



OACI

Organización de Aviación Civil Internacional
Oficina para Norteamérica, Centroamérica y Caribe

NOTA DE INFORMACIÓN

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**Cuestión 3 del
Orden del Día:**

**Gestión de la seguridad operacional
3.3 Segunda Conferencia de alto nivel sobre seguridad operacional 2015
(HLSC 2015)**

**SEGUNDA CONFERENCIA DE ALTO NIVEL SOBRE SEGURIDAD OPERACIONAL 2015
(HLSC 2015) DE LA OACI**

(Presentada por la Secretaría)

RESUMEN EJECUTIVO

Esta nota de información presenta los resultados preliminares de la Segunda Conferencia de alto nivel sobre seguridad operacional (HLSC) 2015 de la OACI, celebrada del 2 al 5 de febrero de 2015 en la Sede de la OACI en Montreal, Canadá, la cual reunió a más de 850 delegados.

El programa de la HLSC 2015 incluyó temas relacionados con las siguientes áreas:

1. Examen de la situación actual
2. Enfoque futuro para la gestión de la seguridad operacional de la aviación
3. Facilitación de una mayor cooperación regional

Entre los acuerdos más destacados resultantes de la HLSC se encuentran los siguientes:

1. La adopción de una nueva norma para el seguimiento basada en la eficiencia para el seguimiento de aeronaves cada 15 minutos
2. El apoyo al programa de trabajo de la OACI sobre la atenuación de riesgos en zonas de conflicto, incluida la propuesta de elaborar un prototipo de base de datos en línea para la información mundial sobre riesgos en zonas de conflicto

La HLSC 2015 mostró el decidido y unánime apoyo que brinda a la planificación estratégica y las prioridades en materia de seguridad operacional de la aviación mundial, tanto a corto como a mediano y largo plazos, mediante la Declaración de Montreal sobre la Planificación del mejoramiento de la seguridad operacional y sus conclusiones y recomendaciones.

*Objetivos
Estratégicos:*

- Seguridad Operacional

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| <i>Referencias:</i> | <ul style="list-style-type: none"> • Doc 8143: <i>Instrucciones para las reuniones de navegación aérea de tipo departamental y reglamento interno de las mismas</i> • Doc 9935: <i>Conferencia de alto nivel sobre seguridad operacional 2010, Montreal, del 29 de marzo al 1 de abril de 2010 — Informe</i> • Doc 10004: <i>Plan global para la seguridad operacional de la aviación 2014 – 2016</i> • Documentación de la Conferencia HLSC2015: http://www.icao.int/meetings/hlsc2015/Pages/default.aspx • |
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1. Introducción

1.1 La seguridad operacional de la aviación constituye un elemento clave para el desarrollo sostenible del transporte aéreo, el cual es un contribuyente importante del desarrollo económico y social de los Estados.

1.2 Esto requiere que los Estados miembros de la OACI actúen responsablemente con respecto a la seguridad operacional de la aviación, cuyo mejoramiento puede ser posible mediante la cooperación, colaboración y coordinación de todas las partes interesadas bajo el liderazgo de la OACI.

1.3 Es reconocido por la comunidad aeronáutica internacional el liderazgo mostrado por la OACI en materia de seguridad operacional entre otros, así como el esfuerzo realizado por todas las partes interesadas en mejorar la seguridad operacional mediante la aplicación de las Conclusiones y Recomendaciones derivadas de la Conferencia de alto nivel sobre seguridad operacional (HLSC) celebrada en el año 2010.

2. Discusión

2.1 Con base en el éxito obtenido en la HLSC del 2010, la OACI celebró la Segunda Conferencia de alto nivel sobre seguridad operacional (HLSC 2015) del 2 al 5 de febrero de 2015, en la Sede de la Organización, en Montreal, Canadá.

2.2 Dicha Conferencia contó con la participación de los Directores Generales de Aviación Civil, los encargados de tomar decisiones estratégicas, y los principales representantes de la comunidad de la aviación civil internacional, tales como organizaciones internacionales y la industria, con la finalidad de analizar cuestiones emergentes sobre seguridad operacional, incluido el seguimiento mundial de aeronaves y los riesgos para la aviación civil que surgen en zonas de conflicto, de manera de crear consenso, obtener compromisos y formular las recomendaciones que se consideren necesarias para el progreso efectivo y eficiente de las actividades clave en la seguridad operacional de la aviación.

2.3 El programa de la HLSC2015 incluyó temas relacionados a las siguientes áreas:

1. Examen de la situación actual
2. Enfoque futuro para la gestión de la seguridad operacional de la aviación
3. Facilitación de una mayor cooperación regional

2.4 Entre los acuerdos más destacados resultantes de la HLSC se encuentran:

1. La adopción de una nueva norma basada en la eficiencia para el seguimiento de aeronaves cada 15 minutos, la cual no es de carácter prescriptivo, lo que significa que las líneas aéreas mundiales podrían cumplir dicha norma utilizando las tecnologías y los procedimientos disponibles y planificados que consideren apropiados. Esta norma concuerda con el concepto del Sistema mundial de socorro y seguridad operacional (GADSS) de la OACI a largo plazo.
2. El apoyo al programa de trabajo de la OACI sobre la atenuación de riesgos en zonas de conflicto, incluida la propuesta de elaborar un prototipo de instrumento en línea con información mundial sobre riesgos en zonas de conflicto. Otras prioridades del programa de trabajo sobre zonas de conflicto incluyeron la armonización de la terminología utilizada en las evaluaciones de riesgos, un amplio examen de los requisitos vigentes y los formatos de los mensajes, así como las iniciativas elaboradas por la industria para intercambiar información operacional y ser más transparentes con los pasajeros respecto a los métodos aplicados en materia de riesgos en las zonas de conflicto.

3. Conclusión

3.1 La HLSC 2015 mostró el decidido y unánime apoyo que brinda a la planificación estratégica y las prioridades en materia de seguridad operacional de la aviación mundial, tanto a corto como a mediano y largo plazos.

3.2 La HLSC 2015 mostró el consenso mundial sobre dos cuestiones emergentes en el ámbito de la seguridad operacional que son especialmente desafiantes:

- El seguimiento de vuelos
- La mitigación de los riesgos en zonas de conflicto

3.3 La HLSC 2015 formuló declaraciones que reafirman los objetivos que actualmente se persiguen en cada región en el marco del Plan global para la seguridad operacional de la aviación (GASP) de la OACI.

3.4 La HLSC 2015 reconoció la decisiva función de coordinación que desempeñan los Grupos regionales de seguridad operacional de la aviación (RASG) de la OACI

3.5 La HLSC 2015 enfatizó el hecho de que el rendimiento de la seguridad operacional de todo el sector es un prerrequisito crucial para el desarrollo sostenible del transporte aéreo y los beneficios de desarrollo económico y social que propicia en los Estados y regiones.

3.6 La HLSC 2015 reconoció la necesidad de que la OACI siga centrándose en algunas cuestiones clave tales como:

- La integración de los Sistemas de aeronaves pilotadas a distancia (RPAS) en el espacio aéreo civil en condiciones seguras
- La continua adopción de enfoques de gestión de la seguridad operacional proactivos en los Estados

- La formulación de disposiciones relativas al intercambio y protección de información sobre seguridad operacional
- La aceleración de la plena implantación de la supervisión reglamentaria de la Navegación basada en la performance (PBN)
- La necesidad de que todos los Estados miembros reciban asistencia adecuada a fin de que puedan alcanzar los niveles mínimos mundiales en cuanto a una supervisión eficaz de la seguridad operacional de la aviación

3.7 En el **Apéndice A** se encuentra la *Declaración de Montreal* sobre la planificación del mejoramiento de la seguridad operacional y en el **Apéndice B** se presenta el listado de las conclusiones y recomendaciones emanadas de la HLSC 2015, ambos Apéndices se encuentran disponibles únicamente en inglés. Es de hacer notar que tanto la *Declaración de Montreal* como las conclusiones y recomendaciones publicadas están sujetas a cambio debido a los comentarios surgidos durante el último día de la Conferencia, los cuales se verán reflejados en el informe final de dicho evento. Para mayor información acerca de la documentación del evento visite: <http://www.icao.int/Meetings/HLSC2015/Pages/default.aspx>.

**MONTREAL DECLARATION
ON PLANNING FOR AVIATION SAFETY IMPROVEMENT**

Whereas the Convention on International Civil Aviation and its Annexes provide the essential framework required to support the safe operation of a global aviation system;

Whereas aviation safety is a prerequisite for the sustainable development of air transport which is a catalyst for economic and social development;

Whereas Member States have a collective responsibility for aviation safety and its enhancement can only be possible through a cooperative, collaborative and coordinated effort among all stakeholders under the leadership of the International Civil Aviation Organization (ICAO);

Recognizing the efforts of the international community towards the implementation of Conclusions and Recommendation of the High-level Safety Conference held in 2010;

Recognizing the actions taken by ICAO and the role of the regional aviation safety groups (RASGs), Member States and aviation safety partners in identifying and attaining the objectives and priorities of the Global Aviation Safety Plan (GASP) endorsed by the 38th Session of the Assembly;

Recognizing that performance-based navigation (PBN) is the primary air navigation priority and that effective regulatory oversight is an essential requirement to achieve its safe implementation;

Recognizing that recent events showed the need for improvements in the timely identification and localization of aircraft in distress as well as the effective search and rescue efforts (SAR) and recovery operations;

Recognizing the complexities in safely integrating remotely piloted aircraft systems (RPAS) into national air navigation systems;

Recognizing that the recent event of the downing of a civil aircraft has demonstrated the urgent need to provide accurate and timely information to States and airlines regarding risks to civil aviation arising from conflict zones and to enhance existing mechanisms to share such information;

Recalling that mutual trust between States, as well as public confidence in the safety of air transportation, is contingent upon access to relevant and timely safety information;

Recognizing the role of aviation in public health emergencies and the importance of collaboration between the aviation and public health sectors in preparedness planning and response to public health events;

Recognizing the challenges faced by States in achieving a mature safety oversight system and implementing a State safety programme (SSP) to attain the GASP objectives;

Recalling that the safety framework must be fully utilized by all stakeholders and evolve into the implementation of proactive safety management practices to ensure its sustained effectiveness and efficiency in the changing regulatory, economic and technical environment of the 21st century;

Recognizing that the protection of certain accident and incident records, other information collected for the purposes of maintaining or improving safety and its related sources is essential to ensure the continued availability of information in support of accident investigation and safety management activities;

Recognizing that sharing of safety information is essential for the evaluation and identification of risks associated with operational safety at the State, regional and global levels;

Recognizing that regional frameworks, including RASGs, Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs), Regional Safety Oversight Organizations (RSOOs), Regional Accident and Incident Investigation Organizations (RAIOs), are effective mechanisms to support States in addressing safety deficiencies and enhancing aviation safety in a coordinated, cooperative and collaborative manner;

Recognizing that enhanced resource mobilization strategies can support States in establishing effective safety oversight systems due to insufficient resources;

The Directors General for Civil Aviation and heads of other relevant authorities, meeting in Montréal, Canada from 2 to 5 February 2015, on the occasion of the Second High-level Safety Conference:

1. *Commit to act upon the plans agreed during this Conference by:*

- a) actively participating in the activities of the RASGs, RSOOs and other regional frameworks established to facilitate the GASP objectives;
- b) making use of all available resources to expedite full implementation of PBN regulatory oversight;
- c) promptly implementing the Global Aeronautical Distress and Safety System (GADSS) concepts of operations, including normal tracking every fifteen minutes and distress tracking every minute;
- d) initiating without delay the sharing of information concerning risks to civil aviation arising from operations over or near conflict zones;
- e) applying safety risk management principles to the SSP in their States and ensuring implementation of such principles in the safety management systems across the aviation system;
- f) cooperating with each other to facilitate the effective implementation of the GASP new-, mid- and long-term objectives;
- g) approaching other Ministries and entities within their Governments to secure funding for the sustainable development of air transport, as well as to support the introduction of aviation-related inputs into the UN Sustainable Development Goals and related targets.

2. *The Conference:*

- a) *Calls upon* States to contribute technical expertise to the activities of the RASGs and to implement their safety initiatives while focusing on their priorities;
- b) *Urges* States and aviation safety partners to maintain the confidence of the public in the safe air transportation system by improving flight tracking, especially over oceanic and remote areas, and improving SAR procedures;

- c) *Urges* States and ICAO, as a matter of priority, to publish, further develop and implement principles of global tracking, location of an accident site, retrieval of flight recordings and SAR procedures in accordance with the GADSS;
- d) *Urges* ICAO to facilitate the sharing of information about risks to civil aviation arising from operations over or near conflict zones and States to share all available and relevant information on this matter;
- e) *Urge* States to strengthen arrangements to address risk to civil aviation arising from conflict zones through robust risk assessments;
- f) *Urges* States to ensure the safety of civil aircraft through civil military coordination as outlined in the ICAO circular on *Civil/Military Cooperation in Air Traffic Management* (Cir 330);
- g) *Calls upon* States to assist in the development of procedures that facilitate improved public health event management and response in the aviation sector;
- h) *Calls upon* States to take appropriate measures, based on their Universal Safety Oversight Audit Programme (USOAP) effective implementation, to progress the implementation of their SSP and indicate its progress to ICAO;
- i) *Calls upon* States to further enhance SSP and safety management provisions to support its implementation consistent with the GASP objectives;
- j) *Calls upon* States to refer to the ICAO guidance when developing or amending RPAS regulations and establish a formal means to educate users on the risks associated with their operation;
- k) *Calls upon* States, ICAO and aviation safety partners to cooperate with each other to facilitate the resolution of safety issues in relation to the international operation of aircraft;
- l) *Urges* States, supported by ICAO, to implement new and enhanced provisions on the protection of certain accident and incident records, and other information collected to maintain or improve safety and related sources;
- m) *Calls upon* States, RASGs and other aviation stakeholders to support ICAO in the phased development of a global information sharing framework;
- n) *Calls upon* States, RASGs, aviation safety partners and the industry to support the update of the GASP particularly as it relates to best practices in States and regions, sharing of safety information and development of safety roadmap(s);
- o) *Calls upon* States, aviation safety partners and the industry to support the RASGs and RSOOs by reinforcing their role as strategic cooperative and coordinating frameworks to address deficiencies and focus on priorities of each region;
- p) *Calls upon* States and relevant stakeholders to increase their participation and contributions to regional frameworks in addressing safety deficiencies and enhancing aviation safety;
- q) *Calls upon* States and the industry to support ICAO in developing an international framework to reduce the duplication of certification and surveillance activities of approved maintenance organizations (AMOs).

- r) *Calls upon* ICAO to:
- i) continue assisting States in implementing safety-related Standards and Recommended Practices (SARPs) and an effective safety oversight system through additional guidance material, training and tools;
 - ii) continue assisting States in implementing PBN;
 - iii) finalize the GADSS concept for global tracking and lead the conduct of an implementation initiative using existing technologies;
 - iv) define and update related guidance material, including the review of Cir 330, on risk assessments of civil aircraft operations over or near conflict zones as well as develop and host a centralized repository of information available on conflict zones;
 - v) pursue its work in studying information from accident and incident investigations as well as information provided by aircraft manufacturers linked to unusual or extreme weather events;
 - vi) continue supporting States in achieving the GASP objectives by refining and harmonizing the identified safety performance indicators (SPIs) to facilitate monitoring and measurement;
 - vii) monitor the implementation of SSPs by Member States;
 - viii) expedite the development of provisions to enable a harmonized approach to the regulation of RPAS and provide a forum for States to share their experiences and best practices;
 - ix) assure expeditious progress towards the adoption of new and enhanced provisions on the protection of safety management information as well as accident and incident records and support States in their implementation;
 - x) assure appropriate means to adequately protect safety information to facilitate the development of a global information sharing framework using a phased approach;
 - xi) support the implementation of the GASP through the development of safety roadmap(s) and its stable evolution using a data-driven approach;
 - xii) lead the coordination and facilitation for donors and partners by establishing an aviation safety implementation assistance partners group for the provision of assistance to States;
 - xiii) develop a resource mobilization strategy to enhance implementation assistance capacity and participate in the development of the United Nations Sustainable Development Goals;
 - xiv) lead the alignment and integration of regional frameworks, including RASGs and RSOOs, towards attaining the objectives of the GASP and regional targets; and
 - xv) exercise its role by fostering further development of RSOOs to ensure a harmonized framework and cooperation between States and other stakeholders.

In view of the above, the Directors General of Civil Aviation, heads of other relevant authorities and the conference have approved conclusions and recommendations to be acted upon by all involved.

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CONCLUSIONS AND RECOMMENDATIONS

THEME 1: REVIEWING THE CURRENT SITUATION

Topic 1.1: Achievements and remaining work

1. CONCLUSION 1/1

1.1 The conference agreed on the following conclusions:

a) *Progress made since the High-level Safety Conference held in 2010 (HLSC 2010):*

- 1) Significant progress was noted in implementing the recommendations of the HLSC 2010 and attaining the Global Aviation Safety Plan (GASP) objectives; and
- 2) Additional effort is needed to effectively implement the on-going initiatives of the HLSC 2010 and to fully achieve the GASP objectives.

b) *Supporting the activities of Regional Aviation Safety Groups (RASGs):*

[The conclusions related to this issue are addressed under Topic 3.1 of the conference, *Effective and efficient regional collaborations.*]

c) *Regulatory oversight for the effective implementation of performance-based navigation (PBN):*

- 1) Given that the lack of proper regulatory oversight has contributed to the delay in implementing Assembly Resolution A37-11 — *Performance-based navigation global goals*, priority should now be on areas where maximum safety benefits can be gained.

2. RECOMMENDATION 1/1

2.1 The conference agreed on the following recommendations:

a) *Progress made since the High-level Safety Conference held in 2010 (HLSC 2010):*

- 1) ICAO, States and aviation safety partners should continue working on the on-going initiatives resulting from the recommendations of HLSC 2010;
- 2) States should encourage air operators to effectively use safety management system (SMS) processes before implementing a Fatigue Risk Management System (FRMS) in order to gain optimum safety and efficiency of its benefits; and
- 3) ICAO should make available safety-related documentation in all ICAO languages using consistent terminology.

b) *Supporting the activities of Regional Aviation Safety Groups (RASGs):*

[The recommendations related to this issue are addressed under Topic 3.1 of the conference, *Effective and efficient regional collaborations.*]

c) *Regulatory oversight for the effective implementation of performance-based navigation (PBN):*

- 1) States should expedite full implementation of performance-based navigation (PBN) regulatory oversight by making full use of all available resources to improve the effectiveness of their PBN oversight function;
- 2) States should proceed with the implementation of Assembly Resolution A37-11 — *Performance-based navigation global goals* with emphasis on areas where maximum safety benefits can be gained; and
- 3) ICAO should develop a clear overview of the different regulatory oversight requirements, functionalities and activities necessary for an effective PBN implementation.

Topic 1.2: Emerging safety issues

1. CONCLUSION 1/2

1.1 The conference agreed on the following conclusions:

a) *Global flight tracking*

- 1) Recent events, such as the accident to Flight AF447 and the disappearance of Flight MH370, have shown that there is a need for provisions requiring operators to determine the position of an aircraft at any time in any location; and
- 2) States, air navigation authorities and the industry should begin voluntary implementation of global tracking using available technologies as a matter of urgency.

b) *Conflict zones*

- 1) The tragic loss of Flight MH17 highlights the necessity to provide accurate and timely information to States and airlines regarding risks to civil aviation arising from conflict zones as a matter of urgency; and
- 2) There is an urgent need to utilize and enhance existing mechanisms for the purpose of sharing critical information related to airspace use restrictions that are associated with conflict zones to ensure robust risk assessments.

c) *Civil/military coordination*

- 1) States should ensure the safety of civil aircraft through civil/military coordination as outlined in the ICAO circular on *Civil/Military Cooperation in Air Traffic Management* (Cir 330) and should update that circular on a regular basis.

d) *Public health*

- 1) The Ebola virus disease outbreak has demonstrated the ongoing value of the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) programme and there is a need to find resources to ensure its sustainability; and
- 2) States may utilize expertise already available within their regulatory authority to facilitate improved management of public health events that impact the aviation sector.

e) *Extreme meteorological conditions*

- 1) There is a need for further analysis of information from accident and incident investigations to determine whether enhancements to ICAO provisions are required to further mitigate risks associated with extreme meteorological conditions.

f) *Duration of CVR recordings*

- 1) States should support the proposed amendments from the Flight Recorder Panel (FLIRECP) concerning extended cockpit voice recorder (CVR) recording duration for newly manufactured large aeroplanes to 25 hours; and
- 2) ICAO should ensure that this extended CVR recording duration is accompanied by the relevant safeguards regarding the possible use of CVRs, limiting it to the purposes of maintaining or improving aviation safety.

2. **RECOMMENDATION 1/2**

2.1 The conference agreed on the following recommendations:

a) *Global flight tracking*

- 1) ICAO should expeditiously publish and use the Global Aeronautical Distress and Safety System (GADSS) for the implementation of normal, abnormal and distress flight tracking, search and rescue (SAR) activities and retrieval of cockpit voice recorders (CVRs) and flight data recorders (FDRs) data;
- 2) ICAO should continue developing performance-based provisions for normal aircraft tracking, which provide industry with viable options, as a matter of urgency, and urge industry to start implementing global tracking, on a voluntary basis, through the use of available technologies;
- 3) ICAO should lead a global aircraft tracking implementation initiative in a multinational context designed to demonstrate best use of equipment in use today and integrate the outcome into guidance material;
- 4) ICAO should support regional SAR training exercises related to abnormal flight behaviour and share the outcomes with the international community;

- 5) ICAO should review the interaction between Annex 12 — *Search and Rescue* and Annex 13 — *Aircraft Accident and Incident Investigation* and clarify the relevant provisions when an aircraft remains missing at the end of the search and rescue phase and the search continues to locate the aircraft for investigation purposes; and
- 6) ICAO should encourage States and the International Telecommunication Union (ITU) to discuss allocation requirements at the World Radio Communication Conference in 2015 (WRC 15) to provide the necessary spectrum allocations for global air traffic services surveillance as a matter of urgency.

b) *Conflict zones*

- 1) ICAO and States should work to implement the strategy developed by the Task Force on Risk to Civil Aviation arising from Conflict Zones (TF-RCZ) as the basis for strengthening arrangements to address risk to civil aviation arising from conflict zones;
- 2) ICAO should establish, as matter of urgency, a simple centralized web-based repository to make information available which supports the assessment of risks over or near conflict zones. The source of this information should be clearly identified in the repository;
- 3) ICAO should review relevant SARPs and guidance material on risk assessments for flights over or near conflict zones to support the highest level of safety to civil aviation;
- 4) ICAO should task the Accident Investigation Panel (AIGP) to review relevant provisions in Annex 13 — *Aircraft Accident and Incident Investigation* with due consideration to the following scenarios:
 - i) the State of Occurrence does not conduct an investigation called for in Annex 13 and does not intend to delegate the investigation to another State;
 - ii) the Final Report is not issued within a reasonable timeframe; and
 - iii) extent of participation in an investigation of States that have suffered fatalities or serious injuries to their citizens;
- 5) States should support the ICAO information exchange framework by making all relevant information on the risks associated with operations over or near conflict zones available, as a matter of urgency.

c) *Extreme meteorological conditions*

- 1) ICAO should pursue its work in studying data and information from accident and incident investigations as well as data and information provided by aircraft manufacturers, linked to unusual/extreme weather events; and

- 2) ICAO, based on the study results, should evaluate the need for improved ICAO airworthiness, operations and detection equipment carriage related provisions in order to further mitigate changing meteorological risks and takes appropriate action.

d) *Civil/military cooperation*

- 1) ICAO should support States in ensuring the safety of civil aircraft through civil military coordination as outlined in the ICAO circular on *Civil/Military Cooperation in Air Traffic Management* (Cir 330) and should update that circular on a regular basis.

e) *Public health*

- 1) ICAO should sustain the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) programme to assist States prepare for and respond rapidly to any new public health event;
- 2) States should engage in supporting the CAPSCA programme and contribute to it financially and/or in kind; and
- 3) States should, where feasible, utilize expertise in the medical department of their regulatory authority, in addition to other public health experts, to improve public health event management and response in the aviation sector.

f) *General*

- 1) ICAO should provide updated information on the progress and implementation of all above-mentioned subjects in a report to be presented at the 39th Session of the Assembly.

THEME 2: FUTURE APPROACH TO MANAGE AVIATION SAFETY

Topic 2.1: State safety programme

1. CONCLUSION 2/1

1.1 The conference agreed on the following conclusions:

a) *Strategies for managing aviation safety*

- 1) A risk-based approach is an effective means for States to manage new and existing aviation activities;
- 2) Additional guidance material is needed for States to develop performance-based regulations; and
- 3) New or enhanced ICAO provisions, as well as collaboration between States, are required to ensure the safe integration of remotely piloted aircraft system (RPAS).

b) *Implementing State safety programme (SSP)*

- 1) The implementation of the State safety oversight system and State safety programme (SSP) should be monitored to determine the progress attained towards the Global Aviation Safety Plan (GASP) objectives;
- 2) Additional guidance and sharing of experiences are necessary for States to further develop and implement SSPs; and
- 3) Safety performance indicators (SPIs) are needed to enable States to monitor and measure performance.

c) *Enhancing State safety programme (SSP) provisions*

- 1) The adoption of Annex 19 — *Safety Management* has facilitated the consolidation of overarching safety management Standards and Recommended Practices (SARPs) that will enable their further evolution; and
- 2) Enhancements to State safety programme (SSP) provisions should support States' efforts to meet the Global Aviation Safety Plan (GASP) objectives, incorporating the integration of the eight critical elements of a safety oversight system with the SSP framework in a way that allows States to gain the maturity needed at each step to achieve sustainable improved performance.

2. **RECOMMENDATION 2/1**

2.1 The conference agreed on the following recommendations:

a) *Strategies for managing aviation safety*

- 1) ICAO should assess the feasibility and benefits of expanding safety management system (SMS) applicability to additional aviation activities;
- 2) ICAO should establish a coordination mechanism to assist States in resolving safety issues related to foreign aircraft operators;
- 3) ICAO should develop guidance material to facilitate the establishment of performance-based regulations;
- 4) ICAO should expedite the development of provisions to be used by States to regulate remotely piloted aircraft system (RPAS) operations within their airspace and to educate users regarding the risks associated with their operations;
- 5) States should address the risks of non-regulated use of remotely piloted aircraft (RPA) in the vicinity of aerodromes to international flights; and
- 6) ICAO should provide supporting material to assist States in the mitigation of risks posed to international flights from RPA operating in the vicinity of aerodromes.

- b) *Implementing State safety programme (SSP)*
 - 1) States should use the ICAO State safety programme (SSP) gap analysis tool and Universal Safety Oversight Audit Programme (USOAP) self-assessment to facilitate the monitoring and implementation of SSP;
 - 2) ICAO should develop guidance and mechanisms for sharing best practices to support SSP implementation; and
 - 3) ICAO should improve and harmonize the defined safety performance indicators (SPIs) taking into account those currently in use.
- c) *Enhancing State safety programme (SSP) provisions*
 - 1) ICAO, in considering the integration of the eight critical elements of a State safety oversight system and the eleven elements of the State safety programme (SSP) framework, should ensure that the eight critical elements remain visible and that their role as the foundation of the SSP is emphasized; and
 - 2) ICAO should harmonize the safety data collection provisions.

Topic 2.2: Safety information protection

1. CONCLUSION 2/2

- 1.1 The conference agreed on the following conclusions:
- a) Accident investigation authorities gather and generate records during the course of investigations instituted with the objective of determining causes of and/or contributing factors to aviation accidents or incidents to prevent their recurrence. Safeguarding accident investigation authorities' continued access to essential information during the course of an investigation relies on States' ability to implement appropriate protection for accident and incident records;
 - b) Proactive mechanisms designed to manage aviation safety rely on the collection, analysis and exchange of safety information for the timely identification and subsequent mitigation of risks and hazards that may result in an accident or an incident. The success of this proactive approach to manage aviation safety depends on the appropriate protection of safety information and related sources to encourage meaningful reporting;
 - c) The protection of certain accident and incident records, other information collected for the purposes of maintaining or improving safety and its related sources is an enabler for safety improvement and should be introduced at a legislative level;
 - d) Multidisciplinary groups of experts have contributed towards the development of proposals to enhance ICAO provisions on the protection of certain accident and incident records and other information collected for the purposes of maintaining or improving safety and its related sources;

- e) Consistency and coherence in the proposals for relevant Annexes, to be achieved by reconciling the work of relevant groups of experts, the comments from States and the inputs provided during the conference, is fundamental for the development, adoption and efficient implementation of new or enhanced provisions on this topic. Further, there is a need to clearly define the types of information and sources to be protected as well as the scope, levels and limits of protection sought; and
- f) Expeditious progress in ICAO's work to adopt new and enhanced provisions on the protection of certain accident and incident records and information collected for the purpose of maintaining or improving safety in addition to assistance to States in implementing these new protective frameworks is critical for the improvement of aviation safety.

2. **RECOMMENDATION 2/2**

2.1 The conference agreed on the following recommendations:

- a) That ICAO ensure meaningful and expeditious progress towards the adoption of new and enhanced provisions on the protection of certain accident and incident records, other information collected for the purposes of maintaining or improving safety and its related sources, while ensuring consistency, coherence and clarity in the proposals and taking into consideration the necessary timeframes for States to enact or amend relevant legislation(s);
- b) That States undertake the necessary legal adjustments to efficiently implement new and enhanced protective frameworks to facilitate safety management and accident investigation activities; and
- c) That ICAO support States in implementing new and enhanced provisions through a strategy comprised of supporting guidance material, tools and seminars tailored to the needs of each region aiming at building trust, cooperation, accountability and a common understanding among aviation safety professionals, accident investigation authorities, regulators, law enforcement officers and the judiciary in the context of an open reporting culture.

Topic 2.3: Safety information sharing

1. **CONCLUSION 2/3**

1.1 The conference agreed on the following conclusions:

- a) The exchange of information is a fundamental tenet of a safe air transportation system and is acknowledged as an enabler to achieve the objectives of the Global Aviation Safety Plan (GASP);
- b) Safety initiatives rely on a clear understanding of how safety information is defined and protected;
- c) Appropriate tools, systems and legal frameworks need to be available to enable States and organizations to use the shared safety information;

- d) Further development of global safety initiatives and implementation strategies should be built on the collection, analysis and sharing of information between States and aviation stakeholders;
- e) A phased approach is essential for the development of the global information sharing framework; and
- f) There is a recognition of the benefits of making available at a global level safety information collected through regional safety exchange mechanisms.

2. **RECOMMENDATION 2/3**

2.1 The conference agreed on the following recommendations:

- a) that ICAO facilitate a phased approach towards the development of the global framework for the exchange of information pertaining to the identification of systemic safety issues and other types of information in the interest of safety;
- b) that ICAO launch a study to assess the need to endorse the Universal Safety Oversight Audit Programme – Continuous Monitoring Approach (USOAP-CMA) online framework to a more transparent data fusion centre that would complement the work conducted by ICAO and Member States through the USOAP-CMA, Electronic Filing of Differences (EFOD), Regional Aviation Safety Group (RASG) and other working groups;
- c) that ICAO consider the development of a mechanism for the evaluation of the adherence to the Code of Conduct on the Sharing and Use of Safety Information;
- d) that States should develop methods for the collection and sharing of operational safety data, as well as a standardized safety risk management methodology in order to promote harmonization of continuing airworthiness processes; and
- e) that ICAO establish a database for safety recommendations of global concern and expedite appropriate actions to make it available on an appropriate ICAO website.

Topic 2.4: Evolution of the Global Aviation Safety Plan

1. **CONCLUSION 2/4**

1.1 The conference agreed on the following conclusions:

- a) *Updating the 2014 – 2016 Global Aviation Safety Plan (GASP)*
 - 1) Safety roadmap(s) will assist States and regions in the implementation of the GASP; and
 - 2) The update of the GASP requires a collaborative effort of all stakeholders to promote its continuous and stable evolution.

2. **RECOMMENDATION 2/4**

2.1 The conference agreed on the following recommendations:

a) *Updating the 2014 – 2016 Global Aviation Safety Plan (GASP)*

- 1) ICAO, in collaboration with States, Regional Aviation Safety Groups (RASGs), aviation safety partners and the industry, should develop safety roadmap(s) in support of the GASP; and
- 2) ICAO, in collaboration with States, RASGs, aviation safety partners and the industry, should develop methods to identify future safety objectives and priorities to update the GASP while taking into account operational safety data and the necessary continuity and stability of the strategic document.

THEME 3: FACILITATING INCREASED REGIONAL COOPERATION

Topic 3.1: Effective and efficient regional collaboration

1. **CONCLUSION 3/1**

1.1 The conference agreed on the following conclusions:

a) *Regional collaboration to improve safety in States*

- 1) Aviation safety partners including donor States, international organizations, industry and financial institutions are encouraged to support ICAO's efforts to assist States to improve aviation safety by enhancing regional coordination, cooperation and collaboration;
- 2) There is a need for ICAO to develop a resource mobilization strategy to enhance implementation assistance capacity;
- 3) It is encouraged that ICAO participate in the development of the United Nations Sustainable Development Goals; and
- 4) voluntary contributions to the Human Resources Development Fund (HRDF) are encouraged.

b) *Regional Safety Oversight Organizations (RSOOs)*

- 1) A harmonized and common framework and cooperation between States, safety partners and donors is essential to facilitate the establishment and sustainable evolution of Regional Safety Oversight Organizations (RSOOs);
- 2) The role of ICAO is key in the provision of guidance, review and sharing of information and best practices on RSOOs, in order to eliminate inefficiencies and increase effectiveness, and support States with the global safety objectives; and

- 3) Regional Safety Oversight Organisations (RSOOs) are a growing reality in the modern aviation world and deserve special attention from ICAO, States and safety partners; RSOOs in developing regions should receive additional support.
- c) *Certification and surveillance activities of aircraft maintenance organizations (AMOs)*
- 1) ICAO should, in collaboration with States and industry, develop an international framework and regional initiative to facilitate reducing duplication of certification and surveillance activities of aircraft maintenance organizations (AMOs).

2. **RECOMMENDATION 3/1**

2.1 The conference agreed on the following recommendations:

- a) *Regional collaboration to improve safety in States*
- 1) Aviation safety partners, including donor States, international organizations, industry and financial institutions, assist States to improve aviation safety by enhancing regional coordination, cooperation and collaboration under ICAO's safety policies, strategy, framework and mechanisms;
 - 2) ICAO lead the coordination and facilitation for donors and partners on the provision of aviation safety implementation assistance in States;
 - 3) ICAO consider establishing an aviation safety implementation assistance partners group, built upon the existing Safety Collaborative Assistance Network (SCAN), with the objectives of assistance information sharing, collaboration, resource mobilisation, and agreeing on outcome indicators and targets;
 - 4) ICAO develop a resource mobilization strategy and implementation plan to increase resources, assistance activities and implementation assistance capacity;
 - 5) ICAO lead the alignment of and coordination between regional initiatives to improve safety, implement the Global Aviation Safety Plan (GASP) objectives, and achieve the regional safety targets, involving the Regional Aviation Safety Groups (RASGs), Planning and Implementation Regional Groups (PIRGs), Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs), Regional Safety Oversight Organizations (RSOOs), Regional Accident and Incident Investigation Organizations (RAIOs), regional Civil Aviation Commissions (CACs) and Aviation Training Organizations (ATOs), avoiding duplication as well as gaps;
 - 6) Each region to establish and enhance mechanisms for Planning and Implementation Regional Group-Regional Aviation Safety Group (PIRG-RASG) coordination and include this in the respective procedural handbooks/manuals;
 - 7) States, international organizations and industry increase their participation in and contributions to the ICAO and partner regional safety mechanisms;

- 8) States, international organizations and industry continue their support to the activities of the Regional Aviation Safety Groups (RASGs) by increasing their level of participation and contribution of resources, including technical experts, and promoting further implementation of RASGs' safety initiatives;
 - 9) ICAO participate in the development of the United Nations Sustainable Development Goals; and
 - 10) States, international and regional organizations and industry increase contributions to the ICAO Voluntary Funds including the Safety Fund (SAFE) and Human Resources Development Fund (HRDF).
- b) *Regional Safety Oversight Organizations (RSOOs)*
- 1) ICAO be provided voluntary in-kind contributions of resources for the work programme to support Regional Safety Oversight Organizations (RSOOs) by:
 - i) undertaking a study, possibly supported by the establishment of a working group, to consider ways to integrate functions and increase the powers of RSOOs in relation to the ICAO regional safety framework, possible sustainable funding mechanisms, mergers and agreements between RSOOs, evolve Cooperative Development of Operational Safety and Continuing Airworthiness Programme (COSCAPs) into RSOOs, and report the results to the 39th Session of the ICAO Assembly;
 - ii) Enhancing the guidance provided in the ICAO *Safety Oversight Manual*, (Doc 9734), Part B — *The Establishment and Management of a Regional Safety Oversight Organization*; and
 - iii) Stakeholders and development partners should extend their support for international cooperation projects to cover the activities and work programmes of RSOOs.
- c) *Certification and surveillance activities of aircraft maintenance organizations (AMOs)*
- 1) ICAO be provided voluntary in-kind contributions of resources for the work programme to support States by undertaking a study, possibly supported by the establishment of a working group, to consider the development of a global framework and regional initiatives to reduce duplication of certification and surveillance activities of aircraft maintenance organizations (AMOs), and report the results to the 39th Session of the ICAO Assembly.

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