International Civil Aviation Organization

Runway and Ground Safety Working Group

Fifth Meeting (RGS WG/5)
(Cairo, Egypt, 25 – 27 November 2018)

Agenda Item 2:   **Global and Regional Development related to RGS**

OUTCOME OF THE AN-CONF/13 RELATED TO RGS

(Presented by the Secretariat)

SUMMARY
This paper presents a list of the AN-Conf/13 recommendations and proposes some follow up actions for the RASG-MID/RGS WG.   Action by the meeting is at paragraph 3.
REFERENCES   -   AN-Conf/13 Report

1.   INTRODUCTION

1.1   The Thirteenth Air Navigation Conference (AN-Conf/13) was held in Montréal, Canada, from 9 to 19 October 2018.

1.2   The Conference was attended by 1213 members and observers nominated by 116 Member States and 37 International Organizations, as well as by advisers and others.

2.   DISCUSSION

2.1   The list of Recommendations related to AGA/RGS is provided at **Appendix A**.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

a)   note the information provided; and

b)   identify the actions to be undertaken by the RGS WG as a follow-up action to the AN-Conf/13 Recommendations.

APPENDIX A

Recommendations	Task Description	Follow-up Actions
Recommendation 2.1/1 – Aerodrome capacity and efficiency enhancement	That States: a) review, as needed, all options to increase aerodrome capacity, including increasing the efficiency of existing aerodrome infrastructure, reviewing the need for investment in new infrastructure and mitigating restrictions in surrounding airspace; b) establish a plan for the certification of aerodromes under their jurisdiction, in accordance with their national regulations, incorporating the identification of gaps and implementation of solutions to overcome those gaps, including the assessment and development of mitigation measures in areas of non-compliance; That ICAO: c) progress the work on the development of provisions related to aerodrome design and operations in support of aerodrome capacity and efficiency enhancement; d) explore new areas for enhancing aerodrome capacity and efficiency, including total airport management (TAM), reduced separation standards, joint civil-military aerodromes and other new initiatives and technologies such as folding wing tip (FWT); e) continue to provide assistance to States in the area of aerodrome certification; and f) monitor developments such as New Experience Travel Technologies (NEXTT) and consider the formulation of provisions, where necessary, to support its implementation.	
Recommendation 2.1/2 – Total airport management (TAM) and airport throughput	That States: a) implement airport collaborative decision-making (A-CDM) and, when appropriate, extend A-CDM to incorporate total airport management (TAM); That ICAO: b) update provisions and guidance on A-CDM by extending it to TAM with greater integration with air traffic flow management (ATFM); c) update provisions on wake turbulence and time-based separation; and d) update provisions on reduced runway separation minima.	

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Recommendation 4.3/1 – Improving the performance of the air navigation system	That States: a) adopt and adapt as needed, the six-step performance management process for the planning and implementation of air navigation improvements and reflect this process in their national air navigation plans; b) align their national air navigation plans with regional plans to attain a globally harmonized performance management process and support the achievement of global performance objectives; c) support ICAO in promoting the No Country Left Behind (NCLB) initiative and reaffirm their commitment to the development of timely and accurate national air navigation plans aligned with regional and global plans; That ICAO: d) encourage the planning and implementation regional groups (PIRGs) to embrace a performance-based approach for implementation and adopt the six-step performance management process, as described in the *Manual on Global Performance of the Air Navigation System* (Doc 9883), by reflecting the process in Volume III of all regional air navigation plans; e) continue to expedite the work on performance indicators related to the *Global Air Navigation Plan* (Doc 9750, GANP), including review of the work by an appropriate group of performance experts and consider establishing such an expert group under the Global Air Navigation Plan (GANP) Study Group; and f) examine possible operational incentives in the development of new air traffic management (ATM) concepts.	
Recommendation 4.3/2 – Regional and national collaboration and implementation initiatives	That States: a) adhere to the implementation commitments agreed at the regional level, and reflected in the regional air navigation plans, in order to effectively deploy regional initiatives; b) cooperate among themselves and with the industry to strengthen State implementation provisions within the framework of the No Country Left Behind (NCLB) initiative; c) plan the modernization of their air navigation system together with all stakeholders, based on local needs and available resources, taking into account regional and global commitments;	

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	d) recognize the important contribution being provided by the Africa-Indian Ocean (AFI) Plan towards the implementation of an effective regional framework for the African Air Navigation Services Provider (ANSP) Peer Review Programme to enhance the safety and efficiency of air transport operations in Africa; e) support the implementation of ICAO initiatives to improve the efficiency and effectiveness of regional processes; f) encourage the participation of high level authorities in the decision-making process for planning and implementation; That ICAO: g) encourage States, regions and international organizations to support cross-border, interregional and intra-regional collaborative planning, activities and projects, supporting effective, efficient and expeditious harmonization; h) continue to provide support to the African air navigation services provider (ANSP) Peer Review Programme; i) urge States, in coordination with the industry, to support the implementation of regional priorities; j) support the implementation of an action plan for the development of aviation infrastructure in Africa under the Comprehensive Regional Implementation for Aviation Safety in Africa (AFI Plan); k) encourage States and organizations to continue sharing surveillance data to improve safety and efficiency in air traffic management; l) encourage regional collaboration and coordination as well as the use of incentives when planning the implementation of operational improvements to enable all stakeholders to achieve the benefits expected from the implementation; and m) encourage African States and industry to continue to work together within the African Flight Procedure Programme (AFPP).	

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Recommendation 6.1/1 — Draft 2020-2022 Edition of the Global Aviation Safety Plan (Doc 10004, GASP)	That States: a) agree in principle with the draft 2020-2022 edition of the *Global Aviation Safety Plan* (GASP, Doc 10004), with the inclusion of GASP goals and targets; and That ICAO: b) take into consideration input from the Conference, the questionnaire and the future work of the GASP Study Group for subsequent endorsement of the 2020-2022 edition of the GASP at the 40th Session of the ICAO Assembly.	
Recommendation 6.2/1 — Supporting Effective Safety Management Implementation	That States and international organizations: a) identify focal points for the submission of practical examples and tools to be reviewed, validated and posted on the ICAO safety management implementation (SMI) website as a means of sharing successful experiences with the aviation community; b) support the ICAO SMI website by providing practical examples of their respective safety management practices, methodologies and tools for the purpose of sharing with other Member States; That ICAO: c) commit to the ongoing development, promotion and maintenance of the safety management implementation (SMI) website in order to ensure active use of the tool and relevance of content to the aviation community; d) devise strategies to support the submission and validation of practical examples for the SMI website in the six ICAO working languages (English, Arabic, Chinese, French, Spanish, and Russian) and ensure the translation of the content posted on the website into the six ICAO working languages; e) develop initiatives tailored to each region with inputs from the regional aviation safety groups (RASGs) in support of the goals and targets of the Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP) with a focus on the effective implementation of State safety programmes (SSPs) and safety management systems (SMSs) at the State and service provider levels, respectively, including the development of the required safety management competencies and/or the delegation to States,	

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	regional safety oversight organizations (RSOOs) and regional accident and incident investigation organizations (RAIOs);	
	f) further support the development of appropriate harmonized safety performance indicators (SPIs) at the regional, State and service provider levels and explore the development of means to monitor the effectiveness of SSP and SMS on a more real-time basis;	
	g) in collaboration with States, RSOOs and industry explore more powerful methods of identifying hazards and managing risk, suitable for complex socio-technical systems such as aviation and adaptable, regardless of the type of risk;	
	h) in collaboration with States, RSOOs and industry explore the benefits of a unified framework for integrated risk management (safety, security, environment, etc…) taking into account the evolution of ISO management standards; and	
	i) update, for adoption by the 40th Session of the ICAO Assembly, Assembly Resolutions related to safety management to reflect Amendment 1 to Annex 19 — *Safety Management*, as well as Amendment 15 to Annex 13 — *Aircraft Accident and Incident Investigation*, with consideration given to an overarching safety management Assembly Resolution to complement Assembly Resolution A39-12, Appendices A and B, related to the Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP) in order to focus the attention of States on key aspects of achieving effective SSP implementation.	
Recommendation 6.2.3/1 — Developing safety intelligence	That States and international organizations: a) collaborate for the development of trust sharing networks and adhere to the protective provisions as provided in Amendment 1 to Annex 19 — Safety Management; and That ICAO: b) support States with right-to-know laws in addressing the provisions for the protection of safety data, safety information and related sources in Amendment 1 to Annex 19.	
Recommendation 7.1/1 — Data-driven decision-making	That States: a) implement data-driven decision-making processes, taking into account the ICAO safety and air navigation indicators, within their safety and air navigation activities and to build data analysis capacity;	

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	b) consider using ICAO's air navigation analysis solutions, especially during the initial development of their State safety programmes (SSPs), and joining the ICAO Safety Information Monitoring System (SIMS) project to better utilize their stored data; c) exchange safety and air navigation information with other Member States through data analysis tools such as SIMS in support of safety risk management; d) continue joint development of safety risk assessment models that support and enable baseline risk quantification, safety risk assessment and forecasting to support risk-based decision making, accident and incident modeling, barrier analysis, sensitivity, and "what if?" analyses to ensure that primary safety considerations are addressed within the integrated safety risk assessment models; e) together with industry stakeholders, support regional mechanisms and platforms for greater data sharing and alignment of safety priorities; That ICAO: f) further develop and promote iSTARS and SIMS and other analysis solutions, and conduct regular iSTARS User Group Meetings so as to continually adapt to the changing safety environment; g) encourage activities that facilitate global reporting of safety events and vulnerabilities to assure that the necessary safety data is available; h) review and develop guidance to further facilitate the sharing of safety data between operators and those responsible for the type design and manufacture of aircraft; i) raise awareness in States on the importance of initiating SSP and SMS implementation with simple processes that optimize resources to demonstrate benefits and develop momentum required to achieve the needed change in the organizational culture; j) take action to foster the creation of uniform processes in States that promote the sharing of safety data;	

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	k) encourage States to use the ICAO Safety Management Implementation website as an information sharing platform to facilitate the exchange of experience in regional data sharing among regional groups; and l) support regional mechanisms and platforms that enable States and industry stakeholders to share and align safety priorities in support of the RASGs.	
Recommendation 7.2/2 — ICAO Runway Safety Programme — Global Runway Safety Action Plan	That States: a) recognise that runway safety-related accident categories, particularly runway excursions and incursions, continue to be a global safety priority for aviation stakeholders as determined by a risk-based analysis; b) urge runway safety stakeholders, including aircraft operators, air navigation service providers, aerodrome operators, aerospace industry, and regional aviation safety groups, to implement the actions in the GRSAP to reduce the global rate of runway excursions and runway incursions; c) continue to establish requirements and activities aimed at improving runway safety through State runway safety programmes; d) encourage aerodrome operators to establish effective runway safety teams and encourage all runway safety stakeholders to actively participate in established runway safety teams; and That ICAO: e) continue to lead and coordinate the runway safety programme with its partner organizations to work together to mitigate runway safety-related risks.	
Recommendation 7.3/1 – ICAO implementation strategies	That ICAO: a) strengthen the linkage between the Global Air Navigation Plan (GANP), the Global Aviation Safety Plan (GASP) and the Global Aviation Security Plan (GASeP) to achieve an integrated implementation approach; b) take into account implementation support needs when developing provisions;	

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	c) further improve the planning and implementation regional group (PIRG) and regional aviation safety group (RASG) mechanisms to enhance the coordination and alignment of implementation between regions; d) consider the development of a global collaboration mechanism to facilitate interregional alignment, harmonization, and sharing of best practices and lessons learned; e) support the development of a flexible, progressive and risk-based strategy to improve global implementation of Standards and Recommended Practices (SARPs); f) request an appropriate group of experts to further review and explore a process that would facilitate short-term (successive) aircraft interchange operations; and g) further develop risk management capabilities and facilitate implementation of multilateral arrangements for the sharing of risk information and (regional) contingency planning related with civil aircraft operations over or near conflict zones.	
Recommendation 7.3/3 — State national planning framework	That States: a) reaffirm support for the fundamental roles and responsibilities of Contracting States, Council and the Air Navigation Commission, as provided in the *Convention on International Civil Aviation* (Doc 7300), for the development of quality and timely Standards and Recommended Practices (SARPs); b) enhance their involvement in all stages of the provision development process and encourage RSOOs and other aviation stakeholders to do the same; c) support the ICAO Next Generation of Aviation Professionals (NGAP) Programme in light of the international need to address the existing aviation personnel shortages and to ensure a competent workforce capable of meeting the needs and challenges of the global aviation community into the future; and d) share best practices on applied strategies to promote more productive recruitment, training and education, development and retention programmes.	
Recommendation 8.1/1: Measures to	That ICAO:	

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proactively address emerging issues	a) raise awareness and inform States of existing guidance on identifying and addressing emerging safety issues, including mitigation actions and balancing the integrated management of distinct risks (existing/emerging); b) urge the regional aviation safety groups (RASGs) or other regional organizations, including regional safety oversight organizations (RSOOs), to institute a process for addressing emerging safety issues based on a data-driven analysis; c) urge States, regional entities and industry to participate actively in regional and sub-regional studies on emerging safety issues conducted by the RASGs; d) urge States, regional entities and industry to share information on emerging safety issues with other States and ICAO through the dedicated website; e) systematically collect information from States and regional organizations, for the purpose of assessing and monitoring their global safety impact, on the following: new concepts of operations and new technologies; new risk management concepts and methods coping with the dynamics and complexity of the aviation system; as well as the initial implementation of such new concepts, methods and technologies; f) establish a holistic, performance-based process for the development of ICAO provisions in response to these emerging issues and risks to assess if the established provisions achieve the objectives for which they were designed; g) provide guidance for the implementation of risk and performance-based assessment and oversight at both State and regional levels; h) provide a global, inclusive civil-military cooperation mechanism to move from a reactive situation to a proactive one by applying predictive, holistic risk management to emerging issues; and i) based on data from regional aviation safety groups, develop a study on the subject of objects falling from aeroplanes and guidance material on preventive measures.	

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