



International Civil Aviation Organization

OUTCOMES OF THE MEETING

SPM/1
Outcomes of the
Meeting
21/11/12
English only

SAFETY PARTNERSHIP MEETING

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Montréal, 20 November 2012 from 1100 to 1300 hours
(Presented by ICAO)

1. AGENDA ITEM 1: OPENING OF THE MEETING

1.1 A Safety Partnership meeting was held on 20 November 2012 at the International Civil Aviation Organization (ICAO) Headquarters in Montréal, Canada. Fifty-seven (57) participants attended the meeting representing twenty-one (21) States and twelve (12) international organizations. The attendance list is presented at Attachment A. The ICAO Secretary General opened the meeting. In his remarks, he highlighted that the objective of the meeting was to strengthen and expand ICAO's strategic partnerships as well as building safety intelligence in the area of assistance for the enhancement of aviation safety. The Director of the Air Navigation Bureau (D/ANB) chaired the meeting and introduced the agenda.

2. AGENDA ITEM 2: STATUS OF GLOBAL AVIATION SAFETY AND ANALYSIS OF ASSISTANCE BEING PROVIDED

2.1 D/ANB presented the status of global aviation safety and selected joint initiatives conducted by ICAO and its partners to address priority areas, namely, runway safety, controlled flight into terrain (CFIT) and loss of control – inflight (LOC-I). The meeting was also introduced with an analysis conducted by ICAO to rationalize the most effective means to deliver assistance, including the list of States that have been identified as potential candidates for support.

2.2 The meeting was informed that ICAO has recently undertaken various assistance initiatives, including the Safety Collaborative Assistance Network (SCAN), the Safety Fund (SAFE), the ICAO Plans of Action, the ICAO Coordinated Validation Missions (ICVMs), and Regional Office Safety Team (ROST) missions. Additionally, ICAO has pursued political engagement on the enhancement of aviation safety at the Ministerial level by sending letters co-signed by the President of the ICAO Council and Secretary General to States with serious safety deficiencies.

2.3 The meeting acknowledged the commitment demonstrated by African States during the Ministerial Conference held in July 2012 in Abuja, Nigeria, where regional safety targets were established for the improvement of the aviation safety in the region. Finally, the meeting received information on States where assistance has produced positive results. The presentation delivered by D/ANB is available at <http:XXXX>.

3. AGENDA ITEM 3: ASSISTANCE BEING PROVIDED BY PARTNERS

3.1 Under this agenda item, the following attendees shared with the meeting assistance activities provided by their States or organizations.

3.1.1 The representative of Boeing noted that their approach towards assistance activities is focused on implementation. Regionally, their efforts aim at supporting the Regional Aviation Safety Groups (RASGs), the Commercial Aviation Safety Team (CAST) and the European Aviation Safety Team (ECAST), which are well established and have been successful. It was mentioned that Boeing has been supporting an analysis on LOC-I and expects that outcomes for this analysis would be available by the end of 2013, including implementation plans for the improvement of basic training, situational awareness, pilot/aircraft interface and new technology. Efforts are also made on individual States where growth or sales opportunities exist. The safety status of States and air operators is analysed in conjunction with information obtained from the Universal Safety Oversight Audit Programme (USOAP), the International Aviation Safety Assessments (IASA) Program and the Safety Assessment of Foreign Aircraft Programme (SAFA Programme), which is being used to identify and alleviate restrictions on aircraft sales. It was also noted that Boeing responds to specific requests, including the development of performance-based air navigation (PBN) procedures, the establishment of training facilities, infrastructure and capacity-building. It was mentioned that Boeing fosters a partnership approach between regulators and the industry by setting joint priorities and leveraging stakeholder capabilities, while enhancing efficiency and effectiveness of assistance activities. It was suggested that better regional coordination be pursued to minimize the overlap of certain initiatives—such as the activities conducted by the RASGs, the Regional Aviation Safety Teams (RASTs) and the Co-operative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs)—, avoid scheduling conflict and maximize the results of safety meetings and events. The representative of Boeing mentioned that it would be beneficial to identify States in which assistance had not led to successful outcomes to identify viable means of further assisting those States.

3.1.2 The representative of Airbus supported the comments made by Boeing and agreed that those efforts should be coordinated to avoid redundancies and overlapping. It was mentioned that Airbus has been supporting the RASGs and considers this initiative to be an efficient mechanism to bring all stakeholders together to address regional safety issues, reaffirming their continuous involvement. In this respect, Airbus confirmed its engagement with the RASGs and shared plans to increase their manpower and financial support for this initiative. It was also acknowledged that, while recognizing a leading role of the RASG – Pan America (RASG-PA), these regional groupings have different levels of maturity in each region. It was further recommended that future RASG arrangements be organized and coordinated in order to maximize the outcomes of resources allocated to this project. The representative of Airbus agreed with the safety priorities identified by ICAO, in particular the initiatives undertaken to address runway safety-related events, and supported the view of proactively mitigating safety risks in a collaborative manner.

3.1.3 The Deputy Director of the ICAO Technical Co-operation Bureau (TCB) noted the need to work in collaboration at the global level to provide assistance aimed at enhancing compliance with international standards and developing civil aviation infrastructure. In addition, he stressed the importance of actively engaging States in addressing their safety deficiencies, sometimes at a Ministerial level, which would lead to positive and enduring results. He also mentioned that this joint approach would enhance capacity-building of States and improve safety in the long term.

3.1.4 The representative of Australia shared with the meeting information on their assistance activities, which provide support to neighbouring States in preparing for auditing activities and are targeted to build air navigation services in the region. It was noted that their activities take into consideration audit results and accident statistics as means to measure assistance results. It was mentioned that the Australian Official Development Assistance (ODA) programme has been supporting a 3-year assistance project in Indonesia, created after the Garuda Airlines accident in 2007 with an allocated budget of 24 million dollars. Currently, this assistance project is in its second phase with a slightly smaller budget allocated. She noted that the project comprises governing and continuous improvement

processes, which review and oversee the overall progress and financial approvals. Particularly, Australia has been assisting Indonesia in the establishment of an independent Air Navigation Services Provider (ANSP) as well as in the areas of training, search and rescue, and aircraft accident investigation. The representative of Australia indicated that a similar assistance programme is being implemented in Papua New Guinea in the areas of aircraft accident investigation, aviation safety regulation, air traffic management, air transport policy and search and rescue. An aerodrome training course has also been provided. It was noted that Australia has been an active participant of SCAN, serving a coordinating function of assistance activities in the region.

3.1.5 The representative of Belgium informed the meeting about assistance activities provided since 2011 to the Democratic Republic of the Congo, which was established between both Civil Aviation Authorities thanks to the historic connection between both States. Assistance activities are focused on redrafting regulations and procedures, exchange of safety information, training and capacity-building in the areas of air navigation, certification of aerodromes, aircraft operations and airworthiness. He pointed out that, while emphasizing regional cooperation such as RASGs, a success on assistance to individual States cannot be achieved without strong engagement of authorities at different levels.

3.1.6 The representative of the United States (U.S.) shared their general view on regional assistance programmes, such as the RASGs and COSCAPs. He expressed concern about duplication of efforts, particularly in respect of regional seminars and training. To that end, he proposed that a mechanism be put in place to monitor the progress and measure the outcomes of those assistance programmes. It was therefore suggested that close coordination and enhanced communication between assistance providers be established. The representative also mentioned that a bilateral technical cooperation is facilitated to individual States with specific action plans through the Bilateral Aviation Safety Agreements (BASA), and assistance is being provided to Africa through the Safe Skies for Africa (SSFA) Programme. Finally, he reiterated the U.S. commitment to States' capacity building and sharing information on assistance activities with the international community through ICAO, in order to ensure their coordination and effectiveness.

3.1.7 The representative of the European Aviation Safety Agency (EASA) thanked ICAO for this initiative of minimizing duplication of efforts through enhanced coordination among aviation safety partners. It was noted that assistance efforts from the European Commission (EC) and the European community are consistently driven by EASA. He also mentioned that EASA regularly shares with ICAO information on assistance activities and that the Agency has been participating in regional programmes, including a multimillion dollar programme aimed to develop safe and efficient air transportation in Africa, which will be launched in 2013. In addition, the EC also supports individual States, especially those on the European Safety List, in terms of assisting them in resolving their safety deficiencies. The assistance is being provided in large part to enhance safety aviation regulations and training in various technical areas. He also shared information on the development of new tool, Safety Oversight Facilitated Integration Application (SOFIA). This application has been developed to assist States in tracking the work progress made in the implementation of corrective actions plans recommended by safety audits. He also shared the concerns raised by other partners with regards to duplication of efforts and concurred with ICAO's priority safety areas, such as runway safety and LOC-I.

3.1.8 The representative of the International Air Transport Association (IATA) expressed his appreciation for ICAO's lead in this safety partnership initiative and their commitment to work in collaboration with aviation authorities and industry partners. He echoed the need of avoiding duplication of efforts, to tailor assistance to regional needs and the need for a mechanism to monitor and evaluate progress and results of assistance programmes. To this end, he noted that, in addition to the IATA Safety Audit for Ground Operators (ISAGO) that is under development, the IATA Operational Safety Audit (IOSA) programme would serve that purpose. It was also mentioned that various training programmes in

the areas of aircraft operations and maintenance have been delivered. He mentioned that IATA agrees with priority areas identified by ICAO, such as runway safety and LOC-I, and has regional partnership programmes which contributed to the development of the Abuja Declaration and safety targets for the African region, and support Latin America through RASG-PA, Russia and the Commonwealth of Independent States (CIS), and the North Asian region in collaboration with the Chinese government. It was proposed that a continued dialogue among stakeholders be established in order to identify effective and efficient means of delivering assistance, promoting collaboration of safety partners within a region and identifying States where both opportunities and fertile ground for assistance exist. He stressed the need to promote the development of infrastructure as well as the harmonization, standardization and efficient implementation of aviation regulations. Finally, he mentioned the development of an International Air Operator Certificate (AOC) database that is expected to be available and populated by States in the near future.

3.1.9 The representative of the Flight Safety Foundation (FSF) thanked ICAO for organizing this meeting. Along with emphasizing its regional assistance programme, he introduced a 10-year runway safety programme aimed at reducing approach/landing accidents and incidents. The meeting was informed that two major global events and regional safety seminars were held with a view to enhancing safety, in partnership with ICAO and other stakeholders, including the regional runway safety seminar (RRSS) held in Bali, Indonesia to support the Asia Pacific region. He also shared information on a project designed in collaboration with its members to define safety management systems (SMS) practicalities and a similar programme to the Aviation Safety Action Program (ASAP) that is being developed for South America. He mentioned that, through partnership and cooperation agreements, the Foundation supports information sharing. He also noted the benefit of providing tangible materials to attendees to regional seminars, which are usually readily available for use. Finally, he agreed with the promotion of a partnership approach with respect to assistance in order to ensure maximization of results, optimum resource allocation and avoidance of duplication of efforts.

3.1.10 The representative of France recalled their international cooperation and assistance tradition on aviation safety matters and their interest in providing concrete and sustainable efforts. With regard to training, it was mentioned that, through bilateral agreements, various comprehensive courses are being provided to the technical staff, in addition to short courses designed for CAA executives. He indicated that their goal is to support regulators broadening their knowledge and that their assistance activities are provided in close coordination with European authorities and the industry. He agreed on the need to tackle high-risk operational issues collectively and indicated that France contributes to regional initiatives in Africa and Asia, including COSCAPs, with the aim of capacity-building in States. It was also suggested to strengthen coordination and cooperation among partners in order to maximize the outcomes of assistance provided.

3.1.11 The representative of Civil Air Navigation Services Organisation (CANSO) recalled that their priority is safety and they are in support of a partnership approach to assistance. It was noted their active engagement with ICAO on this regard and he showed an interest in signing a Memorandum between both organizations with the objective of exchanging safety information. He also expressed their continuous support to runway safety initiatives led by ICAO and informed the meeting about the best practices on SMS implementation for ANSP developed for CANSO members by its Safety Standing Committee.

3.1.12 The representative of Airports Council International (ACI) also reaffirmed that safety is their top priority and supported the partnership approach to assistance. It was recalled that a Memorandum of Cooperation was recently concluded with ICAO, promoting the establishment of Airport Excellence (APEX) in Safety Programme in collaboration with safety partner airports. He mentioned that APEX was designed to provide assistance in improving safety and compliance with ICAO requirements

for aerodromes. Through a safety review/assessment conducted on-site at a Host Airport, the ACI Safety Review Team identifies safety gaps and draws an action/implementation plan for the Host Airport to address deficiencies identified. He indicated that ACI also assists the Host Airport throughout the implementation phase by providing support, training and access to a specialized expertise. APEX is delivered on a cost-recovery basis and covers various regions, including Africa, Asia Pacific and Latin America. He mentioned that APEX is also supplemented with a robust training programme and a developing nations assistance programme. Specifically, it was mentioned that ACI has signed a Memorandum of Understanding with aerodrome authorities in India to deliver the APEX programme for 70 airports under their responsibility.

3.1.13 The representative of Bombardier thanked ICAO for this initiative and for the invitation to the meeting. Sharing the views of Boeing and Airbus, he informed the meeting about Bombardier's willingness to expand their sales into different markets around the world, expansion that is supported by the analysis of safety oversight deficiencies and the identification of safety threats. He mentioned their support to a partnership approach to assistance, in order to open the market by mitigating threats and addressing safety deficiencies.

3.1.14 The representative of China shared with the meeting two Memoranda of Understanding on assistance signed with the African Civil Aviation Commission (AFCAC) and the Latin America Civil Aviation Commission (LACAC), respectively. He also mentioned that China has provided inspectors training courses in Africa, Latin America and Asia Pacific and suggested to concentrate efforts of all stakeholders. He recommended that with the aim of the enhancement of technical skills and capabilities of aviation professionals in those regions, ICAO may lead the establishment of an aviation academy or training centre using ICAO Regional Offices' facilities, including Regional Sub-Office that will be inaugurated in China. He further suggested that instructors may be selected from ICAO or sponsored by States or international organizations, while funds may be allocated from the Safety Fund for this purpose. He stressed the importance of consolidating resources and close coordination, by recalling that the safe and sustainable development of air transport stimulates economic growth in States and regions.

3.1.15 The representative of the SSFA indicated that the assistance programme is targeting the Sub-Saharan Africa region to support the areas of safety, security and air navigation. Its focuses are technical assistance for capacity-building and training for acquiring skills in States and regions where experts are scarce. In particular, she mentioned the provision of accident and incident investigation training in partnership with the National Transportation Safety Board (NTSB) and support in collaboration with ICAO for the establishment of Regional Safety Oversight Organizations (RSOOs) in Africa. It was noted that the SSFA promotes harmonization of technical legislation, regulations and guidance materials as well as the development and delivery of a train-the-trainer programme. She also supported technical assistance in a collective and coordinated way and it was suggested to engage States, at the Ministerial level, in addressing safety deficiencies.

3.1.16 The representative of Romania and the European Civil Aviation Conference (ECAC) agreed with the partnership with States and the industry. He shared Romania's assistance efforts, including training and capacity-building, which are primarily conducted in the central Europe. He reiterated ECAC support to ISAGO and APEX programmes. He pointed out that, in order to strengthen this initiative, coordination of assistance activities is needed to identify the most suitable and effective means of its delivery. He mentioned that SCAN has served as a mechanism to achieve better coordination.

3.1.17 The representative of Portugal shared with the meeting information on their assistance activities, including a joint training project with the U.S. that was provided to five Portuguese-speaking

States in Africa. It was suggested that, in order to coordinate future activities and avoid duplications, a planning platform including a historic database tracking all events be created.

4. AGENDA ITEM 4: ASSISTANCE BEING PROVIDED BY THE TECHNICAL CO-OPERATION BUREAU

4.1 Due to time constraints, the presentation on projects being undertaken by TCB, including the processes for their prioritization and quality assurance was not delivered. However, it is made available at <http:XXXX>.

5. AGENDA ITEM 5: OPPORTUNITIES TO WORK TOGETHER

5.1 Summarizing the meeting, D/ANB noted with satisfaction the expansion and strengthening of strategic partnerships with key aviation stakeholders and the enhanced trust resulted from this meeting. It was recognized the need to closely coordinate assistance efforts among safety partners to maximize their cost-effectiveness and operational benefits.

5.2 A broad agreement was expressed at the meeting when it came to addressing the high-risk areas identified by ICAO. With regard to regional initiatives, it was recognized the need to ensure coordinated efforts to avoid duplications and maximize their results. The RASGs were also noted as a good example of successful regional coordination, through which lessons learned are shared among stakeholders.

5.3 With regard to training, it was noted that multiple and significant efforts made by partners in all regions were identified. It was further recommended that all partners share information on planned dates of seminars, workshops and training courses in order to develop a “planning clearing house” for events that would enhance coordination and make better use of scarce resources, including travel budgets.

5.4 It was recommended that, in order to ensure positive outcomes of assistance, adequate benchmarks be put in place to monitor progress and measure overall improvement achieved following the assistance activity. It was also noted that there is a need to identify areas where fertile ground exist for assistance, as well as areas where existing assistance has yet to yield good results. It was further suggested to explore the possibility of developing regional targets, such as the safety targets adopted by the African Minister Conference in July 2012 and use ICVMs as a marker to assess assistance needs, effectiveness and level of improvement.

6. AGENDA ITEM 6: ANY OTHER BUSINESS

6.1 After the positive outcome of this meeting, it was recommended that a Safety Partnership meeting be held twice a year, during major global events. With no additional issues raised by participants, the meeting *adjourned* at 1240 hours.

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