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Annex Reference	SAFETY MANAGEMENT  Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
<p>Chapter 1 Reference</p> <p>Definition</p>	<p style="text-align: center;"><b>INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES</b></p> <p style="text-align: center;"><b>CHAPTER 1. DEFINITIONS</b></p> <p>When the following terms are used in the Standards and Recommended Practices for Safety Management, they have the following meanings:</p> <p><b>Accident.</b> An occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which:</p> <p>a) a person is fatally or seriously injured as a result of: being in the aircraft, or direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or</p> <p>b) the aircraft sustains damage or structural failure which: adversely affects the structural strength, performance or flight characteristics of the aircraft, and would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage</p>	<p>Art. 2(1) Reg. (EU) 996/2010</p>	<p>No Difference</p>		



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	<p>is limited to a single engine, (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or</p> <p>c) the aircraft is missing or is completely inaccessible.</p> <p>N1. <i>For statistical uniformity only, an injury resulting in death within thirty days of the date of the accident is classified, by ICAO, as a fatal injury.</i></p> <p>N2. <i>An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.</i></p> <p>N3. <i>The type of unmanned aircraft system to be investigated is addressed in 5.1 of Annex 13.</i></p> <p>N4. <i>Guidance for the determination of aircraft damage can be found in Attachment F of Annex 13.</i></p>				
Chapter 1 Reference  Definition	<b>Aeroplane.</b> A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.	Article 2 Definition (16), Reg. (EU) No 923/2012	No Difference		Article 2 (1) of Reg. (EU) 965/2012 and FCL.010 in Reg (EU) 1178/2011 are similar definitions with the same meaning
Chapter 1 Reference  Definition	<b>Aircraft.</b> Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.	Article 3 (28) of Reg. (EU) 1139/2018; Article 2(2) of Reg. (EU) 376/2014	No Difference		



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Chapter 1 Reference  Definition	<b>Hazard.</b> A condition or an object with the potential to cause or contribute to an aircraft incident or accident.	Art. 2(10) Reg. (EU) 376/2014	No Difference		
Chapter 1 Reference  Definition	<b>Helicopter.</b> A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes. <i>Note.— Some States use the term “rotorcraft” as an alternative to “helicopter”.</i>	Article 2 (1a) of Reg. (EU) 965/2012	No Difference		
Chapter 1 Reference  Definition	<b>Incident.</b> An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation. <i>Note.— The types of incidents which are of interest for safety-related studies include the incidents listed in Annex 13, Attachment C.</i>	Article 2(7) of Reg. (EU) 996/2010	No Difference		
Chapter 1 Reference  Definition	<b>Industry codes of practice.</b> Guidance material developed by an industry body, for a particular sector of the aviation industry to comply with the requirements of the International Civil Aviation Organization’s Standards and Recommended Practices, other aviation safety requirements and the best practices deemed appropriate. <i>Note.— Some States accept and reference industry codes of practice in the development of regulations to meet the requirements of Annex 19, and make available, for the industry codes of practice, their sources and how they may be obtained.</i>		Less protective or partially implemented or not implemented	No definition.	The concept of industry code of practice (or industry standard) is present and recognised in EU rules even if there is no definition



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Chapter 1 Reference  Definition	<p><b>Operational personnel.</b> Personnel involved in aviation activities who are in a position to report safety information.</p> <p><i>Note.— Such personnel include, but are not limited to: flight crews; air traffic controllers; aeronautical station operators; maintenance technicians; personnel of aircraft design and manufacturing organizations; cabin crews; flight dispatchers, apron personnel and ground handling personnel.</i></p>	Regulation (EU) 376/2014, articles 4(6) and 5(7)	Different in character or other means of compliance		Different in characters but no difference. The term is present and recognised in EU rules even if there is no definition
Chapter 1 Reference  Definition	<p><b>Safety.</b> The state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level.</p>		Less protective or partially implemented or not implemented	No definition.	
Chapter 1 Reference  Definition	<p><b>Safety data.</b> A defined set of facts or set of safety values collected from various aviation-related sources, which is used to maintain or improve safety.</p> <p><i>Note.— Such safety data is collected from proactive or reactive safety-related activities, including but not limited to:</i></p> <ul style="list-style-type: none"> <li><i>a) accident or incident investigations;</i></li> <li><i>b) safety reporting;</i></li> <li><i>c) continuing airworthiness reporting;</i></li> <li><i>d) operational performance monitoring;</i></li> <li><i>e) inspections, audits, surveys; or</i></li> <li><i>f) safety studies and reviews.</i></li> </ul>	Regulation (EU) 376/2014 Regulation. (EU) 1139/2018	No Difference		The term is present and recognised in EU rules even if there is no definition.



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Chapter 1 Reference  Definition	<b>Safety information.</b> Safety data processed, organized or analysed in a given context so as to make it useful for safety management purposes.	Regulations (EU) 376/2014 and (EU) 996/2012; Article 6 of Reg. (EU) 1139/2018	No Difference		No definition available but Regulations (EU) 376/2014 and (EU) 996/2012 for the reactive approach as well Article 6 of Reg.(EU) 1139/2018 for the EPAS/SSP uses “safety information” with the same meaning.
Chapter 1 Reference  Definition	<b>Safety management system (SMS).</b> A systematic approach to managing safety, including the necessary organizational structures, accountability, responsibilities, policies and procedures.	Art. 2(18) Reg. (EU) 376/2014	No Difference		
Chapter 1 Reference  Definition	<b>Safety oversight.</b> A function performed by a State to ensure that individuals and organizations performing an aviation activity comply with safety-related national laws and regulations.	Article 3(1) of Reg. (EU) 1139/2018	No Difference		
Chapter 1 Reference  Definition	<b>Safety performance.</b> A State or a service provider’s safety achievement as defined by its safety performance targets and safety performance indicators.	Article 3(25) of Reg. (EU) 1139/2018	No Difference		



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Chapter 1 Reference  Definition	<i>Safety performance indicator.</i> A data-based parameter used for monitoring and assessing safety performance.	Article 3(26) of Reg. (EU) 1139/2018	No Difference		
Chapter 1 Reference  Definition	<i>Safety performance target.</i> The State or service provider's planned or intended target for a safety performance indicator over a given period that aligns with the safety objectives.	Article 3(27) of Reg. (EU) 1139/2018	No Difference		
Chapter 1 Reference  Definition	<i>Safety risk.</i> The predicted probability and severity of the consequences or outcomes of a hazard.	Definition No.85 of Annex I to Reg. (EU) 373/2017	No Difference		Articles 6 and 8 of Reg. (EU) 2018/1139 uses the definition with the same meaning



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Chapter 1 Reference  Definition	<b>Serious injury.</b> An injury which is sustained by a person in an accident and which: a) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or d) involves injury to any internal organ; or e) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or f) involves verified exposure to infectious substances or injurious radiation.	Art. 2(17) Reg. (EU) 996/2010	No Difference		
Chapter 1 Reference  Definition	<b>State of Design.</b> The State having jurisdiction over the organization responsible for the type design.	Article 77 of Reg.(EU) 1139/2018	No Difference		The term in Article 77 of Reg.(EU) 1139/201 is not defined but used with the same meaning.The terminology used in Reg. (EU) 748/2012 provides the same meaning.
Chapter 1 Reference  Definition	<b>State of Manufacture.</b> The State having jurisdiction over the organization responsible for the final assembly of the aircraft.	Article 77 of Reg.(EU) 1139/2018.	No Difference		The term in Article 77 of Reg.(EU) 1139/201 is not defined but used with the same meaning.The terminology used in Reg. (EU) 748/2012 provides the same meaning



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Chapter 1 Reference  Definition	<i>State of the Operator.</i> The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.	Article 30 (6) of Reg.1139/2018.	No Difference		The term in Article 30(6) of Reg.(EU) 1139/201 is not defined but used with the same meaning.The terminology used in Reg.(EU) 965/212 provides the same meaning.
Chapter 1 Reference  Definition	<i>State safety programme (SSP).</i> An integrated set of regulations and activities aimed at improving safety.	Art. 2(15) Reg. (EU) 376/2014	No Difference		
Chapter 1 Reference  Definition	<i>Surveillance.</i> The State activities through which the State proactively verifies through inspections and audits that aviation licence, certificate, authorization or approval holders continue to meet the established requirements and function at the level of competency and safety required by the State.	Article 3(1) of Reg. (EU) 2018/1139	No Difference		It is named in Reg. (EU) 1139/2018 as 'oversight', meaning the same intent as 'surveillance'.



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Chapter 2 Reference 2.0  Standard	<p style="text-align: center;"><b>CHAPTER 2. APPLICABILITY</b></p> <p>The Standards and Recommended Practices contained in this Annex shall be applicable to safety management functions related to, or in direct support of, the safe operation of aircraft.</p> <p><i>N1.Safety management provisions for States are contained in Chapter 3 and relate to a State safety programme.</i></p> <p><i>N2.Within the context of this Annex, this term "service provider" refers to those organizations listed in Chapter 3, 3.3.2.1 and does not include international general aviation operators.</i></p> <p><i>N3.Safety management provisions for specified aviation service providers and operators are in Chapter 4 and relate to safety management systems (SMSs).</i></p> <p><i>N4.No provision of this Annex is intended to transfer to the State the responsibilities of the aviation service provider or operator. This includes functions related to, or in direct support of, the safe operation of aircraft.</i></p> <p><i>N5.In the context of this Annex, "responsibility" (singular) refers to "State responsibility" with respect to international obligations under the Convention on International Civil Aviation, while "responsibilities" (plural) should be given its ordinary meaning (i.e., when referring to functions and activities that may be delegated).</i></p>	Articles 1 and 2 of Reg. (EU) 2018/1139; article 1 of Reg.(EU) 376/2014	No Difference		



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Chapter 3 Reference 3.1  Standard	<p style="text-align: center;"><b>CHAPTER 3. STATE SAFETY MANAGEMENT RESPONSIBILITIES</b></p> <p><b>N1.</b><i>The State safety oversight (SSO) system critical elements (CEs) found in Appendix 1 constitute the foundation of an SSP.</i></p> <p><i>N2. Safety management provisions pertaining to specific types of aviation activities are addressed in the relevant Annexes.</i></p> <p><i>N3. Basic safety management principles applicable to the medical assessment process of licence holders are contained in Annex 1. Guidance is available in the Manual of Civil Aviation Medicine (Doc 8984).</i></p> <p style="text-align: center;"><b>State safety programme (SSP)</b></p> <p>States shall establish and maintain an SSP that is commensurate with the size and complexity of the State's civil aviation system, but may delegate safety management-related functions and activities to another State, Regional Safety Oversight Organization (RSOO) or Regional Accident and Incident Investigation Organization (RAIO).</p> <p><i>N4. States retain responsibility for safety management-related functions and activities delegated to another State, RSOO or RAIO.</i></p> <p><i>N5. Guidance on an SSP and the delegation of safety management-related functions and activities are contained in the Safety Management Manual (SMM) (Doc 9859).</i></p>	Article 7 of Reg. (EU) 2018/1139 [Reference to the EU Member State's national regulation, when relevant]	No Difference		The reference to Article 7 of Reg. (EU) 2018/1139 could be complemented by EU MS national requirements referring to the SSP



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Chapter 3 Reference 3.2.1.1  Standard	<p><b>3.2 State safety policy, objectives and resources</b></p> <p>3.2.1 Primary aviation legislation</p> <p>States shall establish primary aviation legislation in accordance with section 1 of Appendix 1.</p>	[name of EU Member State] has delegated powers to issue primary aviation legislation to the European Union through the Treaty on the Functioning of the European Union. Under that delegation, the European Union has adopted Regulation (EU) 2018/1139 of the European Parliament and of the Council on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency	No Difference		
Chapter 3 Reference 3.2.1.2  Recommendation	<b>Recommendation.</b> — <i>States should establish an enforcement policy that specifies the conditions and circumstances under which service providers with an SMS are allowed to deal with, and resolve, events involving certain safety issues, internally, within the context of their SMS and to the satisfaction of the appropriate State authority.</i>	Article 7 of Reg. (EU) 2018/1139 complemented by article 62 [Reference to the EU Member State's national regulation, when relevant]	No Difference		The reference to Article 7 of Reg. (EU) 2018/1139 could be complemented by EU MS national provisions when available.



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Chapter 3 Reference 3.2.2.1  Standard	3.2.2 Specific operating regulations  States shall establish specific operating regulations in accordance with section 2 of Appendix 1.	[Name of EU Member State] has delegated powers to issue primary aviation legislation to the European Union through the Treaty on the Functioning of the European Union. Under that delegation, the European Union has adopted Regulation (EU) 2018/1139 of the European Parliament and of the Council on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency	No Difference		Addressed by:Reg. (EU) 2018/1139; Reg. (EU) 748/2012; Reg. (EU) 1321/2014; Reg. (EU) 1178/2011, Reg. (EU) 965/2012; Reg. (EU) 139/2014; Reg. (EU) 2015/340; Reg. (EU) 2017/373.
Chapter 3 Reference 3.2.2.2  Standard	States shall periodically review specific operating regulations, guidance material and implementation policies to ensure they remain relevant and appropriate.	Article 7 of Reg. (EU) 2018/1139 complemented by its articles 1(3), 76 and 128	No Difference		Although Art. 7 of Reg. (EU) 2018/1139 states that MS should implement a SSP, this provision is considered to be better addressed by the proposed articles and can be complemented by national GM, when relevant
Chapter 3 Reference 3.2.3.1  Standard	3.2.3 State system and functions  States shall establish State system and functions in accordance with section 3 of Appendix 1.	Article 7 of Reg. (EU) 2018/1139 complemented by its article 62(3), (6) and article 75	No Difference		The reference to Reg. (EU) 2018/1139 could be complemented by EU MS national provisions when available.



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Chapter 3 Reference 3.2.3.2  Recommendation	<b>Recommendation.</b> — States should identify, define and document the requirements, obligations, functions and activities regarding the establishment and maintenance of the SSP, including the directives to plan, organize, develop, maintain, control and continuously improve the SSP in a manner that meets the State's safety objectives.	Articles 7 and 8 of Reg. (EU) 2018/1139 [Reference to the EU Member State's national provisions, when relevant]	No Difference		Article 8 addresses the SSP continuous improvement through the State Action Plan and could be complemented by EU MS national provisions when available.
Chapter 3 Reference 3.2.3.3  Recommendation	<b>Recommendation.</b> — States should establish a safety policy and safety objectives that reflect their commitment regarding safety and facilitate the promotion of a positive safety culture in the aviation community.	Article 7 of Reg. (EU) 2018/1139 [Reference to the EU Member State's national provisions, when relevant]	No Difference		The reference to Reg. (EU) 2018/1139 could be complemented by EU MS national provisions when appropriate.
Chapter 3 Reference 3.2.3.4  Recommendation	<b>Recommendation.</b> — The safety policy and safety objectives should be published and periodically reviewed to ensure that they remain relevant and appropriate to the State.	Article 7 of Reg. (EU) 2018/1139 [Reference to the EU Member State's national provisions, when relevant]	No Difference		The reference to Reg. (EU) 2018/1139 could be complemented by EU MS national provisions when appropriate.



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Chapter 3 Reference 3.2.4  Standard	<p>Qualified technical personnel</p> <p>States shall establish requirements for the qualification of technical personnel in accordance with section 4 of Appendix 1.</p> <p><i>Note.— The term “technical personnel” refers to those persons performing safety-related functions for or on behalf of the State.</i></p>	<p>Article 7 of Reg. (EU) 2018/1139 complemented by its article 62(2) Further supported in each domain by: CAMO.B.220 in (EU) 1321/2014); ARA.GEN.220, AMC1 ARA.GEN.220(a)(1),(2),(3) (Aircrew, Reg. (EU) 1178/2011); ARO.GEN.220, AMC1 ARO.GEN.220(a)(1),(2),(3) (OPS, Reg. (EU) 965/2012); ADR.AR.B.020 and its AMCs (ADR, Reg. (EU) 139/2014); ATCO.AR.B.015 (ATCO, Reg. (EU) 2015/340); ATM/ANS.AR.B.015 (ATM/ANS, Reg. (EU) 2017/373).</p>	No Difference		
Chapter 3 Reference 3.2.5  Standard	<p>Technical guidance, tools and provision of safety-critical information</p> <p>States shall establish technical guidance and tools and provide safety-critical information in accordance with section 5 of Appendix 1.</p>	<p>Article 7 of Reg. (EU) 2018/1139 complemented by its articles 62, 76 and 115</p>	No Difference		The reference to Reg. (EU) 2018/1139 could be complemented by EU MS national provisions when appropriate



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<p>Chapter 3 Reference 3.3.1  Standard</p>	<p><b>3.3 State safety risk management</b>  Licensing, certification, authorization and approval obligations States shall meet the licensing, certification, authorization and approval obligations in accordance with section 6 of Appendix 1.</p>	<p>Article 7 of Reg. (EU) 2018/1139 complemented by its article 62</p>	<p>No Difference</p>		<p>See also the Implementing Rules, as follows: For EASA functions: Part-21 Section A: Subpart A (21.A.1), Subpart B (21.A.11), Subpart D (21.A.90A), Subpart E (21.A.111), Subpart J (21.A.231), Subpart K (21.A.301), Subpart M (21.A.431A), Subpart O (21.A.601), Subpart P (21.A.701). For EU MS functions: Part-21 Section A: Subpart F (21.A.121), Subpart G (21.A.131), Subpart H (21.A.171), Subpart I (21.A.201), Subpart P (21.A.701) (IAW, Reg. (EU) 748/2012); M.B.602, M.B.603, 145.B.20, 145.B.25, 147.B.110, CAMO.A.115, CAMO.B.310 For organizations and EASA Part-66 Subpart B for persons (CAW, Reg. (EU) 1321/2014); ARA.GEN.310, ARA.GEN.315, AMC1 ARA.GEN.310(a) (Aircrew, Reg. (EU) 1178/2011); ARO.GEN.310, AMC1 ARO.GEN.310(a) (OPS, Reg. (EU) 965/2012); ADR.AR.C.015, ADR.AR.C.020, ADR.AR.C.025,</p>



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					ADR.AR.C.035 (ADR, Reg. (EU) 139/2014); ATCO.AR.E.001 for organizations, Subpart A (ATCO.A.001) for persons (ATCO, Reg. (EU) 2015/340); ATM/ANS.AR.C.005, ATM/ANS.AR.C.020 (ATM/ANS, Reg. (EU) 2017/373).



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<p>Chapter 3 Reference 3.3.2.1  Standard</p>	<p><b>3.3.2</b> Safety management system obligations</p> <p>States shall require that the following service providers under their authority implement an SMS:</p> <ul style="list-style-type: none"> <li>a) approved training organizations in accordance with Annex 1 that are exposed to safety risks related to aircraft operations during the provision of their services;</li> <li>b) operators of aeroplanes or helicopters authorized to conduct international commercial air transport, in accordance with Annex 6, Part I or Part III, Section II, respectively; <i>Note.— When maintenance activities are not conducted by an approved maintenance organization in accordance with Annex 6, Part I, 8.7, but under an equivalent system as in Annex 6, Part I, 8.1.2, or Part III, Section II, 6.1.2, they are included in the scope of the operator's SMS.</i></li> <li>c) approved maintenance organizations providing services to operators of aeroplanes or helicopters engaged in international commercial air transport, in accordance with Annex 6, Part I or Part III, Section II, respectively;</li> <li>d) organizations responsible for the type design or manufacture of aircraft, engines or propellers, in accordance with Annex 8;</li> <li>e) air traffic services (ATS) providers in accordance with Annex 11; and</li> <li>f) operators of certified aerodromes in accordance with Annex 14, Volume I.</li> </ul> <p><i>Note.— Further provisions related to the implementation of SMS by service providers can be found in Chapter 4.</i></p>	<p>This Standard is addressed in the different regulations, as follows: ATCO.OR.C.001 of Reg. (EU) 2015/340 (ATCO) ARO.GEN.200 of Reg. (EU) 1178/2011 (AIRCREW) ORO.GEN.200 [Reg. (EU) 965/2012 (OPS)]; CAMO.A.200 of Reg. (EU) 1321/2014 ATM/ANS.OR.B.005 of Reg. (EU) 2017/373 (ATM/ANS) ADR.OR.D.005 (a) of ADR, Reg. (EU) 139/2014 (AERODROME)</p>	<p>Less protective or partially implemented or not implemented</p>	<p>(S)MS not yet implemented for design, manufacture and maintenance organisations in Reg. (EU) 748/2012 and in Annex II to Reg. (EU) 1321/2014)</p>	<p>Introducing SMS requirements for design, manufacture and maintenance organisations is being progressed (see NPA 2019-05)</p>



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Chapter 3 Reference 3.3.2.2  Recommendation	<b>Recommendation.</b> — States should ensure that safety performance indicators and targets established by service providers and operators are acceptable to the State. <i>Note.</i> — Guidance on the identification of appropriate safety performance indicators and targets is contained in the Safety Management Manual (SMM) (Doc 9859).	Article 7 of Reg. (EU) 1139/2018	No Difference		
Chapter 3 Reference 3.3.2.3  Standard	The State of Registry shall establish criteria for international general aviation operators of large or turbojet aeroplanes in accordance with Annex 6, Part II, Section 3, to implement an SMS. <i>Note.</i> — Further provisions related to the implementation of SMS by international general aviation operators can be found in Chapter 4.	Article 5(3) as well as ORO.GEN.200 and its related AMC's of Reg. (EU) 965/2012 SMS must be acceptable to the State of Operator (SoO), not the State of Registry (SoR). However this is not a difference as in the EU the SoO principle prevails and the EASA standard is high	Different in character or other means of compliance		Reg. (EU) 965/2012 requires all noncommercial operators of complex motor powered aircraft to implement the management system requirements (applicable since 25 August 2016), cf. Art. 1 point (9) of Regulation (EU) 800/2013).
Chapter 3 Reference 3.3.2.4  Standard	The criteria established by the State of Registry in accordance with 3.3.2.3 shall address the SMS framework and elements contained in Appendix 2. <i>Note.</i> — Guidance on establishing the criteria to implement an SMS for international general aviation operators is contained in the Safety Management Manual (SMM) (Doc 9859).	ORO.GEN.200 and its related AMC of Regulation (EU) 965/2012 [Air Ops] SMS must be acceptable to the State of Operator (SoO), not the State of Registry (SoR). However this is not a difference as in the EU the SoO principle prevails and the EASA standard is high	Different in character or other means of compliance		Reg. (EU) 965/2012 requires all noncommercial operators of complex motor powered aircraft to implement the management system requirements (applicable since 25 August 2016), cf. Art. 1 point (9) of Regulation (EU) 800/2013).



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Chapter 3 Reference 3.3.3  Standard	<p style="text-align: center;">Accident and incident investigation</p> <p>States shall establish a process to investigate accidents and incidents in accordance with Annex 13, in support of the management of safety in the State.</p>	Regulation (EU) 996/2010, in particular Articles 4 and 5	No Difference		
Chapter 3 Reference 3.3.4.1  Standard	<p style="text-align: center;">3.3.4 Hazard identification and safety risk assessment</p> <p>States shall establish and maintain a process to identify hazards from collected safety data.</p> <p><i>N1. Further information regarding safety data collection, analysis and the sharing and exchange of safety information can be found in Chapter 5.</i></p> <p><i>N2. Additional information to identify hazards and safety issues on which to base preventive actions may be contained in the Final Reports of accidents and incidents.</i></p>	Article 7 of Reg. (EU) 1139/2018	No Difference		
Chapter 3 Reference 3.3.4.2  Standard	States shall develop and maintain a process that ensures the assessment of safety risks associated with identified hazards.	Article 7 of Reg. (EU) 1139/2018 Articles 13 and 14 of Reg. (EU) 376/2014 for occurrence data or reports	No Difference		



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Chapter 3 Reference 3.3.5.1  Standard	3.3.5 Management of safety risks  States shall establish mechanisms for the resolution of safety issues in accordance with section 8 in Appendix 1.	Article 7 of Reg. (EU) 1139/2018	No Difference		With regard to the safety oversight functions, this is further addressed in the implementing rules, as follows: In the remit of the Agency: 21.A.3B, 21.A.51, 21.A.118B, 21.A.258. With regard to the safety oversight functions in the remit of Member States: 21.A.158, 21.B.125, 21.B.145, 21.B.225, 21.B.245, 21.B.330, 21.B.430, 21.B.530 (IAW, Reg. (EU) 748/2012); M.B.103 (for individual), M.B.303, M.B.304 (for aircraft) M.B.605, M.B.607, M.B.705, M.B.707, 145.B.45, 145.B.50, 147.B.130, 147.B.200; Part CAMO.B.350/355; and 66.B.500 (Individuals) (CAW, Reg. (EU) 1321/2014); ARA.FCL.250; ARA.FSTD.135; ARA.AeMC.150; ARA.MED.250; ARA.CC.105 (AIRCREW, Reg. (EU) 1178/2011); ARA.GEN.350, ARA.GEN.355 ARO.GEN.350, ARO.GEN.355 (OPS, Reg. (EU) 965/2012); ADR.AR.C.055 and its AMCs (ADR, Reg. (EU)



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					139/2014); ATCO.AR.C.010; ATCO.AR.E.015; ATCO.OR.B.030; ATCO.AR.D.005 (ATCO, Reg. (EU) 2015/340); ATM/ANS.AR.C.050 and ATM/ANS.OR.A.055 (ATM/ANS, Reg. (EU) 2017/373).
Chapter 3 Reference 3.3.5.2  <b>Recommendation</b>	<b>Recommendation.</b> — <i>States should develop and maintain a process to manage safety risks.</i> <i>N1.Actions taken to manage safety risks may include: acceptance, mitigation, avoidance or transfer.</i> <i>N2.Safety risks and safety issues often have underlying factors which need to be carefully assessed.</i>	Article 7 of Reg. (EU) 1139/2018. Articles 13 and 14 of (EU) 376/2014.	No Difference		These references could be complemented by EU MS national provisions when appropriate.
Chapter 3 Reference 3.4.1.1  <b>Standard</b>	<b>3.4 State safety assurance</b>  3.4.1 Surveillance obligations  States shall meet the surveillance obligations in accordance with section 7 of Appendix 1. <i>Note.— The surveillance of the service provider takes into consideration the safety performance as well as the size and complexity of its aviation products or services.</i>	Article 7 of Reg. (EU) 1139/2018 complemented by its article 62(2) and (6); 69(1); and 83.	No Difference		



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<p>Chapter 3 Reference 3.4.1.2  Recommendation</p>	<p><b>Recommendation.</b>— <i>States should establish procedures to prioritize inspections, audits and surveys towards those areas of greater safety concern or need.</i> <i>Note.</i>— <i>Organizational risk profiles, outcomes of hazard identification and risk assessment, and surveillance outcomes may provide information for the prioritization of inspections, audits and surveys.</i></p>	<p>Article 7 of Reg. (EU) 1139/2018 complemented by its article 62(6) This reference could be complemented by EU MS national provisions when appropriate.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>Recommendation is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014)</p>	<p>See also implementing rules: M.B.303 (CAW, Reg. (EU) 1321/2014); ARA.GEN.300 (c), (d), (f), ARA.GEN.305 (b), (c), (d) (Aircrew, Reg. (EU) 1178/2011); ARO.GEN.300 (c), (d), (f), ARO.GEN.305 (b), (c), (d), (d1), (e) (OPS, Reg. (EU) 965/2012); ADR.AR.C.005 (c), (d), ADR.AR.C.010 (b), (c) (ADR, Reg. (EU) 139/2014); ATCO.AR.C.005 (b), (c), (e), ATCO.AR.C.001 (c), (d) (ATCO, Reg. (EU) 2015/340); ATM/ANS.AR.C.015 (a), (b) (ATM/ANS, Reg. (EU) 2017/373).</p>



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<p>Chapter 3 Reference 3.4.1.3  Standard</p>	<p><b>Recommendation.</b>— <i>States should periodically review the safety performance of an individual service provider.</i></p>	<p>CAMO.B.300 (c), CAMO.B.305 (b) (d) and (e) [Reg. (EU) 1321/2014]; ARA.GEN.300 (c), ARA.GEN.305(c), AMCs to ARA.GEN.305 (AIRCREW, Reg. (EU) 1178/2011); ARO.GEN.300 (c), ARO.GEN.305 (c), AMCs to ARO.GEN.305 (OPS, Reg. (EU) 965/2012); ADR.AR.C.010, AMCs to ADR.AR.C.010 (ADR, Reg. (EU)139/2014); ATCO.AR.C.001, ATCO.AR.C.005 (c), (ATCO, Reg. (EU) 2015/340); ATM/ANS.AR.C.015 (a) ATM/ANS, Reg. (EU) 2017/373 &amp; Reg. (EU) 2019/317.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>Recommendation is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014)</p>	<p>Introducing SMS requirements for design, manufacture and Part-145 maintenance organisations is being progressed (see NPA 2019-05) and will solve the issue.</p>



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Chapter 3 Reference 3.4.2.1  Standard	<p><b>3.4.2 State safety performance</b></p> <p>States shall establish the acceptable level of safety performance to be achieved through their SSP.</p> <p><i>N1. An acceptable level of safety performance for the State can be achieved through the implementation and maintenance of the SSP as well as safety performance indicators and targets showing that safety is effectively managed and built on the foundation of implementation of existing safety-related SARPs.</i></p> <p><i>N2. Guidance on establishing safety performance indicators and targets, as well as an acceptable level of safety performance, is contained in the Safety Management Manual (SMM) (Doc 9859).</i></p> <p><i>N3.</i></p>	Article 7 of Reg. (EU) 1139/2018	No Difference		
Chapter 3 Reference 3.4.2.2  Recommendation	<p><b>Recommendation.</b>— <i>States should develop and maintain a process to evaluate the effectiveness of actions taken to manage safety risks and resolve safety issues.</i></p> <p><i>Note.— Safety assessment results may be used to support the prioritization of actions to manage safety risks.</i></p>	Article 7 of Reg. (EU) 1139/2018	No Difference		The reference to Reg. (EU) 2018/1139 could be complemented by EU MS national provisions when appropriate.
Chapter 3 Reference 3.4.2.3  Recommendation	<p><b>Recommendation.</b>— <i>States should evaluate the effectiveness of their individual SSPs to maintain or continuously improve their overall level of safety performance.</i></p>	Article 7 of Reg. (EU) 1139/2018	No Difference		The reference to Reg. (EU) 2018/1139 could be complemented by EU MS national provisions when appropriate.



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Chapter 3 Reference 3.5.1  Recommendation	<p align="center"><b>3.5 State safety promotion</b></p> <p align="center">Internal communication and dissemination of safety information</p> <p><b>Recommendation.</b>— <i>States should promote safety awareness and the sharing and exchange of safety information to support, within the State aviation organizations, the development of a positive safety culture that fosters an effective SSP.</i></p>	Article 7 of Reg. (EU) 1139/2018	No Difference		The reference to Reg. (EU) 2018/1139 could be complemented by EU MS national provisions when appropriate.
Chapter 3 Reference 3.5.2  Recommendation	<p align="center">External communication and dissemination of safety information</p> <p><b>Recommendation.</b>— <i>States should promote safety awareness and the sharing and exchange of safety information with the aviation community to foster the maintenance and improvement of safety and to support the development of a positive safety culture.</i></p> <p><i>N1.Refer to Chapter 5, 5.4 for further details regarding safety information sharing and exchange.</i></p> <p><i>N2.Promoting safety awareness could include identifying accessible safety training for the aviation community.</i></p>	Article 7 of Reg. (EU) 1139/2018	No Difference		The reference to Reg. (EU) 2018/1139 could be complemented by EU MS national provisions when appropriate.



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<p>Chapter 4 Reference 4.1.1  Standard</p>	<p style="text-align: center;"><b>CHAPTER 4. SAFETY MANAGEMENT SYSTEM (SMS)</b></p> <p><i>N1.Guidance on implementation of an SMS is contained in the Safety Management Manual (SMM) (Doc 9859).</i></p> <p><i>N2.An organization may elect to extend one SMS across multiple service provider activities.</i></p> <p style="text-align: center;"><b>4.1 General</b></p> <p>The SMS of a service provider shall:</p> <ul style="list-style-type: none"> <li>a) be established in accordance with the framework elements contained in Appendix 2; and</li> <li>b) be commensurate with the size of the service provider and the complexity of its aviation products or services.</li> </ul>	<p>CAMO.A.200 and related AMC [Continuing airworthiness Reg.(EU) 1321/2014]; ORA.GEN.200 and related AMCs (AIRCREW, Reg. (EU) 1178/2011); ORO.GEN.200 and its AMCs + BOP.ADD.030 (OPS, Reg. (EU) 965/2012); ADR.OR.D.005(d) (ADR, Reg. (EU) 139/2014); ATCO.OR.C.001 and its AMCs (ATCO, Reg. (EU) 2015/340); ATM/ANS.OR.B.005(b) (ATM/ANS, Reg. (EU) 2017/373), Standard is addressed in the different regulations, except for initial and Continuing Airworthiness [Reg. (EU) 748/2012 and Annex II to Reg. (EU) 1321/2014]</p>	<p>Less protective or partially implemented or not implemented</p>	<p>This is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014)</p>	<p>Introducing SMS requirements for design, manufacture and Part-145 maintenance organisations is being progressed (see NPA 2019-05)</p>



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<p>Chapter 4 Reference 4.1.2  Standard</p>	<p>The State shall ensure that the service provider develops a plan to facilitate SMS implementation.</p>	<p>ARA.GEN.310, ARA.GEN.330, ORA.GEN.115 (Aircrew, Reg. (EU) 1178/2011); ARO.OPS.100, ORO.AOC.100 (OPS, Reg. (EU) 965/2012); CAMO.B.300, CAMO.A.115 (Continuing Airworthiness Management Organisations, Reg. (EU) 1321/2014); ATCO.AR.C.001, ATCO.OR.C.001 (ATCO, Reg. (EU) 2015/340); ATM/ANS.AR.C.005, ATM/ANS.OR.A.005, ATM/ANS.OR.A.010, Reg. (EU) 2017/373.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>(S)MS not yet implemented for design, manufacture and maintenance organisations in Reg. (EU) 748/2012 and in Annex II to Reg. (EU) 1321/2014 (see NPA 2019-05).</p>	<p>In other domains where SMS is mandatory, the organisations have to comply with a transition period and there is no requirement for organisations to have a plan to implement SMS.</p>
<p>Chapter 4 Reference 4.1.3  Standard</p>	<p>The SMS of an approved training organization, in accordance with Annex 1, that is exposed to safety risks related to aircraft operations during the provision of its services shall be made acceptable to the State(s) responsible for the organization's approval.</p>	<p>ORA.GEN.115, ORA.GEN.200, ARA GEN 300 &amp; 310, ARA.ATO.105 (AIRCREW, Reg. (EU) 1178/2011); ATCO.AR.E.001, ATCO.AR.C.001, ATCO.OR.B.001, ATCO.OR.C.001 (ATCO, Reg. (EU) 2015/340).</p>	<p>No Difference</p>		



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Chapter 4 Reference 4.1.4  Standard	The SMS of a certified operator of aeroplanes or helicopters authorized to conduct international commercial air transport, in accordance with Annex 6, Part I or Part III, Section II, respectively, shall be made acceptable to the State of the Operator.  <i>Note.— When maintenance activities are not conducted by an approved maintenance organization in accordance with Annex 6, Part I, 8.7, but under an equivalent system as in Annex 6, Part I, 8.1.2, or Part III, Section II, 6.1.2, they are included in the scope of the operator's SMS.</i>	ORO.GEN.200, ORO.AOC.100(b) and related AMCs, ARO.GEN.30, 310, 330 (Air OPS, Reg. (EU) 965/2012). For acceptance, refer to ARO.GEN.300(a).Conside r also: CAMO.AAMO.B.300 &310 [Continuing airworthiness, Reg. (EU) 2019/1383]	No Difference		
Chapter 4 Reference 4.1.5  Standard	The SMS of an approved maintenance organization providing services to operators of aeroplanes or helicopters engaged in international commercial air transport, in accordance with Annex 6, Part I or Part III, Section II, respectively, shall be made acceptable to the State(s) responsible for the organization's approval.		Less protective or partially implemented or not implemented	Not yet addressed in Annex II to Regulation (EU) 1321/2014 (Part-145).	Introducing SMS requirements for Part-145 maintenance organisations is being progressed (see NPA 2019-05)
Chapter 4 Reference 4.1.6  Standard	The SMS of an organization responsible for the type design of aircraft, engines or propellers in accordance with Annex 8, shall be made acceptable to the State of Design.		Less protective or partially implemented or not implemented	Not yet addressed in Regulation (EU) 748/2012 (Part-21)	Introducing SMS requirements for design is being progressed (see NPA 2019-05)
Chapter 4 Reference 4.1.7  Standard	The SMS of an organization responsible for the manufacture of aircraft, engines or propellers in accordance with Annex 8, shall be made acceptable to the State of Manufacture.		Less protective or partially implemented or not implemented	Not yet addressed in Regulation (EU) 748/2012 (Part-21).	Introducing SMS requirements for manufacturing is being progressed (see NPA 2019-05)



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Chapter 4 Reference 4.1.8  Standard	The SMS of an ATS provider, in accordance with Annex 11, shall be made acceptable to the State responsible for the provider's designation.	ATM/ANS.OR.B.005 and its related AMC; ATS.OR.200 and its relate AMCF For the acceptance, refer to ATM/ANS.AR.A.005; ATM/ANS.AR.C.001; ATM.ANS.AR.C.005[ATM/ANS Reg. 2017/373].	No Difference		
Chapter 4 Reference 4.1.9  Standard	The SMS of an operator of a certified aerodrome, in accordance with Annex 14, Volume I, shall be made acceptable to the State responsible for the aerodrome's certification.	ADR.OR.B.015, ADR.OR.D.005 For the acceptance, refer to ADR.AR.C.005; ADR.AR.C.015; ADR.AR.C.035(c); ADR.AR.C.040[Reg. (EU) 139/2014]	No Difference		



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<p>Chapter 4 Reference 4.2  Standard</p>	<p><b>International general aviation — aeroplanes</b></p> <p><i>Note.— Guidance on the implementation of an SMS for international general aviation is contained in the Safety Management Manual (SMM) (Doc 9859) and industry codes of practice.</i></p> <p>The SMS of an international general aviation operator, conducting operations of large or turbojet aeroplanes in accordance with Annex 6, Part II, Section 3, shall be commensurate with the size and complexity of the operation and meet the criteria established by the State of Registry.</p> <p><i>N1. Further provisions related to the criteria to be established by the State of Registry can be found in Chapter 3.</i></p> <p><i>N2. Guidance concerning the responsibilities of the State of Registry in connection with lease, charter and interchange operations is contained in the Manual of Procedures for Operations Inspection, Certification and Continued Surveillance (Doc 8335). Guidance concerning the transfer of State of Registry responsibilities to the State where the aircraft operator has its principal place of business or, if it has no such place of business, its permanent address in accordance with Article 83 bis is contained in the Manual on the Implementation of Article 83 bis of the Convention on International Civil Aviation (Doc 10059).</i></p>	<p>ORO.GEN.005; ORO.GEN.200(b); ARO.GEN.300 [Reg. (EU) 965/2012]</p>	<p>Different in character or other means of compliance</p>	<p>SMS must be acceptable to the State of Operator (SoO), not the State of Registry (SoR). However this is not a difference as in the EU the SoO principle prevails and the EASA standard is high.</p>	<p>Reg. (EU) 965/2012 requires all noncommercial operators of complex motor powered aircraft to implement the new management system requirements (applicable since 25 August 2016), cf. Art. 1 point (9) of Regulation (EU) 800/2013).</p>



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<p>Chapter 5 Reference 5.1.1  Standard</p>	<p align="center"><b>CHAPTER 5. SAFETY DATA AND SAFETY INFORMATION COLLECTION, ANALYSIS, PROTECTION, SHARING AND EXCHANGE</b></p> <p><i>Note.— The objective of this chapter is to ensure the continued availability of safety data and safety information to support safety management activities.</i></p> <p align="center"><b>5.1 Safety data collection and processing systems</b></p> <p>States shall establish safety data collection and processing systems (SDCPS) to capture, store, aggregate and enable the analysis of safety data and safety information.</p> <p>N1.SDCPS refers to processing and reporting systems, safety databases, schemes for exchange of information, and recorded information including but not limited to:</p> <ul style="list-style-type: none"> <li>a) data and information pertaining to accident and incident investigations;</li> <li>b) data and information related to safety investigations by State authorities or aviation service providers;</li> <li>c) mandatory safety reporting systems as indicated in 5.1.2;</li> <li>d) voluntary safety reporting systems as indicated in 5.1.3; and</li> <li>e) self-disclosure reporting systems, including automatic data capture systems, as described in Annex 6, Part I, Chapter 3, as well as manual data capture systems.</li> </ul> <p>N2.Guidance related to SDCPS is contained in the Safety Management Manual (SMM) (Doc 9859).</p> <p>N3.The term “safety database” may refer to a single or multiple database(s).</p>	<p>Articles 72 and 73 of Reg. (EU) 2018/1139Articles 4 (mandatory reporting); 5 (voluntary reporting); 6 and 8 (collection and storage); and 13 + 14 (analysis and follow-up) of Reg. (EU) 376/2014 [Reporting, analysis and follow-up of occurrences].Reg. (EU) 996/2010 for data and information pertaining to accident and incident investigations Reg. (EU) 965/2012 for automatic data capture systems</p>	<p>No Difference</p>		<p>For information: reporting on safety of products design is defined in point 21.A.3A of Regulation (EU) 748/2012. These references could be complemented by EU MS national provisions when appropriate</p>



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	<p><i>N4.SDCPS may include inputs from State, industry and public sources, and may be based on reactive and proactive methods of safety data and safety information collection.</i></p> <p><i>N5.Sector-specific safety reporting provisions are contained in other Annexes, PANS and SUPPs. There is a recognized benefit to the effective implementation of an SSP in having an integrated approach for the collection and analysis of the safety data and safety information from all sources.</i></p> <p><i>N6.</i></p>				
Chapter 5 Reference 5.1.2  Standard	States shall establish a mandatory safety reporting system that includes the reporting of incidents.	Articles 4 (3) and (4) of Reg. (EU) 376/2014.	No Difference		These references could be complemented by EU MS national provisions when appropriate.
Chapter 5 Reference 5.1.3  Standard	States shall establish a voluntary safety reporting system to collect safety data and safety information not captured by mandatory safety reporting systems.	Articles 5 (2) and (3) of Reg. (EU) 376/2014	No Difference		These references could be complemented by EU MS national provisions when appropriate.
Chapter 5 Reference 5.1.4  Recommendation	<p><b>Recommendation.</b>— <i>State authorities responsible for the implementation of the SSP should have access to the SDCPS as referenced in 5.1.1 to support their safety responsibilities, in accordance with the principles in Appendix 3.</i></p> <p><i>Note.</i>— <i>State authorities responsible for the implementation of the SSP include accident investigation authorities.</i></p>	Article 10 (1) of Reg. (EU) 376/2014	No Difference		These references could be complemented by EU MS national provisions when appropriate.



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Chapter 5 Reference 5.1.5  Recommendation	<p><b>Recommendation.</b>— <i>The safety database should use standardized taxonomy to facilitate safety information sharing and exchange.</i></p> <p><i>Note.</i>— <i>States are encouraged to use an ADREP-compatible system. More information on ADREP can be found in Annex 13, Chapter 7.</i></p>	Article 7 (4) of Reg. (EU) 376/2014.	No Difference		These references could be complemented by EU MS national provisions when appropriate
Chapter 5 Reference 5.2.1  Standard	<p><b>5.2 Safety data and safety information analysis</b></p> <p>States shall establish and maintain a process to analyse the safety data and safety information from the SDCPS and associated safety databases.</p> <p><i>N1. Specific State provisions for the identification of hazards as part of their safety risk management and safety assurance processes can be found in Chapter 3.</i></p> <p><i>N2. The purpose of the safety data and safety information analysis performed by the State is to identify systemic and cross-cutting hazards that might not otherwise be identified by the safety data analysis processes of individual service providers and operators.</i></p> <p><i>N3. The process may include predictive methods of safety data analysis.</i></p>	Article 13(.6) of Reg. (EU) 376/2014 Article 4(4) of Reg. (EU) 996/2010	No Difference		For information: complemented by Reg. (EU) 996/2010 + 21.A3A(c), 21.A.3B (AD-related) of Reg. (EU) 748/2012 These references could be complemented by EU MS national provisions when appropriate
Chapter 5 Reference 5.3.1  Standard	<p><b>5.3 Safety data and safety information protection</b></p> <p>States shall accord protection to safety data captured by, and safety information derived from, voluntary safety reporting systems and related sources in accordance with Appendix 3.</p> <p><i>Note.</i>— <i>Sources include individuals and organizations.</i></p>	Article 73 of Reg. (EU) 2018/1139 Articles 15 and 16 of Reg. (EU) 376/2014	No Difference		



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Chapter 5 Reference 5.3.2  Recommendation	<p><b>Recommendation.</b>— States should extend the protection referred to in 5.3.1 to safety data captured by, and safety information derived from, mandatory safety reporting system and related sources.</p> <p><i>N1. A reporting environment where employees and operational personnel may trust that their actions or omissions that are commensurate with their training and experience will not be punished is fundamental to safety reporting.</i></p> <p><i>N2. Guidance related to both mandatory and voluntary safety reporting systems is contained in the Safety Management Manual (SMM) (Doc 9859).</i></p>	Article 73 of Reg. (EU) 2018/1139 Articles 15 and 16 of Reg. (EU) 376/2014	No Difference		Reg. (EU) 376/2014 affords the same level of protection to mandatory and voluntary reports.
Chapter 5 Reference 5.3.3  Standard	Subject to 5.3.1 and 5.3.2, States shall not make available or use safety data or safety information collected, stored or analysed in accordance with 5.1 or 5.2 for purposes other than maintaining or improving safety, unless the competent authority determines, in accordance with Appendix 3, that a principle of exception applies.	Article 72 of Reg. (EU) 2018/1139 Articles 10, 15 and 16 of Reg. (EU) 376/2014.	No Difference		For information: Appendix 3.3b) of Annex 19 is covered by Reg. (EU) 996/2010.
Chapter 5 Reference 5.3.4  Standard	<p>Notwithstanding 5.3.3, States shall not be prevented from using safety data or safety information to take any preventive, corrective or remedial action that is necessary to maintain or improve aviation safety.</p> <p><i>Note.</i>— Specific provision aimed at ensuring that there is no overlap with the protection of investigation records in Annex 13 is contained in Appendix 3, 1.2.</p>	Article 73 of Reg. (EU) 2018/1139 Articles 10 and 16 of Reg. (EU) 376/2014 Article 15 of Reg. (EU) 996/2010	No Difference		



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Chapter 5 Reference 5.3.5  Standard	States shall take necessary measures, including the promotion of a positive safety culture, to encourage safety reporting through the systems referred to in 5.1.2 and 5.1.3. <i>Note. — Guidance related to positive safety culture is contained in the Safety Management Manual (SMM) (Doc 9859.)</i>	Article 7.2 of Reg. (EU) 2018/1139 complemented by its article 62(12)Articles 15 and 16 of Reg. (EU) 376/2014	No Difference		For information:see also European Corporate Just Culture declaration ( <a href="https://ec.europa.eu/transport/sites/transport/files/modes/air/events/doc/20151001justculture/declaration.pdf">https://ec.europa.eu/transport/sites/transport/files/modes/air/events/doc/20151001justculture/declaration.pdf</a> );Recital (36) of Reg. (EU) 376/2014
Chapter 5 Reference 5.3.6  Recommendation	<b>Recommendation.</b> — <i>States should facilitate and promote safety reporting by adjusting their applicable laws, regulations and policies, as necessary.</i>	Article 62(12) and article 73 of Reg. (EU) 1139/2018; Article 16 of Reg. (EU) 376/2014.	No Difference		
Chapter 5 Reference 5.3.7  Recommendation	<b>Recommendation.</b> — <i>In support of the determination referred to in 5.3.3, States should institute and make use of appropriate advance arrangements between their authorities and State bodies entrusted with aviation safety and those entrusted with the administration of justice. Such arrangements should take into account the principles specified in Appendix 3.</i> <i>Note.— These arrangements may be formalized through legislation, protocols, agreements or memoranda of understanding.</i>	Article 15 (4) of Reg. (EU) 376/2014; Article 12(3) of Reg. (EU) 996/2010	No Difference		



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<p>Chapter 5 Reference 5.4.1  Standard</p>	<p><b>5.4 Safety information sharing and exchange</b> <i>Note.— Sharing refers to giving, while exchange refers to giving and receiving in return.</i></p> <p>If a State, in the analysis of the information contained in its SDCPS, identifies safety matters considered to be of interest to other States, that State shall forward such safety information to them as soon as possible. Prior to sharing such information, States shall agree on the level of protection and conditions on which safety information will be shared. The level of protection and conditions shall be in line with Appendix 3.</p>	<p>Article 9 of Reg. (EU) 376/2014 Articles 72 and 73 of Reg. (EU) 1139/2018 Complemented by: 21.B.45 of Reg. (EU) 748/2012;M.B.105, M.B.904, CAMO.B.125 and CAMO.B.135 [Continuing Airworthiness, Reg. (EU) 2019/1383]; ARA.GEN.135 (AIRCREW, Reg. (EU) 1178/2011), ARO.GEN.135 (OPS (EU) 965/2012), ADR.AR.A.030 (ADR, Reg. (EU) 139/2014), ATCO.AR.A.025 (ATCO, Reg. (EU) 2015/340), ATM/ANS.AR.A.025 (ATM/ANS, Reg. (EU) 2017/373).</p>	<p>No Difference</p>		



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<p>Chapter 5 Reference 5.4.2  Standard</p>	<p>States shall promote the establishment of safety information sharing or exchange networks among users of the aviation system, and facilitate the sharing and exchange of safety information, unless national law provides otherwise.</p> <p><i>Note.— Information on the sharing of safety information can be found in the ICAO Code of Conduct on the Sharing and Use of Safety Information in the Global Aviation Safety Plan (Doc 10004).</i></p>	<p>Articles 14 of Reg. (EU) 376/2014; Article 72 of Reg. (EU) 1139/2018.</p>	<p>No Difference</p>		<p>For information: The European Central Repository (ECR) and the possibility to access to it by any interested party (Regulation (EU) 376/2014 Art. 10) is considered as the main information sharing network. •The establishment of the Network of Analysts (NoA), Regulation (EU) 376/2014 Art. 14) and the EU Safety Risk Management Process, where all stakeholders are represented, meet the objective of this standard. •Regulation (EU) 376/2014 has also explicit requirements for the Member States and the Agency to publish an annual safety review, and the possibility to publish individual reports and risk analysis outcomes (cf. Art 13(11) and (12), and Art.14) (Article 72.7 of Regulation (EU) 1139/2018 also foresees the publication of an annual safety review by the Agency.) The intent of the standard is considered not fully met as the NoA and Regulation (EU) 376/2014 provisions</p>



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					consider mainly occurrence data, not other types of safety information.

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