



International Civil Aviation Organization

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## WORKING PAPER

### ASSEMBLY — 37TH SESSION

#### TECHNICAL COMMISSION

#### Agenda Item 25: Follow-up of the High-level Safety Conference (2010)

#### REPORT ON THE HIGH-LEVEL SAFETY CONFERENCE (2010)

(Presented by the Council of ICAO)

#### EXECUTIVE SUMMARY

This paper presents the proposals arising from the High-level Safety Conference held in March 2010 (HLSC 2010). It also outlines the intended actions to be taken by ICAO regarding the outcomes of the Conference.

**Action:** The Assembly is invited to endorse the Declaration, Conclusions and Recommendations of HLSC 2010 and the action thereon taken by the Council and the Air Navigation Commission.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective A - Safety.
<i>Financial implications:</i>	The activities referred to in this paper will be undertaken according to priority with the resources available in the approved budget 2011 to 2013 complemented by voluntary contributions to the SAFE Fund.
<i>References:</i>	Doc 9935, <i>Report of the High-level Safety Conference 2010</i> <a href="http://www2.icao.int/en/HLSC/default.aspx">http://www2.icao.int/en/HLSC/default.aspx</a>

## 1. INTRODUCTION

1.1 The High-level Safety Conference (HLSC 2010) was held at ICAO Headquarters from 29 March to 1 April 2010. The HLSC was attended by 551 participants from 117 Contracting States and observers representing 32 international organizations. The results of the Conference are presented in the *Report of the High-level Safety Conference 2010* (Doc 9935).

## 2. REVIEW OF THE RECOMMENDATIONS OF HLSC 2010 BY THE COUNCIL AND ANC

2.1 The Council reviewed the HLSC 2010 Report and agreed on the course of action to be followed to implement the Conference Declaration and Recommendations. The action taken is recorded in the supplement to Doc 9935, available on the HLSC Conference Website (<http://www2.icao.int/en/HLSC/default.aspx>).

2.2 The HLSC 2010 discussions resulted in a number of important Recommendations intended to enhance implementation of a proactive approach to the management of aviation safety risks. Among the HLSC Recommendations is the utilization of data driven decision making processes as key components of future safety risk mitigation strategies. To enable the use of such strategies, the Conference recommended development of processes that will facilitate effective sharing of safety information as well as policies intended to assure adequate protection to providers of sensitive information included in future safety analyses. The Conference also supported the continued evolution of both the State Safety Programme (SSP) and ICAO's safety oversight audit process, which includes implementation of the Continuous Monitoring Approach (CMA). Additionally, the Conference provided unanimous support for development of a new Annex to the Convention dedicated to safety management responsibilities and processes. The HLSC 2010 also generated Recommendations regarding the harmonization of certification requirements as well as activities undertaken by Regional Safety Oversight Organizations (RSOOs). Finally, the Conference provided Recommendations emanating from issues related to recent accidents, including the provision of search and rescue operations, improved communication and surveillance services for operations over remote or oceanic areas as well as measures meant to ensure availability of all data necessary to support accident investigations.

## 3. FINANCIAL IMPLICATIONS

3.1 The actions required to implement the HLSC Recommendations have a financial impact estimated at CDN\$ 3.6 million during the 2011-2013 triennium. Funding of these activities have been partially incorporated in the proposed budget for 2011-2013. Supplementary funding will come from a combination of potential savings related to productivity or efficiency gains within the Secretariat and voluntary contributions to the SAFE Fund. The details are presented in the appendix.

## 4. CONCLUSION

4.1 The HLSC 2010 made a number of important safety recommendations to ICAO and provided the Council with clear guidance on safety priorities.

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**APPENDIX**

**COST ESTIMATES FOR THE IMPLEMENTATION OF THE RECOMMENDATIONS OF THE HIGH-LEVEL SAFETY CONFERENCE 2010 DURING THE 2011-2013 TRIENNium**

**Part I – Summary**

(All figures are in Canadian dollars)

	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>TOTAL</b>
<b>COST</b>	1.361 million	1.152 million	1.098 million	3.610 million

**Part II - Activities integrated in the proposed budget for 2011-2013**

<b>Rec.</b>	<b>Topic</b>	<b>Additional resources allocated</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>Total</b>
2/3.b.2	ICAO Support to States to correct Safety Oversight deficiencies	One additional P-4 position in ISD	183 000	187 800	198 800	569 600
2/5.b	SARPs and PANS development: impact assessment	Unit necessary to support the development of impact assessment for new SARPs and PANS is operational <sup>(1)</sup>	261 800	268 580	281 500	811 380
3/2.b	SAR improvement	Re-establishment of the SAR position	183 000	187 800	198 800	569 600
3/3.c	The Next Generation of Aviation Professionals and harmonized training proposals	Establishment of a P-4 position to support the NGAP activities	183 000	187 800	198 800	569 600
<b>TOTAL</b>			<b>810 800</b>	<b>831 980</b>	<b>877 900</b>	<b>2 520 180</b>

<sup>(1)</sup> The decision on the establishment of the unit will be made following a feasibility study to be conducted in 2010.

**Part III - Activities for which funding will be based on savings related to productivity or efficiency gains and voluntary contributions to the SAFE Fund**

<b>Rec.</b>	<b>Topic</b>	<b>Outcome</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>Total</b>
1/1 b.1	Incorporation of business aviation safety information into ICAO safety framework	Safety information related to business aviation are routinely incorporated in the ICAO safety framework	10 000	10 000	10 000	30 000
1/2.c	Development of new agreements and amendment of existing agreements for the sharing of confidential safety information with international entities and organizations	Agreement with 80 per cent of the States and international organizations holding such information by the end of 2013	10 000	10 000	10 000	30 000
2/1.b, 2/2.a and 2/3.a.2	Metrics and metrics development methodology and harmonization for SMS/SSP	Guidance on methodology on development of Safety Performance Indicators and harmonized safety metrics and associated data requirements is available in 2012	60 000	60 000	-	120 000

2/1.c	Support of SSP/SMS implementation	Seminar programme and production of guidance on best practice	90 000	90 000	90 000	270 000
2/2.b	Evaluation of the safety measurement matrix proposed in WP/37 as an appropriate framework to be used to define safety performance indicators	P consultancy: 1 month/year 2010-2013	10 000	10 000	10 000	30 000
2/3.a.3	iSTAR further development and implementation	P consultancy: 6 month/year + infrastructure cost (20 000/year)	80 000	80 000	80 000	240 000
2/3.b.3	Development of a framework for the use of safety information to include clearly identified expected actions for both ICAO and Member States	Framework is approved in 2012 and incorporated in GASP	20 000	-	-	20 000
2/4	Multidisciplinary task force on safety information protection	<ul style="list-style-type: none"> <li>Initial review of the resulting SARPs by the ANC in 2012</li> <li>Supporting guidance material ready by the time the SARPs are adopted by Council</li> </ul>	60 000	-	-	60 000
2/5.a	New Annex on the Management of Safety by States	Initial review of the new Annex on the Management of Safety by States by the ANC in 2011	40 000	-	-	40 000
3/1	Rule harmonization for issuance of AOC, personnel licences and other approval to facilitate recognition	Agreement among stakeholders on the management of the recognition process	40 000	40 000	-	80 000
3/2.c	Review of existing requirements on flight deck activities, checklist and standard operating procedure design with emphasis on critical phases of flight operations in order to assess, applying safety management principles, further actions to be taken	Result of the review is presented to the ANC in 2011	20 000	-	-	20 000
3/3.d.2	Runway safety	Global conference in 2011 and two regional seminars per year in 2011, 2012 and 2013	50 000	20 000	20 000	90 000
3/3.h	Development of funding models to ensure the sustainable provision of infrastructure and services based on the level of activity for adequate air transport activity	P consultancy: 2 months in 2010 and 6 months in 2011	60 000	-	-	60 000
<b>TOTAL</b>			<b>550 000</b>	<b>320 000</b>	<b>220 000</b>	<b>1 090 000</b>