

Annex 19 Amdt 2 : 3rd Ed

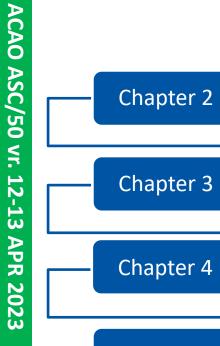
Agenda Item 5 -Summary

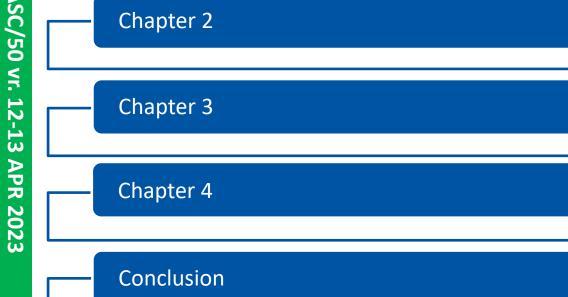
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HICHAM BENNANI ACAO Safety & Air Navigation Expert Email: <u>h.bennani@acao.org.ma</u>











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
 - o Introduction of Qualitative means in addition to the SPI
 - Change management at state level
- Reviewed definitions:
 - o "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

- New SARPS:
 - SMS extension to all department
 - SMS integration QMS, SeMS
 - \circ $\,$ supported by the identification of relevant organizational interfaces $\,$
 - SMS new concerned SP
 - \circ $\,$ 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

- ➢ New SARPS:
 - Strategy of safety intelligence.
 - o SDCPS
 - \circ $\,$ Safety data and information under MOR to SDCPS $\,$
- Reviewed definitions:
 - \circ $\,$ 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 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.

Annex 6, Annex 1 and Annex 13



- 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



