



International Civil Aviation Organization

WORKING PAPER

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ASSEMBLY — 41ST SESSION

TECHNICAL COMMISSION

Agenda Item 30: Aviation Safety and Air Navigation Policy

30.3 Relevant Outcomes of the High-level Conference on COVID-19, Safety Stream (HLCC 2021)

**REPORT ON THE OUTCOMES OF THE HIGH-LEVEL CONFERENCE
ON COVID-19 (HLCC 2021) – SAFETY STREAM**

(Presented by the Council of ICAO)

EXECUTIVE SUMMARY

This paper reports on the work accomplished by the High-level Conference on COVID-19 (HLCC 2021) under the Safety Stream.

Action: The Assembly is invited to:

- a) note the outcomes of the High-level Conference on COVID-19 (HLCC 2021) – Safety Stream; and
- b) urge States to action the HLCC 2021 recommendations addressed to them.

<i>Strategic Objectives:</i>	This working paper relates to Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
<i>Financial implications:</i>	The ICAO activities referred to in this paper are expected to be undertaken within the resources available in the 2023-2025 Regular Programme Budget and/or from extra budgetary contributions, as guided by the ICAO Business Plan 2023-2025.
<i>References:</i>	A41-WP/35-AD/7, Proposed Draft Budget of the Organization for 2023, 2024 and 2025 Doc 10160, <i>High-level Conference on COVID-19 (Montréal, 12 to 22 October 2021). Report and Supplement No. 1 – Safety Stream</i> Doc 10137, <i>Assembly 40th Session. Montréal, 24 September – 4 October 2019. Technical Commission Report</i> Doc 8143, <i>Directives to Divisional-type Air Navigation Meetings and Rules of Procedure for their Conduct</i> C-DEC 225/7 C-DEC 221/10 C-DEC 210/6

1. INTRODUCTION

1.1 The Council, at the tenth meeting of its 221st Session on 18 November 2020, approved the convening of a High-level Conference on COVID-19 (HLCC 2021) to address various COVID-19-related items under a single umbrella, replacing the originally-planned Third High-level Safety Conference (HLSC 2021), the High-level Facilitation Conference (HLFC 2021) and the High-level event that was envisaged by the Council Aviation Recovery Taskforce (CART), to strengthen State commitments to leading the recovery from the pandemic.

1.2 The HLCC 2021 was virtually broadcasted from Montréal from 12 to 22 October 2021 and attended by 1 786 members and observers nominated by 129 Member States and 38 international organizations, as well as by advisers and other participants. 56 Ministers and Deputy Ministers and 24 heads of international organizations attended the Ministerial Plenary sessions of the Conference.

1.3 The HLCC 2021 discussed ten agenda items under two technical streams: the Safety Stream discussed Agenda Items 1, 2, 3, 4 and 5 and the Facilitation Stream discussed Agenda Items 6, 7, 8, 9 and 10. The agenda for the Safety Stream was derived from the content of previously approved HLSC 2021 agenda and took into account the needs identified by States and international organizations during the consultation process for the HLSC 2021 and relevance as a result of the COVID-19 contingency. The Safety Stream reviewed 152 papers presented by States, international organizations and ICAO.

1.4 The Safety Stream was conducted in accordance with the *Directives to Divisional-type Air Navigation Meetings and Rules of Procedure for their Conduct* (Doc 8143). It was recalled that the Assembly, at its 40th Session, recognized the importance of convening divisional-type meetings ahead of Assembly sessions as a means to recommend additional technical work for ICAO in due time for budgetary preparation for the following triennium. The Assembly further recognized that convening divisional-type meetings ahead of Assembly sessions allowed the Technical Commission to focus on global plans and policy decisions, thereby improving the efficiency of Assemblies.

2. HLCC 2021 – SAFETY STREAM OUTCOMES¹

2.1 The HLCC 2021 was the first divisional meeting convened in a virtual setting. A combination of political importance of COVID-19 issues and virtual meeting format attracted a high number of attendance by Ministers and Deputy Ministers as well as heads of international organizations and resulted in a number of recommendations.

2.2 Under the Safety Stream, a total of 147 recommendations were adopted by the Conference over a wide range of subjects, including:

- a) safety and operational measures related to the COVID-19 pandemic, the establishment of contingency arrangements by States, lessons learnt and how to plan for mitigating the effects of a similar occurrence in the future;

¹ The *Report of the High-level Conference on COVID-19 (HLCC 2021)*, (Doc 10160) is available at: <https://portal.icao.int/icao-net/Pages/Doc10160.aspx>

- b) the Global Aviation Safety Plan (GASP), the implementation of regional and national aviation safety plans as well as evolving regulatory capacity;
- c) standardization associated with oversight and new approaches, risk management, as well as ground handling;
- d) implementation and support to States in accomplishing certain safety oversight, accident and incident investigation as well as safety management functions and activities;
- e) strengthening Regional Safety Oversight Organizations (RSOOs) and Regional Accident and Incident Investigation Organizations (RAIOs) through the establishment of sustainable funding mechanisms, appropriate legal frameworks and adequate structures, processes and systems; and
- f) other subjects that were not covered by a specific agenda item, including accident and incident investigation (AIG), the Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA), the Global Air Navigation Plan (GANP), the Global Aeronautical Distress and Safety System (GADSS) as well as the impact of 5G to safety critical radio altimeter functions.

2.3 The Council, at the seventh meeting of its 225th Session on 4 March 2022, reviewed the HLCC 2021 Safety Stream recommendations and approved the suggested follow-up actions on each of the recommendations, as provided in Supplement No. 1 to the HLCC 2021 Report.

2.4 Most of the HLCC 2021 Safety Stream recommendations consisted of two parts:

- a) calls for action addressed directly to States, with some also addressed to international organizations; and
- b) calls for action by ICAO.

2.5 The role of States to action the HLCC 2021 Safety Stream recommendations addressed directly to them is essential. The implementation of these recommendations is important to strengthen collective efforts for the safe and efficient recovery of aviation from the COVID-19 crisis, as well as building resilience in aviation and make it more sustainable in the future. A detailed list of these recommendations is available in Supplement No. 1 to the Report of the High-level Conference on COVID 19 (Doc 10160) at: <https://portal.icao.int/icao-net/Pages/Doc10160.aspx>.

2.6 The implementation of the HLCC 2021 Safety Stream recommendations addressed to ICAO is equally important. However, it is recognized that these recommendations will involve considerable work beyond what is established in the 2023-2025 Regular Budget. Mindful of likely resource and other constraints, the Air Navigation Commission (ANC) prioritized those recommendations related to the HLCC Safety Stream to recommend which items to include in the work programme for the next triennium and items it might defer until related constraints can be relieved.

2.7 The ANC proposed prioritization of the HLCC 2021 Safety Stream recommendations was provided as an interim high-level advice to the Council to facilitate the preparation of the 2023-2025 Regular Budget, in light of other Strategic Objectives of the Organization. The prioritization of the HLCC

2021 Safety Stream recommendations does not imply their inclusion in the budget for the next triennium, which will be subject to further discussions of the *Proposed Draft Budget of the Organization for 2023, 2024 and 2025* (A41-WP/35-AD/7 refers).

2.8 Convening a divisional-type meeting sufficiently ahead of the Assembly has proven valuable for the preparation of the next triennium budget proposals with the most up-to-date information on technical developments. By having the detailed technical discussions in advance, it would allow the Technical Commission to focus on the global plans and policy decisions to be made. It is intended that this practice will continue to be followed with meetings alternating between safety and air navigation focus.

3. CONCLUSION

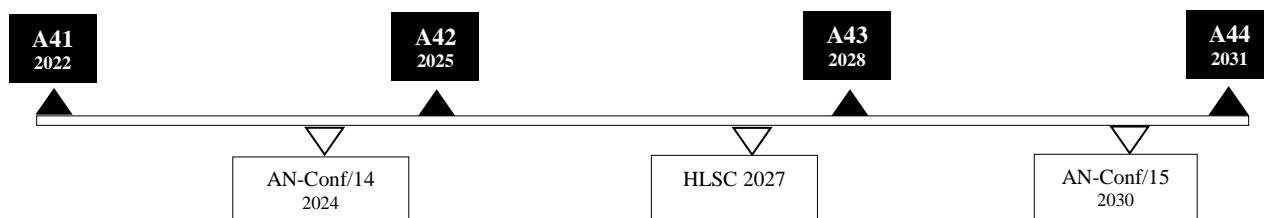
3.1 Experience in convening the HLCC 2021 in a virtual setting provided a number of lessons learned for planning similar future events, should the need arise, including time allotted for discussing agenda items, registration processes, staggered meeting times and technical requirements.

3.2 The HLCC 2021 Safety Stream adopted a number of recommendations over a wide range of subjects. Subsequent to the review of the HLCC 2021 Safety Stream recommendations by the Council, it is now for States and ICAO to action them appropriately. A certain number of the HLCC 2021 Safety Stream recommendations addressed to ICAO are subject to further discussion of the 2023-2025 Regular Budget (A41 WP/35-AD/7 refers).

3.3 In line with the recommendation of the 40th Session of the Assembly and current practice, the Appendix to this paper provides a tentative timeline for convening divisional-type meetings ahead of Assemblies.

APPENDIX

TENTATIVE TIMELINE OF DIVISIONAL-TYPE MEETINGS IN RELATION TO ASSEMBLIES



Note. — Both safety and air navigation work will be considered by divisional-type meetings and separated into two committees.

AN-Conf Air Navigation Conference
HLSC High-level Safety Conference

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