**

## Chapter 2: Applicability



applicability:

➤ New definitions:

- Note 2: removed for consistency .

➤ Reviewed :

- Reference to 3.3.2 which define the SP concerned by SMS provisions



### Component 1: S Policy, Objectives & resources:

- New SARPS:
  - Emphasises on system description and the identification of interfaces: doc 9859.
  - Reflecting the importance of Human Performance considerations and related principles when establishing and managing an SSP
- Reviewed definitions:
  - Replace the “commensurate with size and complexity” by “in accordance with the components detailed in 3.2, 3.3, 3.4 and 3.5, supported by a system description”.
  - Clarify the link between SSP & NASP.



### Component 1: S. Saf. Policy, Objectives & resources:

- New SARPS:
  - CAA role reflected in Emergency Response Planning and Crisis Management at the State level, to effectively address the impacts on aviation.
  
- Reviewed definitions:
  - Upgrade REC to SARPS:
    - Enforcement, S. policy Objectives and functions,



### Component 2: S. Saf. Risk Management :

#### ➤ New SARPS:

- Introduction of new SP that shall implement SMS, as RPAS, AMO/RPAS, Heliport.
- Review of the hazard and associated risk emphasising the Emerging risks
- Discretionary SMS applicability

#### ➤ Reviewed definitions:

- SRM multilayer the “commensurate with size and complexity” by “in accordance with the components detailed in 3.2, 3.3, 3.4 and 3.5, supported by a system description”.



### Component 3: S. Saf. assurance:

- New SARPS:
  - SPT removed
  - Introduction of Qualitative means in addition to the SPI
  - Change management at state level
- Reviewed definitions:
  - “prioritize surveillance activities & D3M (inspection cycle & RBS)
  - Upgrade the surveillance of SMS to STD:
    - SMS function, exception IGA
    - Safety performance.
  - does not force the relevant service providers to take the means that is only in line with those established at the State level





### Component 4: S. Saf. promotion:

- New SARPS:
  - Safety awareness replacing internal & external
  - Safety awareness



### SMS:

- New SARPS:
  - SMS extension to all department
  - SMS integration QMS, SeMS
  - supported by the identification of relevant organizational interfaces
  - SMS new concerned SP
  - IGA SMS shall be established
- Reviewed definitions:
  - SMS establishment differs from one service provider to another depending on its products and services
  - HP, SMS acceptability



### SMS:

- New SARPS:
  - Strategy of safety intelligence.
  - SDCPS
  - Safety data and information under MOR to SDCPS
- Reviewed definitions:
  - SSP authority to have access to SDCPS
  - Protection safety data & info for Voluntary and mandatory systems
  - Analysis includes SPI, State's civil aviation system level hazards, existing practices and operational strategies that resulted in positive safety outcomes.

## App 2 : FRAMEWORK FOR A SMS



### SMS:

- SMS SP should:
  - measure and monitor the safety performance of the organization;
  - measure and monitor the progress towards achieving its safety objectives; and
  - validate the effectiveness of safety risk controls.



## SMS:

- New Definition of SSP:
- *Safety data and safety information in an accident and incident database contribute to the safety data collection and processing system (SDCPS) of a State*



# Questions?