



International Civil Aviation Organization
**Third Meeting of the Asia Pacific Accident Investigation Group
(APAC-AIG/3)**

(Colombo, Sri Lanka, 23 - 24 June 2015)

Agenda Item 3: Update on ICAO initiatives

ICAO HIGH-LEVEL SAFETY CONFERENCE

(Presented by Singapore)

SUMMARY

This paper identifies the major subjects and summarises the key subjects relating to accident investigation that were discussed during the ICAO Second High-Level Safety Conference held from 2 to 5 February 2015 at ICAO Headquarters, in Montréal, Canada.

1. INTRODUCTION

1.1 Following the inaugural High-level Safety Conference in April 2010, the International Civil Aviation Organization (ICAO) hosted the Second High-Level Safety Conference (HLSC2015) from 2 to 5 February 2015 at ICAO Headquarters, in Montréal, Canada. The goals of the High-level Safety Conference are to bring together the Directors General of Civil Aviation, or equivalent senior executives and stakeholders, to build consensus, obtain commitments and formulate recommendations deemed necessary for the effective and efficient progress of key safety activities by ICAO.

1.2 The HLSC2015 covered the three major topics are reviewing the current situation, the future approach to manage aviation safety, and facilitating increased regional cooperation. In particular, the HLSC2015 discussed emerging safety issues, including the global tracking of aircraft and risks to civil aviation arising from conflict zones. The link to the Papers presented at HLSC2015 is <http://www.icao.int/Meetings/HLSC2015/Pages/WorkingPapers.aspx>.

2. DISCUSSION

2.1 The key subjects relating to accident investigation that were discussed at the HLSC2015 included Global Aircraft Tracking Initiatives and Risk to Civil Aviation arising from Conflict Zones.

2.1.1 *Global Aircraft Tracking Initiatives*

2.1.1.1 Following the disappearance of MH370, a multidisciplinary meeting was convened at the ICAO Headquarters on May 2014. As a result of the meeting, the ICAO Ad hoc Working Group and the Aircraft Tracking Task Force (ATTF) were formed.

2.1.1.2 The ICAO Ad hoc Working Group developed a concept of operations to support future development of a Global Aeronautical Distress and Safety System (GADSS). The GADSS concept of operations was presented to the conference to gain feedback and the conference noted the plan to finalize it by the third quarter of 2015.

2.1.1.3 The ATTF reported to the HLSC existing technologies which are already installed on aircraft that could be used to perform global aircraft tracking. The ATTF also shared a set of performance-based criteria that could be used to establish a baseline level of aircraft tracking capability. Additionally, the report also identified future technologies that could support flight tracking in oceanic and remote airspace such as satellite-based Automatic Dependent Surveillance – Broadcast (ADS-B). The conference strongly encouraged the industry to begin implementing flight tracking on a voluntary basis.

2.1.1.4 The conference recognised the essential role of cockpit voice recorders (CVR) in the prevention of civil aviation accidents and the need to increase CVR recording duration in order to prevent the loss of relevant data. The conference also noted and fully supported the ongoing work on extending the recording duration of CVRs.

2.1.2 *Risk to Civil Aviation arising from Conflict Zones*

2.1.2.1 It was agreed at the HLSC2015 that there is a need for a centralized repository of information provided by States and international organizations. This information repository would support the availability of notices to airmen (NOTAMs), aeronautical information circulars (AICs), aeronautical information publication supplements (AIPs) and other types of operational information intended to support the conduct of comprehensive risk assessments related to operations in conflict zones.

2.1.2.2 A report was made to the conference on the progress of development of an initial prototype centralised capability to support the exchange of available information in support of such risk assessments. The conference strongly supported the development of such a capability and indicated that a simple web-based system should be developed and implemented without delay.

2.1.3 *Safety Information Sharing*

2.1.3.1 The conference reviewed a paper presented by the ICAO Secretariat, on the development and promotion of a global framework for the collection and sharing of information associated with operational safety. The conference acknowledged the benefits and lessons learned from existing information sharing initiatives and recommended that ICAO develop a global information sharing framework that can be used for different types of information, including the exchange of operational information.

2.1.4 *Safety Information Protection*

2.1.4.1 The ICAO Secretariat updated on the progress made in the development of new and enhanced provisions related to the protection of certain accident and incident records and other information used to maintain aviation safety and its related sources. The conference noted that the need to enhance the existing protective frameworks in support of safety management and accident investigation activities and recommended for ICAO to 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.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to note the major topics and key subjects relating to accident investigation discussed during the ICAO Second High-level Safety Conference 2015.

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