

# 2010 High Level Safety Conference Summary

**Captain JOHN ILLSON**

Chief, Integrated Safety Management - Air Navigation Bureau

*SSP Coordination Meeting – Lima, Peru*

*23 April 2014*



# HLSC/2010 Recommendations

- ICAO should develop...a **new Annex dedicated to safety management** responsibilities...framed under the State Safety Programme (SSP)
- **ICAO should assist States in the implementation of State Safety Programmes** through the development of additional guidance material, facilitating the sharing of experiences and other appropriate means.



# HLSC/2010 Recommendations

- That all **Contracting States and concerned stakeholders should cooperate to share sufficient information** to properly manage the recognition process of Air Operator Certificates (AOC), Approved Maintenance Organizations (AMO) and Approved Training Organizations (ATO)...
- ...**ICAO should ensure enhanced transparency** of civil aviation safety information to the travelling public.
- The new Safety Management Annex should **facilitate the provision of State and air carrier safety information to the travelling public...**

# HLSC/2010 Recommendations

- **ICAO should facilitate the integration of safety data and information from various sources** as well as the dissemination of related analysis output, with the objective to ensure that such information is disseminated for appropriate purposes.
- ICAO should convene a group of experts to determine **harmonized safety metrics...to enable integrated safety analyses...**



# HLSC/2010 Recommendations

- **ICAO should develop a methodology for safety performance measurement**, including key safety performance indicators that can facilitate the exchange of safety information among States, service providers and ICAO.
- ICAO should work with States and regions in developing a **common methodology for the development of Safety Performance Indicators (SPIs)**

# HLSC/2010 Recommendations

- That ICAO establishes a **multidisciplinary group to progress activities regarding the protection of safety data and safety information** with the view to ensure the availability of safety information required for the management of safety
- ...ICAO should take into account...and should consider:
  - protection of safety data in support of SSP and SMS other than those related to accidents and incidents records;
  - protection of certain accident and incident records; and
  - interactions between safety and judicial authorities and the concept of open reporting culture



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# 2015 High Level Safety Conference Overview

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# Objective 1: *State Safety Programme*

The Conference will discuss and seek agreement on the need for harmonized safety performance indicators used to determine the acceptable level of safety within the context of the State Safety Programme. The Conference will also provide an opportunity to discuss scalability needs in order for all States to implement the Global Aviation Safety Plan objectives.





## Objective 2: *Safety Information Protection (SIP)*

The Conference will be invited to note the steps taken by the Council to further the work of the SIP Task Force and commit to meaningful progress towards new or amended provisions in Annex 13, 19 and related guidance material before the next ordinary session of the Assembly.

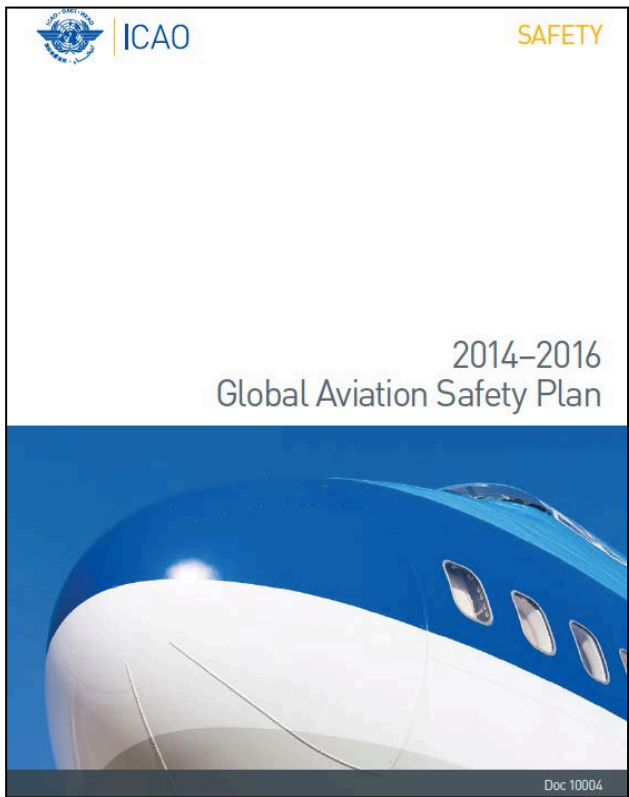


# Objective 3: *Safety Information Sharing*

The Conference will discuss the benefits derived from the collaborative analysis of multiple aggregated sources of data provided by States and international organizations. The Conference will be invited to provide recommendations on the development of a global information sharing initiative, leveraging the core competencies of all participants including ICAO, Member States and international organizations.



# *Objective 4: Planning for Global Aviation Safety Improvement*



The conference will be invited to consider how the objectives of the current Global Aviation Safety Plan (GASP) will be realized and discuss how the plan may be further enhanced to provide a clear roadmap for States, in collaboration with industry, to achieve and demonstrate safety improvements at a regional and State level.

## *Objective 5: Regional Collaboration*

This objective will seek an agreement from the conference on the further development of regional capabilities and how Regional Aviation Safety Groups (RASGs), ICAO headquarters and Planning and Implementation Regional Groups (PIRGs) can best interact and collaborate to achieve measurable safety improvements.





# *Objective 6: Combining Resources*

Many States lack the necessary resources to cover all their safety management requirements. This objective will explore how Regional Safety Oversight Organizations (RSOOs), Regional Accident Investigation Organizations (RAIOs) and other resources that can interact and collaborate to achieve measurable safety improvements.





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## 2nd High-level Safety Conference

2 - 6 February 2015, ICAO Headquarters, Montréal



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