



## Report on entire Annex

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
Chapter 1 Reference  Definition	<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>	CV-CAR 21, 21.A.115(1)	No Difference		



## Report on entire Annex

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>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><i>N1. 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><i>N2. An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.</i></p> <p><i>N3. The type of unmanned aircraft system to be investigated is addressed in 5.1 of Annex 13.</i></p> <p><i>N4. Guidance for the determination of aircraft damage can be found in Attachment F of Annex 13.</i></p>				
Chapter 1 Reference	<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.	CV-CAR 1, 1.F	No Difference		
Chapter 1 Reference	<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.	CV-CAR 21, 21.A.115(2)	No Difference		



## Report on entire Annex

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
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.	CV-CAR 21, 21.A.115(27)	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>	CV-CAR 1, 1.F	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>	CV-CAR 21, 21.A.115(14)	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>	CV-CAR 21, 21.A.115(21)	No Difference		



Report on entire Annex

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
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>	CV-CAR 21, 21.A.115(28)	No Difference		
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>	CV-CAR 21, 21.A.115(32)	No Difference		
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>	CV-CAR 21, 21.A.115(8)	No Difference		



## Report on entire Annex

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
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.	CV-CAR 21, 21.A.115(18)	No Difference		
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.	CV-CAR 21, 21.A.115(33)	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.	CV-CAR 21, 21.A.115(34)	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.	CV-CAR 21, 21.A.115(9)	No Difference		
Chapter 1 Reference  Definition	<b>Safety performance indicator.</b> A data-based parameter used for monitoring and assessing safety performance.	CV-CAR 21, 21.A.115(17)	No Difference		



Report on entire Annex

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
Chapter 1 Reference  Definition	<b>Safety performance target.</b> 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.	CV-CAR 21, 21.A.115(22)	No Difference		
Chapter 1 Reference  Definition	<b>Safety risk.</b> The predicted probability and severity of the consequences or outcomes of a hazard.	CV-CAR 21, 21.A.115(31)	No Difference		
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.	CV-CAR 21, 21.A.115(19)	No Difference		



## Report on entire Annex

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
Chapter 1 Reference  Definition	<i>State of Design.</i> The State having jurisdiction over the organization responsible for the type design.	CV-CAR 5, 5.A.115(15)	No Difference		
Chapter 1 Reference  Definition	<i>State of Manufacture.</i> The State having jurisdiction over the organization responsible for the final assembly of the aircraft.	CV-CAR 5, 5.A.115(16)	No Difference		
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.	CV-CAR 1,1.F	No Difference		
Chapter 1 Reference  Definition	<i>State safety programme (SSP).</i> An integrated set of regulations and activities aimed at improving safety.	CV-CAR 21, 21.A.115(29)	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.	CV-CAR 21, 21.A.115(35)	No Difference		



Report on entire Annex

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
Chapter 2  Reference <b>2.0</b>  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>	CV-CAR 21, 21.A.105	No Difference		



Report on entire Annex

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
Chapter 3 Reference 3.1  Standard	<p style="text-align: center;"><b>CHAPTER 3. STATE SAFETY MANAGEMENT RESPONSIBILITIES</b></p> <p><i>N1. 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>		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	
Chapter 3 Reference 3.2.1.1  Standard	<p style="text-align: center;"><b>3.2 State safety policy, objectives and resources</b></p> <p style="text-align: center;">3.2.1 Primary aviation legislation</p> <p>States shall establish primary aviation legislation in accordance with section 1 of Appendix 1.</p>	Legislative Decree n° 1/2001 as of august 20, changed by Legislative Decree n° 4/2009 as of september 7.	No Difference		



Report on entire Annex

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
Chapter 3 Reference 3.2.1.2  Recommendation	<b>Recommendation.</b> — 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.		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	
Chapter 3 Reference 3.2.2.1  Standard	<b>3.2.2</b> Specific operating regulations  States shall establish specific operating regulations in accordance with section 2 of Appendix 1.	Cabo Verde Civil Aviation Regulations (CV-CAR's)	No Difference		
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.	AAC policies and procedures (PO.GAJ.01, PO.GAJ.05, PO.GAJ.06)	No Difference		
Chapter 3 Reference 3.2.3.1  Standard	<b>3.2.3</b> State system and functions  States shall establish State system and functions in accordance with section 3 of Appendix 1.	Decree-law n°. 70/2014 approves the statutes of AAC and Decree-law n°. 62/2018 establishes the IPIAAM	No Difference		
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.		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	



Report on entire Annex

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
Chapter 3 Reference 3.2.3.3  <b>Recommendation</b>	<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.		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	
Chapter 3 Reference 3.2.3.4  <b>Recommendation</b>	<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.		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	
Chapter 3 Reference 3.2.4  <b>Standard</b>	Qualified technical personnel States shall establish requirements for the qualification of technical personnel in accordance with section 4 of Appendix 1.  <i>Note.— The term “technical personnel” refers to those persons performing safety-related functions for or on behalf of the State.</i>	AAC training policy; Inspector training System (ITS); PG.PSO.02	No Difference		
Chapter 3 Reference 3.2.5  <b>Standard</b>	Technical guidance, tools and provision of safety-critical information States shall establish technical guidance and tools and provide safety-critical information in accordance with section 5 of Appendix 1.	AAC Policies and Procedures, Airworthines Inspector Manual, Flight Operations Inspector Manual, Personnel Licensing Inspector Manual; ANS Inspector Manual, Aerodrome Inspector Manual; AAC Technical Circular's	No Difference		



Report on entire Annex

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
Chapter 3 Reference 3.3.1  Standard	<p align="center"><b>3.3 State safety risk management</b></p> <p>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>	CV-CAR's applicable to the particular activity, AAC policies and procedures, Inspector's Manuals	No Difference		



Report on entire Annex

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 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>CV-CAR21, 21.A.110;21.A.110(a) (1),(2),(3),(4),(5)</p>	<p>No Difference</p>		



Report on entire Annex

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
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).	CV-CAR21, 21.C.305(d)	Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	
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.	CV-CAR21, 21.A.110(a) (6)	No Difference		
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).	CV-CAR 21, 21.B.105(a)	No Difference		
Chapter 3 Reference 3.3.3  Standard	Accident and incident investigation 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.	Decree-law n°. 62/2018 establishes the IPIAAM, CV-CAR 13	No Difference		



Report on entire Annex

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
Chapter 3 Reference 3.3.4.1  Standard	3.3.4 Hazard identification and safety risk assessment  States shall establish and maintain a process to identify hazards from collected safety data. <i>N1.Further information regarding safety data collection, analysis and the sharing and exchange of safety information can be found in Chapter 5.</i> <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>		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	
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.		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	
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.		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	
Chapter 3 Reference 3.3.5.2  Recommendation	<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>		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	



Report on entire Annex

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
Chapter 3 Reference 3.4.1.1  Standard	<p><b>3.4 State safety assurance</b></p> <p>3.4.1 Surveillance obligations</p> <p>States shall meet the surveillance obligations in accordance with section 7 of Appendix 1.</p> <p><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></p>	National Surveillance Programme RequirementsANS Inspector Manual, Aerodrome Inspector Manual, Airworthines Inspector Manual, Flight Operations Inspector Manual and Personnel Licensing Inspector Manual	No Difference		
Chapter 3 Reference 3.4.1.2  Recommendation	<p><b>Recommendation.—</b> States should establish procedures to prioritize inspections, audits and surveys towards those areas of greater safety concern or need.</p> <p><i>Note.— 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>	National Surveillance Programme Requirements	No Difference		
Chapter 3 Reference 3.4.1.3  Standard	<p><b>Recommendation.—</b> States should periodically review the safety performance of an individual service provider.</p>		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	



## Report on entire Annex

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
Chapter 3 Reference 3.4.2.1  Standard	<p align="center"><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>		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	
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.</i>— <i>Safety assessment results may be used to support the prioritization of actions to manage safety risks.</i></p>	National Surveillance Programme Requirements	No Difference		
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>		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	



Report on entire Annex

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
Chapter 3 Reference 3.5.1  <b>Recommendation</b>	<p style="text-align: center;"><b>3.5 State safety promotion</b></p> <p style="text-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>	PG.PSO.03	Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	PG.PSO.03 establish procedures for communication of safety information
Chapter 3 Reference 3.5.2  <b>Recommendation</b>	<p style="text-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>N1.Refer to Chapter 5, 5.4 for further details regarding safety information sharing and exchange.</p> <p>N2.Promoting safety awareness could include identifying accessible safety training for the aviation community.</p>	PG.PSO.03	Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	PG.PSO.03 establish procedures for communication of safety information



Report on entire Annex

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
Chapter 4 Reference 4.1.1  Standard	<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>	CV-CAR21, 21.B.100; 21.B.105(a),(b)	No Difference		
Chapter 4 Reference 4.1.2  Standard	The State shall ensure that the service provider develops a plan to facilitate SMS implementation.	CV-CAR21, 21.B.120(a) (1)	No Difference		
Chapter 4 Reference 4.1.3  Standard	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.	CV-CAR21, 21.A.110(a) (1)	No Difference		



## Report on entire Annex

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
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>	CV-CAR21, 21.A.110(2); 21.B.105(a); 21.B.110; 21.B.115	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.	CV-CAR21, 21.A.110(3); 21.B.105(a); 21.B.110; 21.B.115	No Difference		
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	There is no organizations responsible for the type design of aircraft, engines or propellers in Cabo Verde or certified by Cabo Verde.	
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	There is no organizations responsible for the manufacture of aircraft, engines or propellers in Cabo Verde or certified by Cabo Verde.	



Report on entire Annex

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
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.	CV-CAR21, 21.A.110(4);21.B.105(a); 21.B.110; 21.B.115	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.	CV-CAR21, 21.A.110(5); 21.B.105(a); 21.B.110; 21.B.115	No Difference		



Report on entire Annex

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
Chapter 4 Reference 4.2  Standard	<p style="text-align: center;"><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>	CV-CAR21, 21.A.110(6); 21.B.105(a)(b);21.B.110; 21.B.115	No Difference		



Report on entire Annex

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
Chapter 5 Reference 5.1.1  Standard	<p style="text-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 style="text-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>	CV-CAR21, 21.C.315(f);	Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	



## Report on entire Annex

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><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.		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	
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.		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	
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>		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	



## Report on entire Annex

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
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>		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	
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>		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	
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>		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	



Report on entire Annex

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
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>		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	
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.		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	
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.— 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.</i></p>		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	
Chapter 5 Reference 5.3.5  Standard	<p>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.</p> <p><i>Note. — Guidance related to positive safety culture is contained in the Safety Management Manual (SMM) (Doc 9859.)</i></p>		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	



Report on entire Annex

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
Chapter 5 Reference 5.3.6  Recommendation	<b>Recommendation.</b> — States should facilitate and promote safety reporting by adjusting their applicable laws, regulations and policies, as necessary.	CV-CAR 21	Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	
Chapter 5 Reference 5.3.7  Recommendation	<b>Recommendation.</b> — 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>Note.</i> — These arrangements may be formalized through legislation, protocols, agreements or memoranda of understanding.		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	
Chapter 5 Reference 5.4.1  Standard	<b>5.4 Safety information sharing and exchange</b>  <i>Note.</i> — Sharing refers to giving, while exchange refers to giving and receiving in return.  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.		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	



## Report on entire Annex

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
Chapter 5 Reference 5.4.2  Standard	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.  <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>		Less protective or partially implemented or not implemented	SSP implementation in progress, according to GASP and ICAO Approved Corrective Action Plan.	

- END -