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RECONNECTING THE WORLD



ICAO OVERVIEW SAFETY & AIR NAVIGATION



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International Civil Aviation Organization (ICAO)

57th Conference of Directors General of Civil Aviation
Incheon, Republic of Korea, 4-8 July 2022



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- **Pre/Post COVID/19**
- **Safety**
- **Air Navigation**





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PRE & POST COVID/19



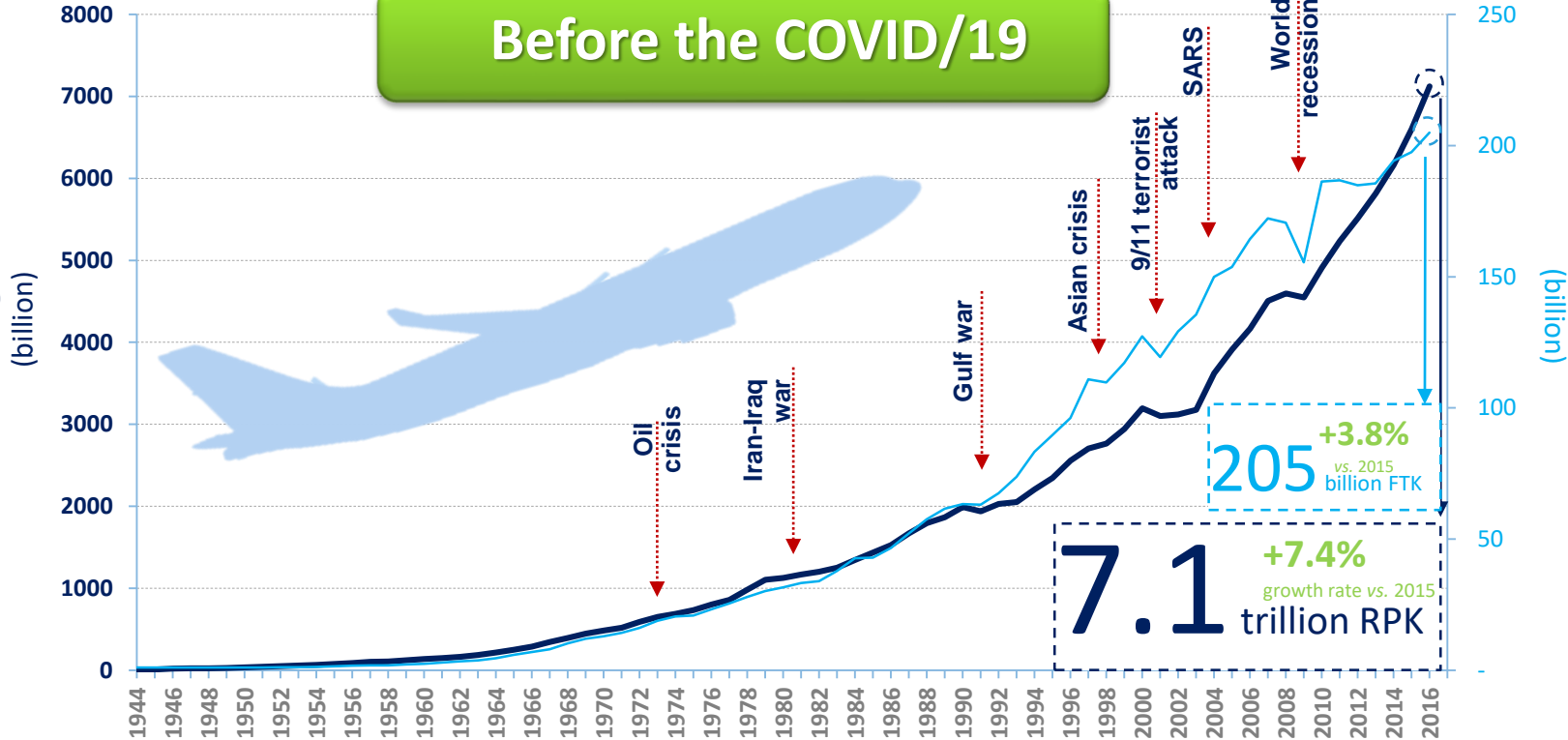
RECONNECTING THE WORLD



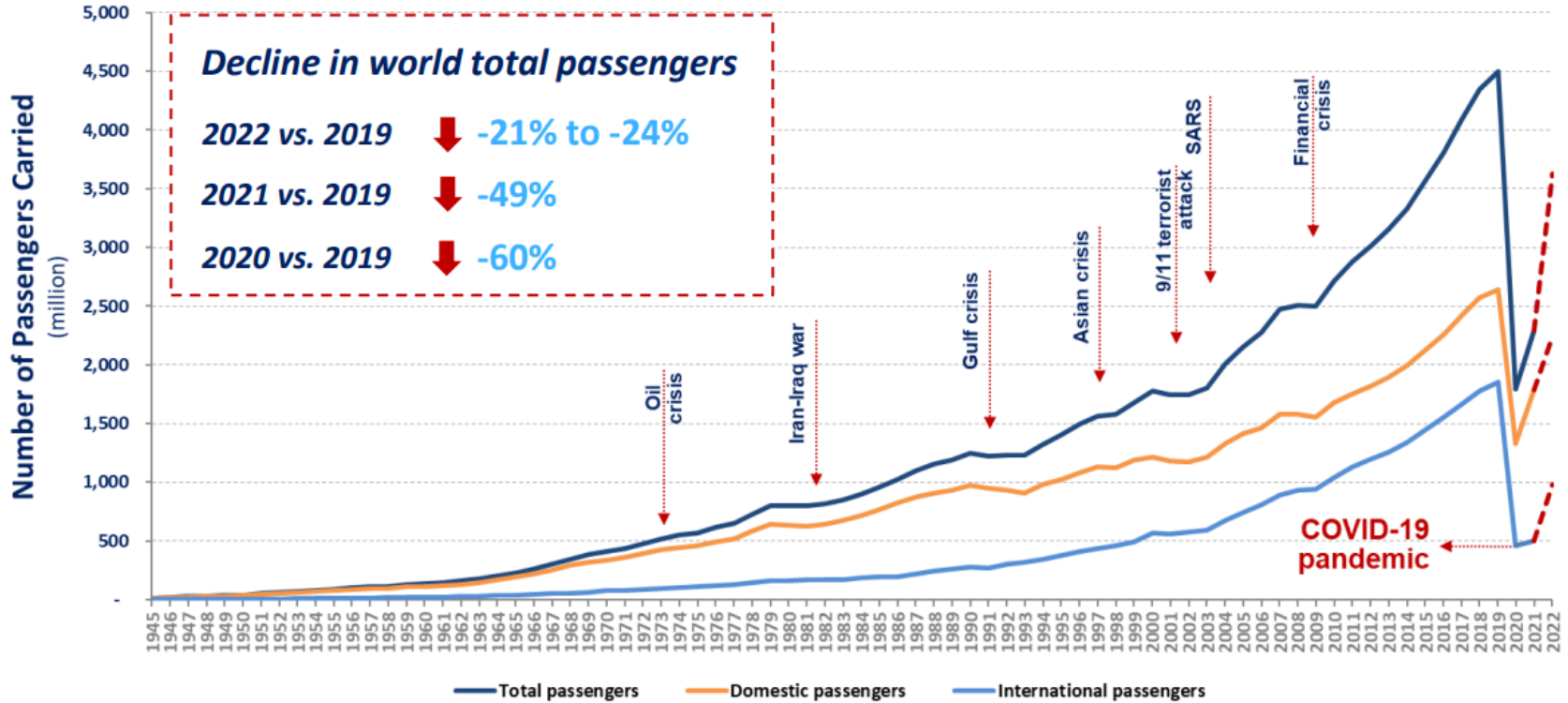
Revenue Passenger-Kilometres
(billion)

Freight Tonne-Kilometres
(billion)

Before the COVID/19



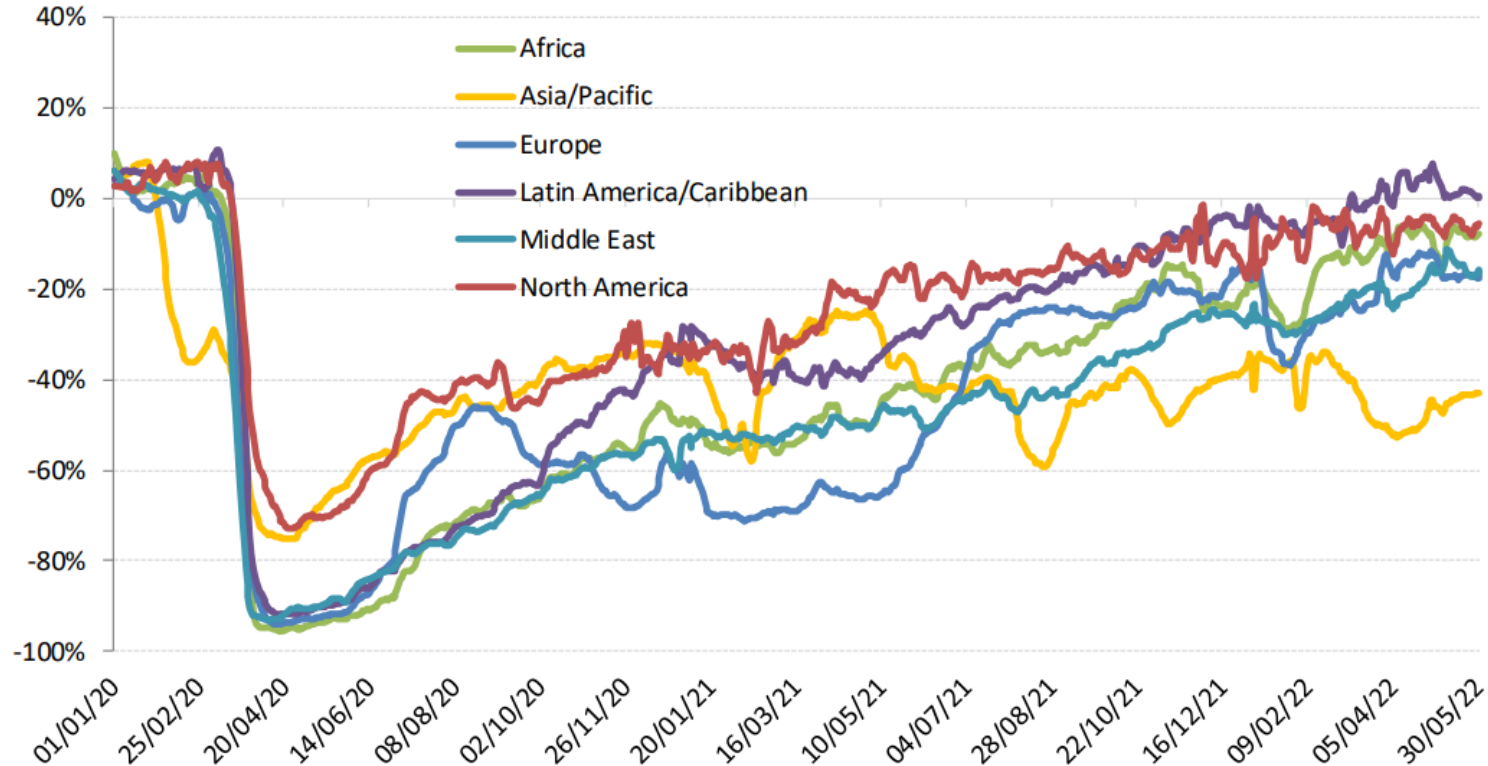
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Total Seat Capacity by Region (7 day average compared to 2019)





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Full Recovery in 2024/2025

PASSENGER NUMBERS SHARE OF 2019	2021	2022	2023	2024	2025
Industry-wide	47%	83%	94%	103%	111%
International	27%	69%	82%	92%	101%
Domestic	61%	93%	103%	111%	118%
Asia Pacific	40%	68%	84%	97%	109%
Europe	40%	86%	96%	105%	111%
North America	56%	94%	102%	107%	112%
Africa	46%	76%	85%	93%	101%
Middle East	42%	81%	90%	98%	105%
South America	51%	88%	97%	103%	108%
Central America	72%	96%	102%	109%	115%
Caribbean	44%	72%	82%	92%	101%



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AVIATION SAFETY






**ZERO
FATALITIES**

Our
Aspirational
Safety Goal



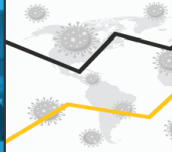
Maintaining a safe operation in the pandemic



Doc 10144


ICAO Handbook of Aviation Safety

First Edition, May 2020



Approved and published under the authority of the International Civil Aviation Organization

Other Reference Guidance	
(2020)	
Abbreviation Title	Flight crew licence and rating validity extension
Version	2.0
Publication Date	20 May 2020
Relevant Standard(s)	Annex 1 1.2.3.5.2. A Contracting State, having issued a licence, shall ensure that other Contracting States are enabled to be satisfied as to the validity of the licence. Note 1 — Until 2 November 2020, the maintenance of competency of flight crew or remote flight crew members, engaged in commercial air transport operations, may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with Annex 6. Note 2 — Until 2 November 2020, maintenance of competency may be satisfactorily recorded in the operator's records, or in the flight crew member's personal log book or licence. Note 3 — Until 2 November 2020, flight crew members may, to the extent deemed feasible by the State of Issuance, demonstrate their continuing competence in PFDs approved by that State. CCRD entry required Yes Problem Statement To meet the requirement of the above-mentioned Standard, some States issue licences and/or ratings with an expiry date. Because of social distancing practices, closure of workshops and other preventive measures those States are unable to process licences or ratings revalidation. Notes: The Standard allow States to establish their own rules for monitoring performance and the licence document might not show the expiry date and relevant to the particular alternative requires the State implement. For example, the State might change its revalidation for rating tests during the period and that would lead to the licence document showing an expired licence or rating. Applicability Licences, which were valid at the point of time as determined by the State, applied to the established alternative measures. This alternative applies for the period established by the State and ending no later than 31 March 2021. Abbreviation summary This alternative allows pilots from States that issue licences or ratings with an expiry date to conduct an international operation after that date.



International Civil Aviation Organization

Council Aviation Recovery Task Force (CART)

Phase III

High-Level Cover Document

introducing recommendations and guidance of CART in light of latest developments of the COVID-19 crisis

Montréal, Canada, 10 March 2021

International Civil Aviation Organization

Recovery Task Force (CART)

Guidance for Air Travel

COVID-19 Public Health Crisis

Canada, 5 November 2020

Version 1.1 - 08/09/2020

PILOT PROFICIENCY CHECKS (PPC)
Targeted Exemption (TE) Submission Form

Part A. ICAO use only

TE Reference No. _____
 QR Code _____
 Other related TE's Indged _____

Part B. TARGETED EXEMPTION

1. State _____
 2. Notification Date _____
 3. Reason for granting TE _____
 4. Associated SAMP (Target group) (Check one only) _____
 5. TE Applicability Period _____
 6. TE approved for use by _____
 7. Operator accountable person _____
 8. State Focal Point _____
 9. State/CAA Accountable Person _____

Version 1.1 - 08/09/2020

PILOT PROFICIENCY CHECKS (PPC)
Targeted Exemption (TE) Submission Form

Part A. ICAO use only

TE Reference No. _____
 QR Code _____
 Other related TE's Indged PFL MSD AAA REC

Refer to instructions for information on completion of this form

Part B. TARGETED EXEMPTION DETAILS

1. State _____
 2. Notification Date _____
 3. Reason for granting TE Details: _____
 4. Associated SAMP (Target group) (Check one only) Pilot proficiency checks (completed) - Annex 6, P.1, 5.A.4.1 Pilot proficiency checks (Delegations) - Annex 6, P.10, 7.A.3.1
 5. TE Applicability Period From: _____ To: _____
 6. TE approved for use by Operator Name: _____ 3 Letter Designation: _____
 7. Operator accountable person Name: _____ Position: _____
 Email: _____ Phone: _____
 8. State Focal Point Name: _____ Position: _____
 Email: _____ Phone: _____
 9. State/CAA Accountable Person Name: _____ Position: _____
 Email: _____ Phone: _____



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Rebuilding the operation safely

ICAO SAFETY

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ICAO / Safety / OPS / OPS Normal

OPERATIONAL SAFETY HOME

OPS Areas

- OPS Panels and Expert Groups
- OPS-related Annexes and PANs
- Specific OPS Subjects
- Roadmap to OPS Normal Guidance (Home)**
- COVID OPS Guidance
- Targeted Exemptions
- COVID-19 operations
- Tools for COVID conditions
- Normal OPS Guidance
- Airworthiness
- Cabin Safety
- Fatigue Management

Roadmap to OPS Normal Guidance

This site provides additional guidance and examples to further support the implementation of Standards related to the OPS area.

- Guidance for COVID OPS:**

At the start of the COVID-19 pandemic, alleviations to the Standards of the Annexes were established as interim measures to support continued operations. As interim measures, such alleviations could not sustain safe operations indefinitely and a return to normal operations (albeit a "new" normal) is now underway. Consequently, those alleviations, and the guidance for use provided in the associated QRGs, were withdrawn. This section provides guidance for the recommencement of operations conducted within the constraints posed by COVID-19 conditions but that remain in line with the requirements of the SARPs.

ICAO iPack

Capacity and Efficiency

ICAO iPack

Safety

ICAO iPack

Safety

Public Information

Aviation Safety Risk Management related to COVID-19 for CAAs

Implementation Package

www.icao.int/iPack



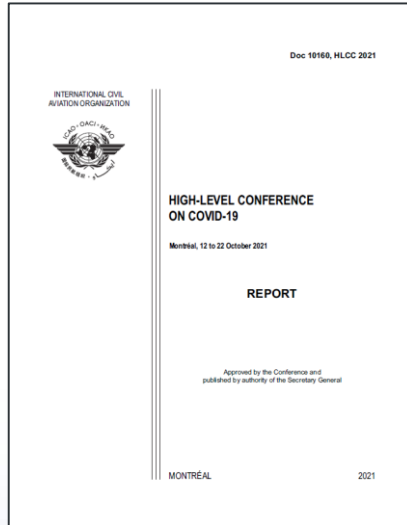


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Learning from the experience



Recommendation 1/1 – Rapid response to global aviation disruption events

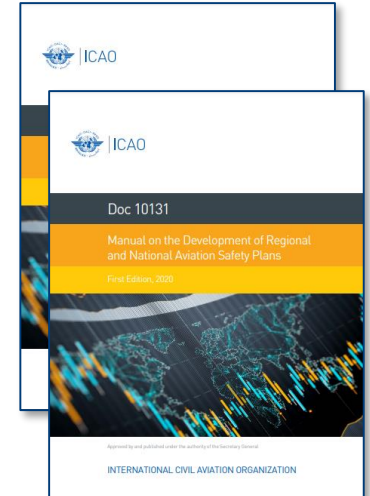
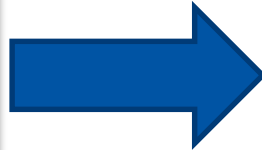
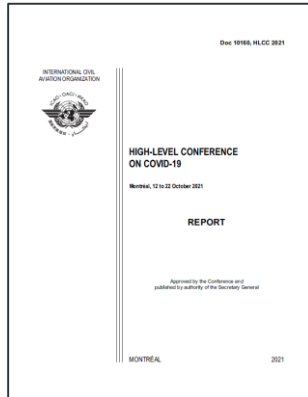
That States:

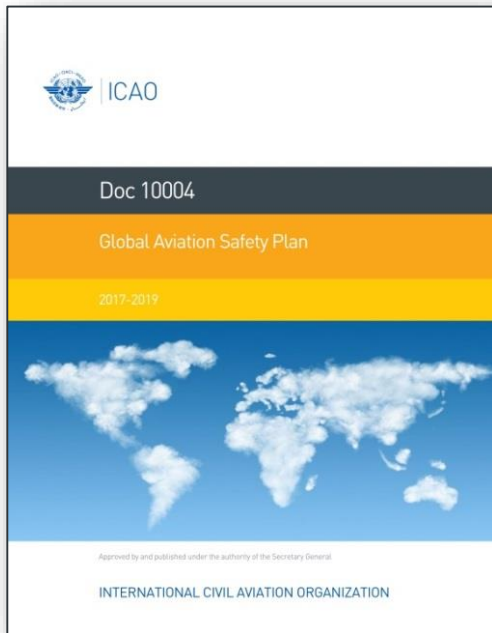
- a) along with regional safety oversight organizations and international organizations, note the global and regional lessons learned from ICAO's response to the coronavirus (COVID-19) pandemic;
- b) work collaboratively to develop and share their views and experiences with ICAO on the requirements for a globally harmonized response to such events;





2023 – 2025 Update





Draft GASP for 2023-2025 Edition

- Revision of GASP Targets and Indicators
 - Taking into account factors such as pandemic impact
- 5 High Risk Categories remain unchanged
- Impact of global aviation disruption events on aviation safety
- Migration of implementation support content
 - Making GASP solely strategic document



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GANP & GASP

They are DIFFERENT...

WELCOME TO THE GLOBAL AIR NAVIGATION PLAN PORTAL

THE GLOBAL AIR NAVIGATION PLAN

MULTILAYER STRUCTURE OF THE GANP

Click a level to navigate

- GLOBAL STRATEGIC
- GLOBAL TECHNICAL
- REGIONAL
- NATIONAL

LEVEL 1
LEVEL 2
LEVEL 3
LEVEL 4

- Evolution of the system
- 11 KPAs, one of which is “Safety”
- Optimum allocation of available resources
- Best practice

Safety
 Prioritization and continuous
 improvement of aviation safety
 Paramount
 Mandatory

ICAO

Doc 10004

Global Aviation Safety Plan

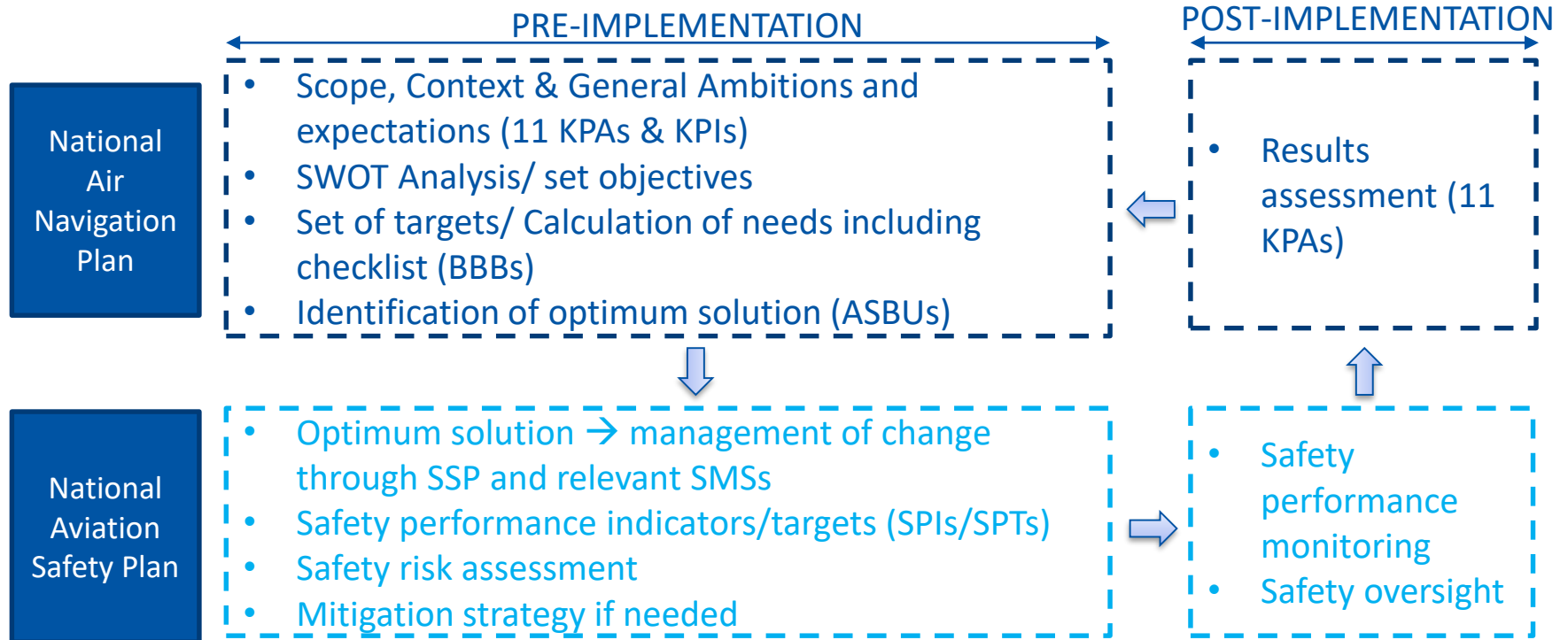
2017-2019

INTERNATIONAL CIVIL AVIATION ORGANIZATION

... but COMPLEMENTARY



National Plans





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SAFETY

Ongoing standardization activities



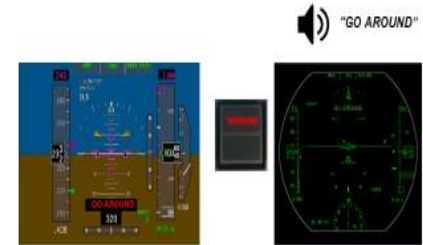


NEW AND UPCOMING DEVELOPMENTS



Performance-based Aerodrome Operating Minima

Runway Overrun Awareness and Alerting System



Ground Proximity Warning System

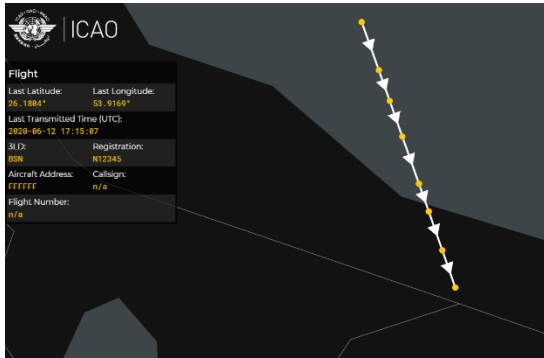


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NEW AND UPCOMING DEVELOPMENTS



GADSS - LADR

GADSS – Operator provisions in PANS OPS Vol III

Required information	
1. Initial or subsequent notification indication	Initial
2. Flight number and call-sign	ABC123
3. Aircraft type	A310-100
4. Last known position (place, time)	NEKSU 14:10Z
5. Time of last communication	14:13Z
6. Last known altitude or flight level	FL360
7. Next expected 4D/15 position (if known), and estimate	N41, W73 @ 14:28Z
8. Name of ATSU notified	SHANWICK
9. Name of operator	Oceanic Airways
10. Contact details of operator primary point of contact for this event	Bob +1 514 555 1234
Supplementary information, if available	
11. Contact actions attempted	HF, ACARS
12. Registration	Z-A1B2
13. SAR info: colour and distinctive marking	Blue and White
14. Fuel endurance or fuel endurance remaining at last known position	4.5 hours
15. Total persons on board	227
16. Alternate or possible alternates	GAN Island
17. Any other relevant information (e.g. dangerous goods on board, etc.)	None

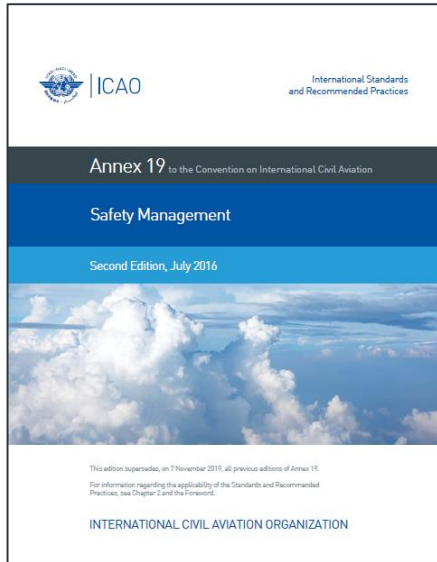


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NEW AND UPCOMING DEVELOPMENTS



Update to Annex 19

- enhanced provisions for SSP/SMS
- clearer provisions to support safety performance management
- development of safety intelligence. (proposed applicability - Nov 2026)



THANK YOU!