



A38-WP/410
P/29
1/10/13

ASSEMBLY — 38TH SESSION

REPORT OF THE TECHNICAL COMMISSION ON THE GENERAL SECTION OF ITS REPORT AND ON AGENDA ITEMS 26, 27, 28 AND 29

(Presented by the Chairman of the Technical Commission)

The attached report on the General Section and Agenda Items 26, 27, 28 and 29 has been approved by the Technical Commission. Resolutions 27/1 and 27/2 are recommended for adoption by the Plenary.

Note.— After removal of this covering sheet, this paper should be inserted in the appropriate place in the report folder.

(16 pages)

**REPORT OF THE TECHNICAL COMMISSION
TO THE ASSEMBLY**

General

1. The Technical Commission held seven meetings between 26 September and 1 October 2013.
2. Mr. Azharuddin A. Rahman (Malaysia) was elected Chairman at the Second Plenary Meeting of the Assembly. The Commission, at its first meeting, elected as First Vice-Chairman Mr. Piotr Olowski (Poland) on a nomination by Turkey and seconded by Bahamas. Also based on a nomination by Turkey, seconded by Bahamas, the Commission elected as Second Vice-Chairman, Gral. Div. Ae. Luis Coimbra Busch (Bolivia).
3. Representatives from some 170 Contracting States and 45 Observer Delegations attended one or more meetings of the Commission.
4. The Secretary of the Commission was Ms. N. Graham, Director of the Air Navigation Bureau. Messrs. M. Elamiri, Deputy Director, Safety Management and Monitoring, and V. Galotti, Deputy Director, Safety Standardization and Infrastructure, served as Deputy Secretaries. The Commission was assisted by Mrs. D. Cooper and also by:

Mr. Y. Wang, Chief Aerodromes Section (AGA)
Mr. M. Costa, Chief, Accident Investigation Section (AIG)
Mr. M. Hoummady, Chief Aviation Safety Training Section (AST)
Mr. C. Dalton, Chief, Air Traffic Management Section (ATM)
Mr. H. Gourджи, Chief, Continuous Monitoring and Oversight Section (CMO)
Ms. K. Rooney, Chief, Dangerous Goods Section (DGS)
Mr. R. Macfarlane, Chief, Integrated Infrastructure Management Section (IIM)
Mr. M. Fox, Chief, Flight Operations Section (OPS)
Mr. M. Vreedenburgh, Chief, Implementation Support and Development – Safety Section (ISD/SAF)
Mr. J. Illson, Chief, Integrated Safety Management Section (ISM)
Mr. A. Evans, Chief, Aviation Medicine Section (MED)
Mr. G. Brock, Chief, Meteorology Section (MET)
Mr. Y. Fattah, Chief, State Aviation Safety Tools Unit (SAST)

and other members of the Secretariat.

Agenda and working arrangements

5. The Assembly had agreed to the suspension of minutes for the Technical Commission of the 38th Session of the Assembly.
6. The following agenda items were considered by the Commission:

Agenda Item 26: Annual Reports of the Council to the Assembly for 2010, 2011 and 2012
Agenda Item 27: Aviation Safety – Policy

- Agenda Item 28: Aviation Safety – Standardization
- Agenda Item 29: Aviation Safety – Monitoring and Analysis
- Agenda Item 30: Aviation Safety – Implementation Support
- Agenda Item 31: Aviation Safety – Emerging Issues
- Agenda Item 32: Air Navigation – Policy
- Agenda Item 33: Air Navigation – Standardization
- Agenda Item 34: Air Navigation – Monitoring and Analysis
- Agenda Item 35: Air Navigation – Implementation Support
- Agenda Item 36: Air Navigation – Emerging Issues
- Agenda Item 37: Progress on Implementation of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan)
- Agenda Item 38: Other issues to be considered by the Technical Commission

7. The documents and working papers associated with the work of the Commission are listed by agenda item in the appendix to this report.

8. The action taken by the Commission in respect of each item is reported on separately in the paragraphs which follow. The material is arranged according to the numerical sequence of the agenda items considered by the Commission.

Agenda Item 26: Annual Reports of the Council to the Assembly for 2010, 2011 and 2012

26.1 The Technical Commission reviewed those parts of the Annual Reports of the Council to the Assembly for 2010, 2011 and 2012 and the supplementary report covering the first six months of 2013 (Docs 9952, 9975 and 10001 and Supplement) falling within its field of competence.

26.2 The Commission noted, without comment, the work accomplished in the air navigation field during the past three years, as indicated under the Safety and Environmental Protection and Sustainable Development of Air Transport Strategic Objectives and expressed its gratitude.

Agenda Item 27: Aviation Safety — Policy

27.1 The Commission reviewed A38-WP/92, presented by the Council, containing a comprehensive strategy for aviation safety. The paper presented the first edition of the revised Global Aviation Safety Plan (GASP) for endorsement by the Assembly. The updated GASP maintains continuity with the version accepted by the Council in 2007, and is restructured to incorporate near-, mid- and long-term objectives supported by four high-level safety performance enablers.

27.2 The Commission reviewed A38-WP/249, presented by the Dominican Republic, citing the need for globally harmonized strategic planning processes, including the prioritization of both efficiency and safety goals. The paper called for endorsement of the GASP and the Global Air Navigation Plan (GANP), as well as establishment of a regional prioritization framework for the GANP block upgrades.

27.3 The Commission reviewed A38-WP/213, presented by the Members of the African Civil Aviation Commission, providing a report of outcomes from the July 2012 Ministerial Conference on Aviation Safety. The paper indicated that African States support endorsement of the GASP by the Assembly and called for all States to achieve the near-term targets by 2017. The paper also urged ICAO to develop roadmaps in relation to GASP implementation and urged African States to implement the targets aligned with the GASP.

27.4 All delegates who took the floor supported the endorsement of the GASP. The role of the Regional Aviation Safety Groups (RASGs) and regional safety oversight organizations (RSOOs) in facilitating the implementation of the GASP at the regional level was highlighted, as well the need to now develop regional roadmaps.

27.5 Recognizing the need to harmonize implementation and strategic planning, support was expressed for A38-WP/249 which called for the endorsement of the GASP and GANP, as well as the regional prioritization framework for the GANP block upgrades. Furthermore, many delegates took the floor in support of A38-WP/213, which stressed the need for continued collaboration with ICAO and aviation stakeholders in Africa.

27.6 The Commission, having reviewed A38-WP/92, A38-WP/249 and A38-WP/213, agreed to recommend that the Assembly endorse the first edition of the revised Global Aviation Safety Plan (GASP, Doc 10004), its objectives and supporting safety initiatives. The Commission agreed to recommend amendments to existing Resolutions A37-4 and A37-12 to reflect the coordinated global strategic direction in the safety and air navigation fields.

27.7 The Commission reviewed A38-WP/98, presented by the United States, citing the benefits of government and industry collaboration including the work of RASGs to address safety risks at the regional level. The paper indicated the need to improve the reporting of safety issues as well as the importance of developing appropriate protections to the sources of such information as a means to promote the effective and efficient exchange of safety information. The paper supported the principles of the first edition of the revised GASP and encouraged the collaborative development of amendments in the future.

27.8 The Commission reviewed A38-WP/84, presented by Lithuania on behalf of the European Union and its Member States, other Member States of the European Civil Aviation Conference,

and EUROCONTROL. This paper provided a regional perspective to safety management, inviting the Assembly to ensure that the benefits afforded through regional cooperation and Regional Safety Oversight Organizations (RSOOs) are adequately reflected in ICAO's activities, in particular in the Continuous Monitoring Approach (CMA) and Annex 19 on safety management.

27.9 The Commission reviewed A38-WP/191, presented by the Civil Air Navigation Services Organisation (CANSO), regarding the GASP and its evolution. In addition to the importance of the GASP's safety performance enablers, the paper underscored the value of initiatives by industry stakeholders. The paper proposed that a mechanism for stakeholder coordination and a compilation of safety initiatives be established to allow for the development of planning and decision-making tools as well as roadmaps to assist RASGs, States, and industry in aligning their priorities and the allocation of their resources within the framework of the GASP.

27.10 There was broad support expressed for A38-WP/84, A38-WP/98 and A38-WP/191, which call for enhanced regional cooperation and the development of guidance material to facilitate the implementation of the GASP. One delegate expressed concerns over the frequency of amendments to the GASP and proposed that the global plans be revised once per triennium. States then expressed the need for ICAO to define a process to amend the GASP in the future, allowing for an appropriate level of participation by States and international organizations.

27.11 The Commission, having reviewed A38-WP/84, agreed to propose amendments to existing Resolution A37-8 (refer to the report on Agenda Item 30 for the amended text of Resolution A37-8). The Commission further agreed to reiterate and reinforce the benefits of regional cooperation and RSOOs as they pertain to the implementation of the ICAO CMA and Annex 19 provisions.

27.12 The Commission, having reviewed A38-WP/191, and based on the discussion, agreed to support the development and use of industry best practices and establish a mechanism for stakeholder involvement as well as future amendments to the GASP. The proposal for the development of planning and decision-making tools to assist RASGs, States, and industry in aligning their priorities and the allocation of their resources within the framework of the GASP as well as the compilation of an inventory of safety initiatives and lessons learned are to be referred to the Council for consideration, subject to budgetary limitations.

27.13 The Commission, having reviewed A38-WP/92, A38-WP/84, A38-WP/98 and A38-WP/191, agreed that the focus of the High-level Safety Conference, announced by ICAO and planned for January 2015, would, inter alia, include the determination of recommendations for amendments to the GASP, to be developed through a consultative process with States and international organizations.

27.14 The Commission reviewed A38-WP/173, presented by Australia regarding ICAO's current and future work on the appropriate use and protection of safety information. The paper reported on the work of the multidisciplinary Safety Information Protection Task Force (SIP TF), which was established to provide recommendations for new or enhanced ICAO provisions related to the protection of safety information. The paper noted the importance of ensuring that the work undertaken by the SIP TF be considered by appropriate ICAO bodies in the development of new or amended provisions and guidance materials. The paper further recommended amendments to Resolutions A37-2 and A37-3 to reflect the work successfully delivered by the SIP TF.

27.15 The Commission reviewed A38-WP/223, presented by Brazil, providing the Brazilian approach to safety information protection. The paper suggested two strategic actions already implemented in Brazil for consideration by other States, including amendments to aeronautical legislation and educational programmes for judges and public prosecutors regarding the judiciary's role in the context of aviation safety. The paper requested that the Assembly endorse a proposal for ICAO to develop additional guidance material related to the protection of safety information to support such educational initiatives.

27.16 The Commission reviewed A38-WP/280, Revision No. 1, presented by the Republic of Korea, regarding the implementation of safeguards for informants under a voluntary reporting system. The paper suggests that ICAO develop recommendations for States to include non-punitive principles in their legislation rather than as administrative guidelines. The paper further requests the development of guidelines on the formation and facilitation of just culture, in addition to a standardized list of issues that would be subject to mandatory or voluntary incident reporting.

27.17 The Commission reviewed A38-WP/102, presented by the United States and Brazil, regarding the protection of safety information sources. The paper discussed the need to ensure protections for safety data sources and encouraged the development of guidance towards implementing legal protections to enable successful safety management principles.

27.18 The Commission reviewed A38-WP/296, presented by the International Transport Workers Federation (ITF), regarding the implementation of a just culture in reporting systems. The paper requests that the Assembly recognize the valuable contribution a just culture will make to aviation safety and asks ICAO to monitor and review the implementation of just culture and non-punitive reporting systems. The paper further requests that ICAO identify any barriers to the implementation of non-punitive reporting systems and provide guidance to States that have not yet introduced such systems.

27.19 The Commission, having reviewed A38-WP/102, A38-WP/173, A38-WP/223, A38-WP/280 Revision No. 1, and A38-WP/296 agreed to propose amendments to Resolutions A37-2 and A37-3 to reflect the SIP TF's delivery of its findings and recommendations, which should inform further work undertaken by the appropriate ICAO bodies on this matter, notably the further development of Annex 19. The Assembly further recognized the value of additional guidance material, which could be used to inform aviation safety experts as well as judicial authorities on the need to ensure that there is a balance between the protection and use of safety information.

27.20 In relation to the initiatives associated with the protection of the sources of information from voluntary incident reporting systems and the promotion of safety culture, the Commission agreed to refer these to the Council for its consideration and further development of SARPs and supporting documentation.

27.21 Information paper A38-WP/80 was provided by the Secretariat.

27.22 In light of the discussion, the Commission agreed to submit, for adoption by the Plenary the following resolutions:

Resolution 27/1: Protection of certain accident and incident records

Whereas the primary objective of the Organization continues to be that of ensuring the safety of international civil aviation worldwide;

Whereas it is essential that cognizance be taken that it is not the purpose of the investigation of accidents and incidents to apportion blame or liability;

Recognizing that it is essential that all relevant information be made available to the accident investigators to facilitate the establishment of the causes and/or contributing factors of accidents and incidents in order to enable preventative action to be taken;

Recognizing that the prevention of accidents is essential to safeguard the continued confidence in air transport;

Recognizing that public attention will continue to focus on States' investigative actions, including calls for access to accident and incident records;

Recognizing that the protection of certain accident and incident records from inappropriate use is essential to ensure the continued availability of all relevant information to accident investigators in future investigations;

Recognizing that the use of information, derived from accident investigations, for disciplinary, civil, administrative and criminal proceedings is generally not a means to maintain or improve aviation safety;

Recognizing that the measures taken so far to ensure the protection of certain accident and incident records may not be sufficient, and *noting* the issuance by ICAO of legal and other guidance to assist States in this regard;

Recognizing that the legal guidance in Attachment E to Annex 13, and in Attachment B to Annex 19, will continue to assist many States in the development and implementation of means to protect certain accident and incident records from inappropriate use;

Considering that a balance needs to be struck between the need for the protection of safety information and the need for the proper administration of justice, and that protection should be to a level commensurate with the nature of the information each source generates, as well as with the purpose of disclosure of such information;

Mindful that the accident investigation authorities and the civil aviation authorities acknowledged the need for further study by ICAO on the protection of safety information; and

Recognizing the Safety Information Protection Task Force established pursuant to recommendations of the High-level Safety Conference 2010 and in response to Resolution A37-2, has promulgated for consideration a number of findings and recommendations with respect to the appropriate use and protection of safety information:

The Assembly:

1. *Urges* Contracting States to continue to examine and if necessary adjust their laws, regulations and policies to protect certain accident and incident records in compliance with paragraph 5.12 of Annex 13, in order to mitigate impediments to accident and incident investigations, in consideration of the legal guidance for the protection of information from safety data collection and processing systems issued by ICAO;

2. *Instructs* the Council, taking into account the findings and recommendations of the Safety Information Protection Task Force and further work informed by those findings and recommendations, to take such steps as may be necessary to ensure meaningful progress toward the development of new and/or amended provisions in Annex 13, Annex 19 and related guidance material before the next ordinary session of the Assembly; and
3. *Declares* that this resolution supersedes Resolution A37-2.

Resolution 27/2: Protecting information from safety data collection and processing systems in order to maintain and improve aviation safety

Whereas the primary objective of the Organization continues to be that of ensuring the safety of international civil aviation worldwide;

Recognizing the importance of the free communication of safety information amongst the stakeholders of the aviation system;

Recognizing that the protection of safety information from inappropriate use is essential to ensure the continued availability of all relevant safety information, to enable proper and timely preventive actions to be taken;

Concerned by a trend for safety information to be used for disciplinary and punitive enforcement actions and to be admitted as evidence in judicial proceedings;

Noting the importance of a balanced environment in which disciplinary action is not taken as consequence of actions by operational personnel that are commensurate with their experience and training, but where gross negligence or willful violations are not tolerated;

Mindful that the use of safety information for other than safety-related purposes may inhibit the provision of such information, with an adverse effect on aviation safety;

Considering that a balance needs to be struck between the need for the protection of safety information and the need for the proper administration of justice, and that protection should be to a level commensurate with the nature of the information each source generates, as well as with the purpose of disclosure of such information;

Recognizing that technological advances have made possible new safety data collection, processing and exchange systems, resulting in multiple sources of safety information that are essential in order to maintain and improve aviation safety;

Noting that existing international laws, as well as national laws, and regulations, policies and practices in many States, may not adequately address the manner in which safety information is protected from inappropriate use;

Noting the issuance and continuing development by ICAO of legal guidance aimed at assisting States to enact national laws and regulations, and to introduce supportive policies and practices, to protect information gathered from safety data collection and processing systems, while allowing for the proper administration of justice;

Recognizing that the legal guidance in Attachment E to Annex 13, and in Attachment B to Annex 19, will continue to assist many States in the development and implementation of means to protect information gathered from safety data collection and processing systems;

Mindful that the civil aviation authorities acknowledged the need for continuing study by ICAO on the protection of safety information; and

Recognizing the Safety Information Protection Task Force, established pursuant to recommendations of the High-level Safety Conference 2010 and in response to Resolution A37-3, has promulgated for consideration a number of findings and recommendations with respect to the appropriate use and protection of safety information:

The Assembly:

1. *Urges* all Contracting States to continue to examine their existing legislation and adjust as necessary, or enact laws and regulations and introduce supportive policies and practices, to protect information gathered from all relevant safety data collection and processing systems based, to the extent possible, on the legal and other guidance developed by ICAO;
 2. *Urges* the Council to cooperate with Contracting States and appropriate international organizations regarding the development and implementation of guidance, taking into account the findings and recommendations of the Safety Information Protection Task Force and further work informed by those findings and recommendations, to support the establishment of effective safety-reporting systems, and the achievement of a balanced environment where valuable information derived from all relevant safety data collection and processing systems is readily accessible for the purposes of maintaining and improving aviation safety, while respecting principles of administration of justice and freedom of information;
 3. *Instructs* the Council to take appropriate steps to ensure that provisions in ICAO Standards and Recommended Practices in Annex 19 and guidance materials on the protection of information gathered from safety data collection and processing systems (SDCPS) are enhanced, taking into account the findings and recommendations of the Safety Information Protection Task Force and further work informed by those findings and recommendations, with a view to ensuring and sustaining the availability of safety information required for the management, maintenance and improvement of safety, taking into account the necessary interaction between safety and judicial authorities in the context of open reporting culture; and
 4. *Declares* that this resolution supersedes Resolution A37-3.
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Agenda Item 28: Aviation Safety — Standardization

28.1 Under this agenda item, the Commission reviewed A38-WP/82, presented by the Council, providing an update on the adoption and roll-out of the new ICAO Annex on Safety Management. The paper highlights the importance of safety management at the State level and supports the future evolution of safety management provisions. States are encouraged to actively participate in the regional aviation safety groups (RASGs), which will identify activities in support of the Annex 19 roll-out plan and will report on the implementation of safety management provisions at the regional level.

28.2 The Commission reviewed A38-WP/200, presented by China, highlighting their experience in implementing safety management systems (SMS) for air operators and air traffic control units and the initiation of SMS for aerodromes using SMS auditing procedures and tools. The paper recommended that globally harmonized SMS performance auditing criteria be established to guide States in monitoring the effectiveness of SMS implementation and that States continue to monitor the actual performance of SMS to ensure that the expected results are achieved.

28.3 The Commission reviewed A38-WP/329, presented by the Russian Federation, which invited the Assembly to recommend that the Council expedite the development and adoption of a unified method of processing safety recommendations and measures. Furthermore, the paper proposed the elevation of Recommended Practices 6.11 and 6.12 in ICAO Annex 13 — *Aircraft Accident and Incident Investigation* to the status of Standards, taking into account the provisions of Annex 19 related to State safety assurance.

28.4 The Commission reviewed A38-WP/96, presented by the United States, proposing the integration of the eight critical elements of a State safety oversight system and the eleven elements of the State Safety Programme (SSP), and the reflection of this integration in the Universal Safety Oversight Audit Programme (USOAP) continuous monitoring approach (CMA) activities. In addition, the paper supported the development of criteria to facilitate the acceptance of SMS across States.

28.5 The Commission reviewed A38-WP/199, presented by Venezuela (Bolivarian Republic of), proposing the development of guidance material and seminars/workshops to address the implementation of SMS for small service providers. A second paper presented by Venezuela (Bolivarian Republic of), A38-WP/255, identified the need for additional workshops to address the development of harmonized safety indicators and common targets for agreement by States and regions as well as design indicators for universally acceptable levels of safety for the purposes of SSP. Because of the budgetary implications, these proposals will be referred to Council.

28.6 The Commission reviewed A38-WP/77, presented by Lithuania on behalf of the European Union (EU) and its Member States, other Members of the European Civil Aviation Conference, and by EUROCONTROL, as introduced by the United Kingdom. This paper supported a phased approach to implementation of safety management and the sharing of experiences and best practice at the regional level, as a means to ensure that the benefits of Annex 19 are available to States having safety oversight systems with varying levels of maturity.

28.7 The Commission reviewed A38-WP/206, presented by the Civil Air Navigation Services Organisation (CANSO), emphasizing the importance of safety culture and the need to integrate these principles in successive stages of development for Standards and Recommended Practices (SARPs) and guidance material, as well as for the implementation of SMS.

28.8 The Commission commended the work of the Safety Management Panel and broad support was expressed for Annex 19 and the phased approach to implementation provided in the Global Aviation Safety Plan (GASP) which prioritizes the implementation of fundamental safety oversight systems within each State as a prerequisite to the implementation of SSP (ref. Agenda Item 27).

28.9 Delegates emphasized the development of seminars and workshops along with additional tools and guidance material to support the implementation of safety management, as a matter of urgency and priority. The role of the RASGs and regional safety oversight organizations (RSOOs) in identifying the needs of each region, facilitating the sharing of experiences and reporting progress at the regional level was noted.

28.10 The Commission agreed on the integration of the eight critical elements of a State safety oversight system and the eleven elements of the SSP to create one framework. Several States expressed the need to ensure that the eight critical elements are retained and that the merged framework be fully aligned with the GASP. This will therefore be referred to the Council for further consideration.

28.11 The Technical Commission noted the adoption of Annex 19 and the work already underway to further develop safety management provisions, including consideration of the relationship between the critical elements of a State safety oversight system and the State safety programme. The Commission also noted the related Annex 19 implementation strategy and encouraged States to actively participate in the RASGs and RSOOs, where unnecessary duplication of efforts should be avoided.

28.12 While ICAO safety management training materials are currently undergoing revision, requests for the development of workshops and seminars will be referred to the Council for consideration, subject to budgetary considerations.

28.13 The Commission, having reviewed A38-WP/329, presented by the Russian Federation, noted the support expressed. This paper referred to Recommendations 1.6/5 and 1.6/6 (stemming from AIG/08) which have been progressed accordingly. Recommendation 1.6/5, in particular, is addressed in Appendix 6 of the Second Edition of the *Manual of Aircraft Accident and Incident Investigation*, Part IV — *Reporting* (Doc 9756, unedited version published June 2013). Recommendation 1.6/6 has been progressed by the EU and the ensuing taxonomies for safety recommendations will be incorporated into the ADREP taxonomy in due course. Appendix 6 (referenced above) also addresses the recommendation to expedite the development and adoption of a unified method to formalize safety recommendations and measures.

28.14 The Commission also discussed the proposal to elevate Recommended Practices 6.11 and 6.12 in Annex 13 to the status of Standards as well as to clarify the link between these provisions and the Annex 19 provisions related to State safety assurance and agreed to forward it to Council for consideration.

28.15 Information papers were also presented by the Canada (A38-WP/365), Dominican Republic (A38-WP/141), United States (A38-WP/95), Agency for Air Navigation Safety in Africa and Madagascar (ASECNA) (A38-WP/248) and the Secretariat (A38-WP/80).

Agenda Item 29: Aviation Safety — Monitoring and Analysis

29.1 The Commission reviewed A38-WP/50, presented by the Council, and noted the progress achieved in the overall implementation of the ICAO Universal Safety Oversight Audit Programme (USOAP) including activities completed during the two-year transition phase to a continuous monitoring approach (CMA) and full implementation of the USOAP CMA in January 2013. The Commission supported the continued activities of the USOAP CMA and urged the continuing cooperation of States in the implementation of USOAP CMA. The Commission also endorsed the decision of the Council on the sharing of unresolved significant safety concerns (SSCs) with the public commencing in January 2014.

29.2 The Commission reviewed A38-WP/150, presented by the Dominican Republic, regarding the first phase of implementation of Annex 19 and agreed that it was important that guidelines be developed for USOAP auditors regarding the implementation of Standards and Recommended Practices (SARPs) related to safety management. Of the three options proposed in A38-WP/150, the Secretariat advised that option c) should be accepted. In reviewing A38-WP/209, presented by Venezuela, it was further agreed that guidance material should be developed specifying the technical features of the CMA online framework and providing clear guidance on its operation and use. Given the budgetary implications, this would be referred to the Council for review.

29.3 The Commission reviewed A38-WP/205, presented by Singapore, and noted Singapore's experience in the implementation of CMA and agreed that Member States should continue to support the USOAP CMA and establish systems and processes that will provide the necessary focus on their obligations.

29.4 IATA presented A38-WP/110 providing an update on the enhanced IATA Operational Safety Audit (IOSA). The Commission expressed its support for the IOSA programme and recommended that ICAO continue its support of IOSA and the additional elements under Enhanced IOSA as a complementary source of information for State safety oversight activities.

29.5 In reviewing A38-WP/304, presented by Colombia, the Commission noted that it was important to separate the functions of regulator and service provider and agreed that the distinction should be appropriately reflected in the new CMA protocol questions regarding air navigation services related to Annex 19 – *Safety Management*.

29.6 The Commission reviewed A38-WP/147, presented by Brazil on behalf of members of the Latin American Safety Oversight Cooperation System (SRVSOP), with support from Member States of the Latin American Civil Aviation Commission (LACAC), which discussed the need to develop a global dangerous goods reporting system. The Commission expressed its appreciation for the input on the dangerous goods global incident/accident reporting system and the initiatives for dangerous goods awareness that had been undertaken. It acknowledged that the Secretariat was working with the Dangerous Goods Panel on such a system and would take the input from A38-WP/147 and from the European Coordination Centre for Aviation Incident Reporting Systems (ECCAIRS) into account. The Commission recommended that ICAO be urged to continue its work in developing a global dangerous goods reporting system.

29.7 The Commission reviewed A38-WP/91, presented by the Council, on a strategic plan for the evolution of electronic tools for the global aviation community. The progress made in the development of electronic tools was noted along with the need to continue to evolve to address the needs of Member States and stakeholders and to support the planning and implementation of the global strategies, including the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP). The Commission recommended that the Assembly urge States to use available electronic tools when providing aviation data to ICAO and to provide continued support and actively participate in the development of electronic tools by providing feedback and sharing relevant knowledge and experience.

29.8 The Commission reviewed A38-WP/309, presented by Jamaica, which proposed the development of Standards and guidance material for the certification of air navigation service providers (ANSPs). The proposal was supported by the Dominican Republic and Brazil. The Secretariat highlighted that the certification of ANSPs was an intensive resource issue that had been discussed in the past. It would have significant budgetary consequences for both ICAO and Member States. In this regard, the Commission recommended that the Council be requested to consider whether Standards and guidance material for the certification of air navigation service providers (ANSPs) should be developed at this time, taking into account the budgetary issues that would result.

29.9 The Commission noted the issues and challenges related to safety data analysis and the use of electronic safety tools as presented by the Republic of Korea in A38-WP/284. Furthermore, the Commission recognized that the move from CSA to CMA and the successful implementation of the proactive safety management framework still pose difficulties and an administrative burden to Member States. It was agreed that it would be useful for ICAO to develop further guidelines for Member States and to continue to improve functionalities of electronic tools and explore ways to facilitate the exchange of data between electronic safety tools developed by Member States and ICAO. Given the budgetary implications, this would be referred to the Council for review.

29.10 In reviewing A38-WP/137, presented by Singapore, it was agreed that development and implementation of safety data sharing and analysis programmes and systems at the regional level should be encouraged with a view to regional data and analyses being shared globally. The Commission accepted the proposal that regional aviation safety groups (RASGs) should be encouraged to develop and implement regional safety data sharing and analysis programmes and systems. It was further agreed that a framework should be developed that facilitates the sharing and analysis of safety data through and across regional systems, and provides the means to adequately protect the resulting safety information. Given the budgetary implications, this would be referred to the Council for review.

29.11 The Commission reviewed A38-WP/111, presented by the United States, and agreed that there was a need for a system for safety performance indicators that takes into account the correlation of outcome and process measures to assess the capability to manage risk in the air transportation system. In this regard, the Commission recommended that the Council consider the development of a methodology for defining safety performance indicators. The Commission noted a proposal for a safety measurement method that is based on a foundation of three tiers of system behaviour: high-level safety outcomes, service provider behaviours, and regulatory agency activities. Given the budgetary implications, this would be referred to the Council for review.

29.12 In reviewing A38-WP/85, presented by Lithuania on behalf of EU, ECAC and EUROCONTROL, the Commission recognized that there was a need, complementary to the sharing of safety data, for a consolidated and industry-wide approach to safety knowledge management, building on the foundations of State Safety Programmes and operators' Safety Management System, and on the structure of new ICAO Annex 19.

29.13 Information papers were provided by Indonesia (A38-WP/228); Venezuela (Bolivarian Republic of) (A38-WP/239); Vietnam (A38-WP342); and Lithuania on behalf of EU and its Member States, other Member States of ECAC and EUROCONTROL (A38-WP/78).

— END —