

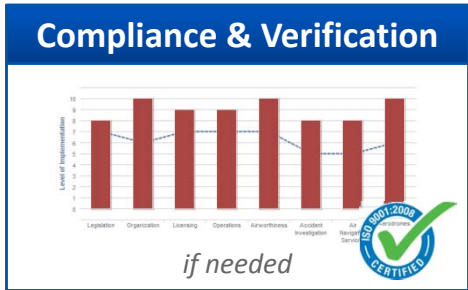


Outcomes from the Second High-level Safety Conference *and other ICAO Activities*

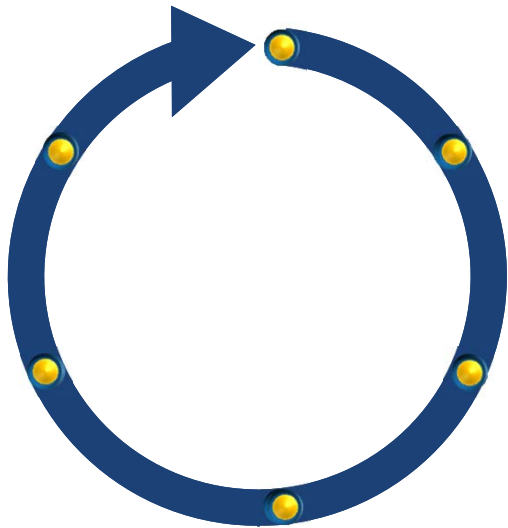
Catalin Radu

Deputy Director, Aviation Safety
Air Navigation Bureau, ICAO

*RASG-MID /4, Jeddah, Saudi Arabia
30 March – 1 April 2015*



Needs Analysis / Validation



Global Plans

Global & Regional

Assess & Measure

Implementation Planning

Training & Guidance

SARPs & PANS



Second High-level Safety Conference



- 4 Days
- 100 Working Papers
- 40 Information Papers
- 714 Delegates
 - 120 Member States
 - 35 Observers
- Attended by **States, Industry,** all **ICAO RDs** and **RASG** chairs

More information available at: www.icao.int/Meetings/HLSC2015



Second High-level Safety Conference



- **HLSC Declaration and Recommendations**

- Montreal Declaration on Planning for Aviation Safety Improvement
- Conclusions and Recommendations

<http://www.icao.int/Meetings/HLSC2015/Pages/declaration-and-recommendations.aspx>



Some of the Major Outcomes during the HLSC

- **Global Tracking**

- Member States endorsed the **GADSS Concept of Operations**
- Plans for adoption of a new **15 minute aircraft tracking standard** was also endorsed
 - **Performance-based**, allowing airlines the choice of several available and planned technologies and procedures
 - Proposal was sent to Member States on 25 February
 - Expected to be adopted by ICAO Council this fall
 - **Applicability date of 2016**
- ICAO is working with industry on an **implementation initiative**
 - To assist States, ANSPs, and airlines in the implementation of the standard and respond to abnormal flight behavior in an **integrated and multidisciplinary manner**



Some of the Major Outcomes during the HLSC

- **Conflict Zones**

- HLSC supported ICAO's **comprehensive risk mitigation work programme**
- **Including:**
 - **Online repository** hosted by ICAO, which will serve as a single public source for up-to-date risk assessments from States and International Organizations
 - **Harmonization of terminology** used for risk assessments
 - **Comprehensive review** of existing requirements and message formats
 - **Industry-led initiatives** to share operational information and be more transparent with passengers on conflict zone risk methodologies being applied



Some of the Major Outcomes during the HLSC

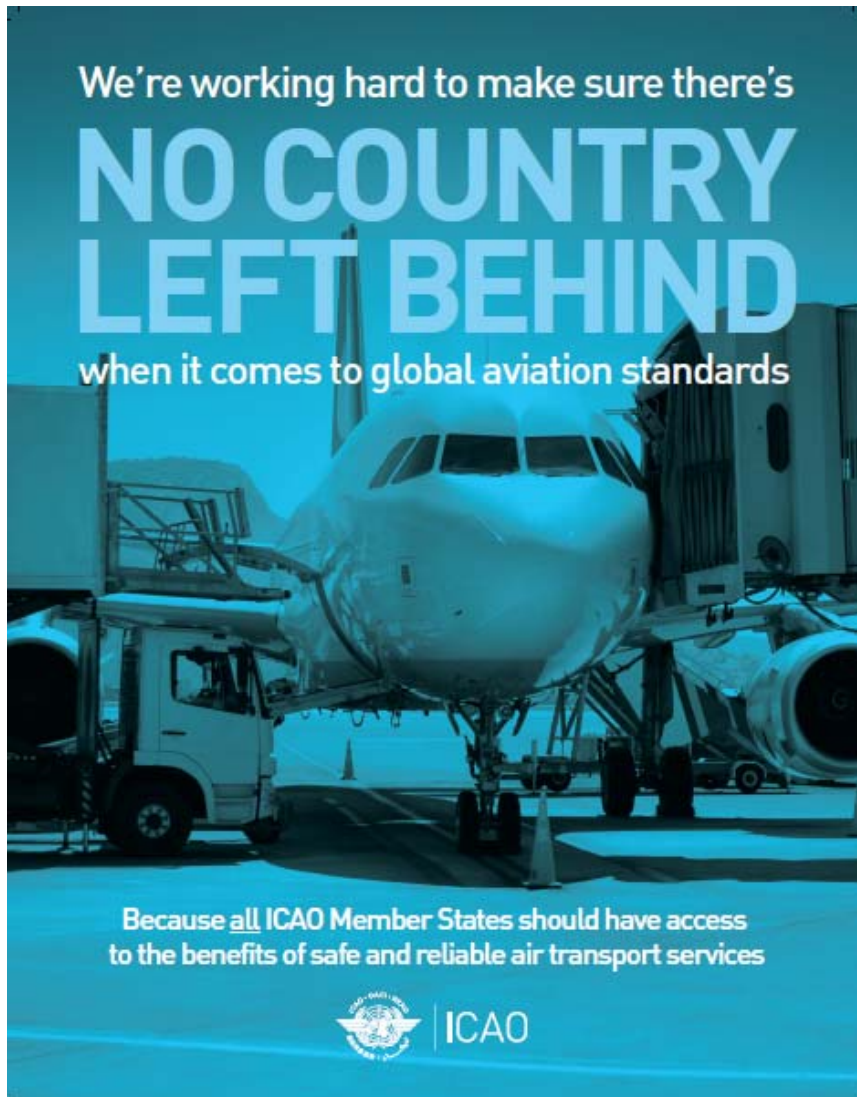
- **Effective and Efficient Regional Collaboration**
 - HLSC agreed on the importance of **regional collaboration** to improve safety
 - Recommended that aviation safety partners, including donor States, international organizations, industry and financial institutions, collaborate with ICAO to assist States to improve aviation safety
 - ICAO to lead the **alignment and coordination of regional initiatives** to improve safety, implement the GASP objectives, and achieve the regional safety targets.
 - Recommended that States, International Organizations and industry **increase their participation in and contributions** to the ICAO and partner regional safety mechanisms, including support to the activities of the RASGs with resources.
 - ICAO develop a **resource mobilization strategy and implementation plan** to increase resources, assistance activities and implementation assistance capacity.
 - ICAO to participate in the development of the **UN Sustainable Development Goals**.
 - States, international and regional organizations and industry **increase contributions to the ICAO Voluntary Funds** including the **Safety Fund (SAFE)** and Human Resources Development Fund (HRDF).



Ongoing Focus by ICAO

- The integration of **remotely piloted aircraft systems (RPAS)** into civilian airspace
- Continued adoption of proactive **safety management** approaches in States
- Provisions on the **sharing and protection of safety information**
- Full and expedited implementation of **Performance-based Navigation (PBN)** regulatory oversight
- Sustain the **Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA)** programme to assist States prepare for and respond rapidly to any new public health event
- The need for all ICAO States to be sufficiently assisted so as to reach **global minimum levels of effective safety oversight**





ICAO Campaign

NO COUNTRY
LEFT BEHIND



- **Background**

- A result of the first-ever ICAO Council off-site strategy session in 2014
 - Outlined that there was still a **large discrepancy** with the level of State implementation of ICAO SARPs
 - Determined that **ICAO should focus its activities** on States with higher safety risk or security threats and review what else can be done to better encourage assistance to developing nations
 - Resolved that ICAO should provide more direct assistance by playing an **active coordination role between States**, as well as generate the political will needed to pool resources, participate in regional efforts, earmark voluntary funds and build capacity.



- **No Country Left Behind (NCLB) Campaign**

- Highlights ICAO's efforts to assist States in **implementing** ICAO SARPs.
- Help ensure that SARP implementation is **more harmonized globally**
- Promotes the resolution of Significant Safety Concerns (SSCs) as well as other safety, security and emissions-related objectives.
- More information can be found at:
www.icao.int/about-icao-NCLB

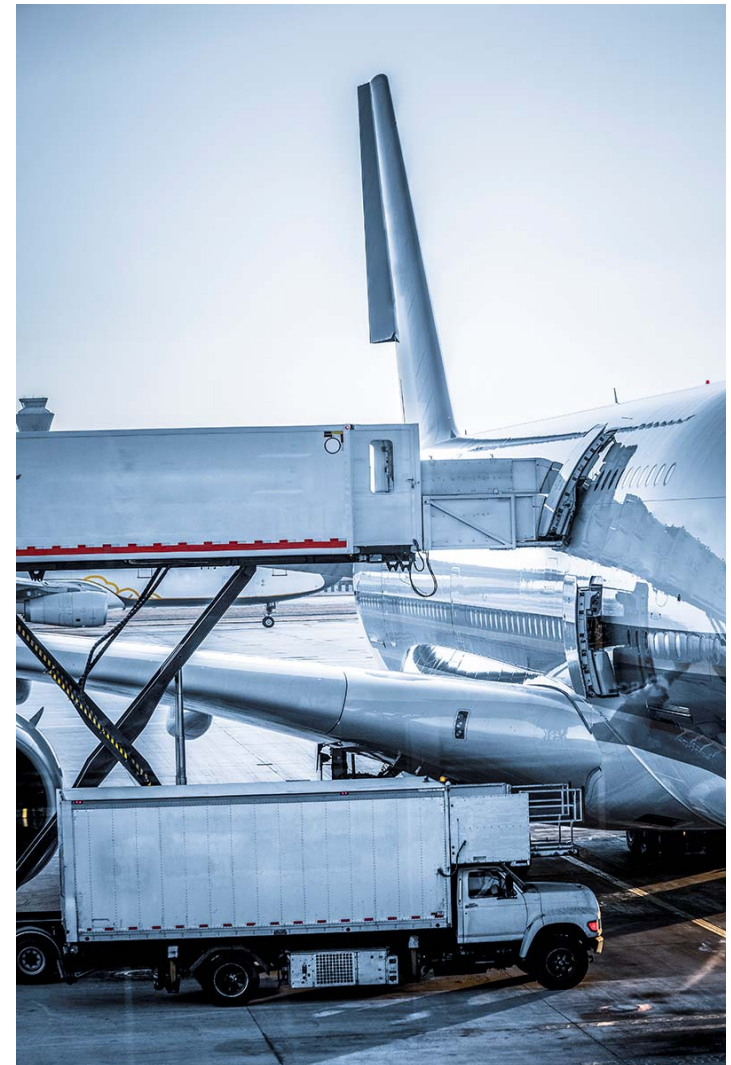


- **Other Related Resources**

- Current status of State Safety through the **Safety Audits**
<http://www.icao.int/safety/Pages/USOAP-Results.aspx>
- Targets and Outcomes through the **Regional Dashboards**
<http://www.icao.int/safety/Pages/Regional-Targets.aspx>
- **Implementation Kits (iKITs)**
<http://www.icao.int/safety/Implementation/Pages/iKITs.aspx>



Other ICAO INITIATIVES





Global developments affecting PIRGs and RASGs

- **Planning**
 - GANP/GASP updates planned, new regional air navigation plans
- **Implementation**
 - Implementation Kits (iKITS), RASG/RSOO/COSCAP alignment, regional targets and performance indicators
- **Reporting**
 - Global Aviation Safety Reports/Global Air Navigation Reports, Regional Safety Reports, Regional Dashboards

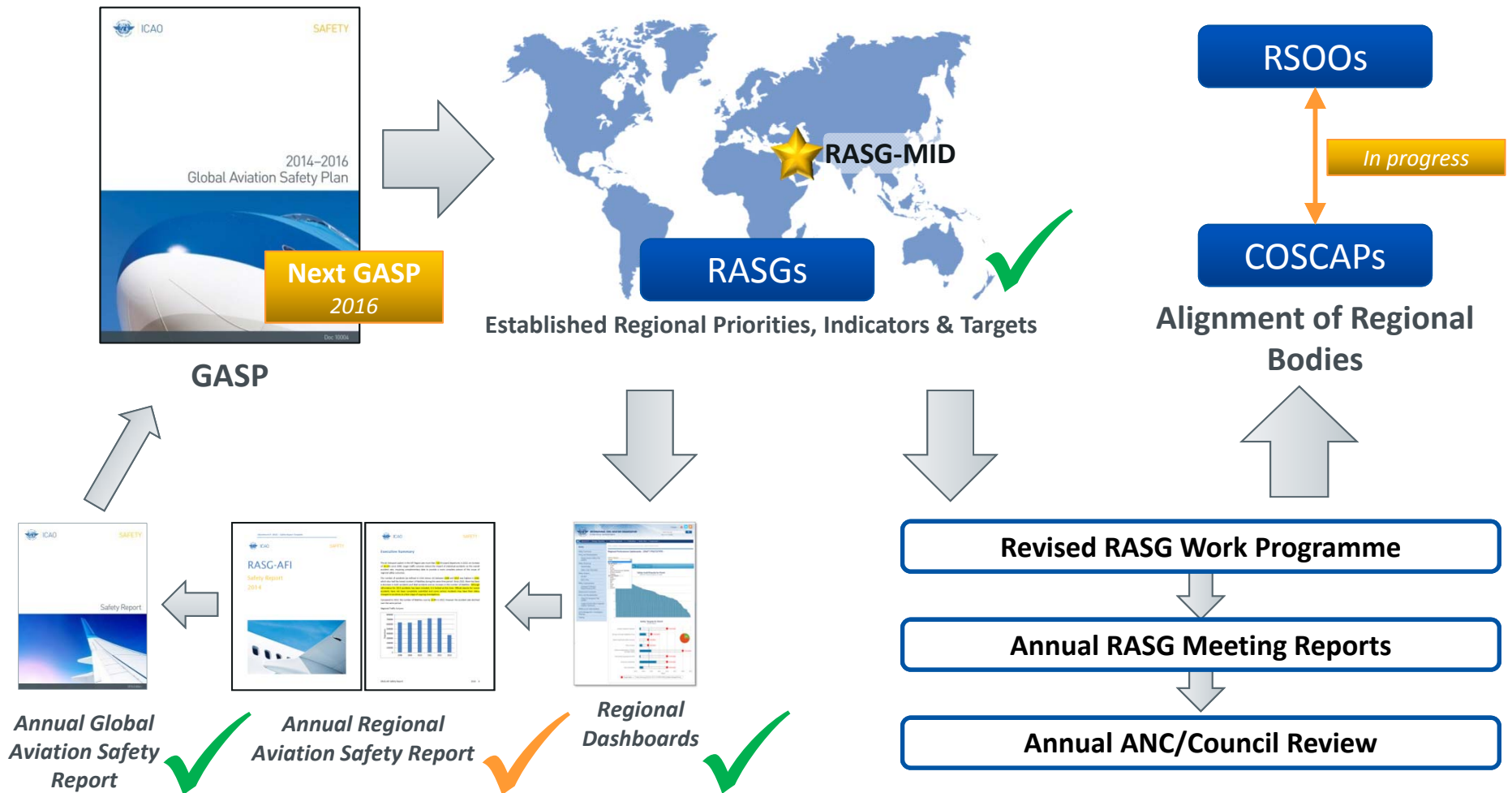


Air Nav. Region	REGIONAL OFFICE	SAFETY	Air Navigation
ARI	CAAC	Aviation Safety Targets for Africa (2014-2016)	ANS Performance Indicators for Africa (2014-2016)
MID	MID	MID Region Safety Strategy (2014-2016)	MID Region Air Navigation Strategy (2014-2016)
ASIA/PAC	AIRC	RASG-RSOO priorities and Targets (2014-2016)	ASNA/PA/NAI Priorities and Targets (2014-2016)
NAM	NAC	Part of Spain Declaration (2014-2016)	Part of Spain Declaration (2014-2016)
CAR	SAM	Biopira Declaration (2014-2016)	Biopira Declaration (2014-2016)
SAM	SAM	Priority Safety Targets for the Fiji Region (2014-2016)	EUR/ASU Implementation (2014-2016)
EUR	EUR/NAT	NAT Safety 2014 (2014-2016)	NAT Service Development Roadmap (2014-2016)



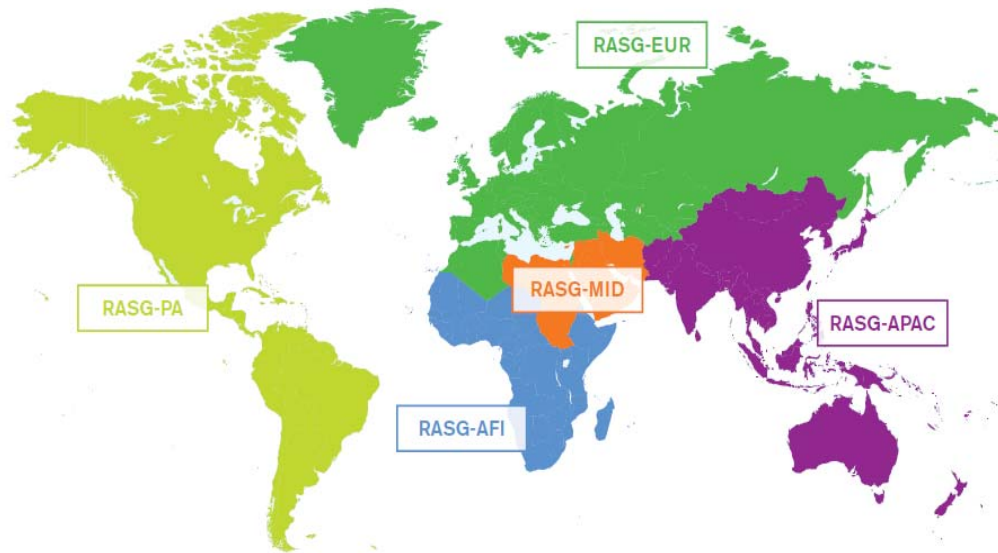


Regional Implementation – Safety





Regional Priorities and Targets



Common set of Indicators as a baseline



REGIONAL OFFICE	SAFETY
ESAF	Aviation Safety Targets for Africa (Abuja Ministerial – July 2012)
WACAF	
MID	MID Region Safety Strategy (DGCA-MID/2 May 2013)
APAC	RASG-APAC Priorities and Targets (RASG-APAC/4 – November 2014)
NACC	Port-of-Spain Declaration (NACC/DCA/5 – April 2014)
SAM	Bogota Declaration (RAAC/13 - December 2013)
EUR/NAT	Priority Safety Targets for the EUR Region (RASG-EUR/03 - February 2014)
	NAT Safety KPIs (NAT-SPG/50 – June 2014)

Using readily available data



2nd High-level Safety Conference
2 – 5 February 2015, ICAO Headquarters, Montréal

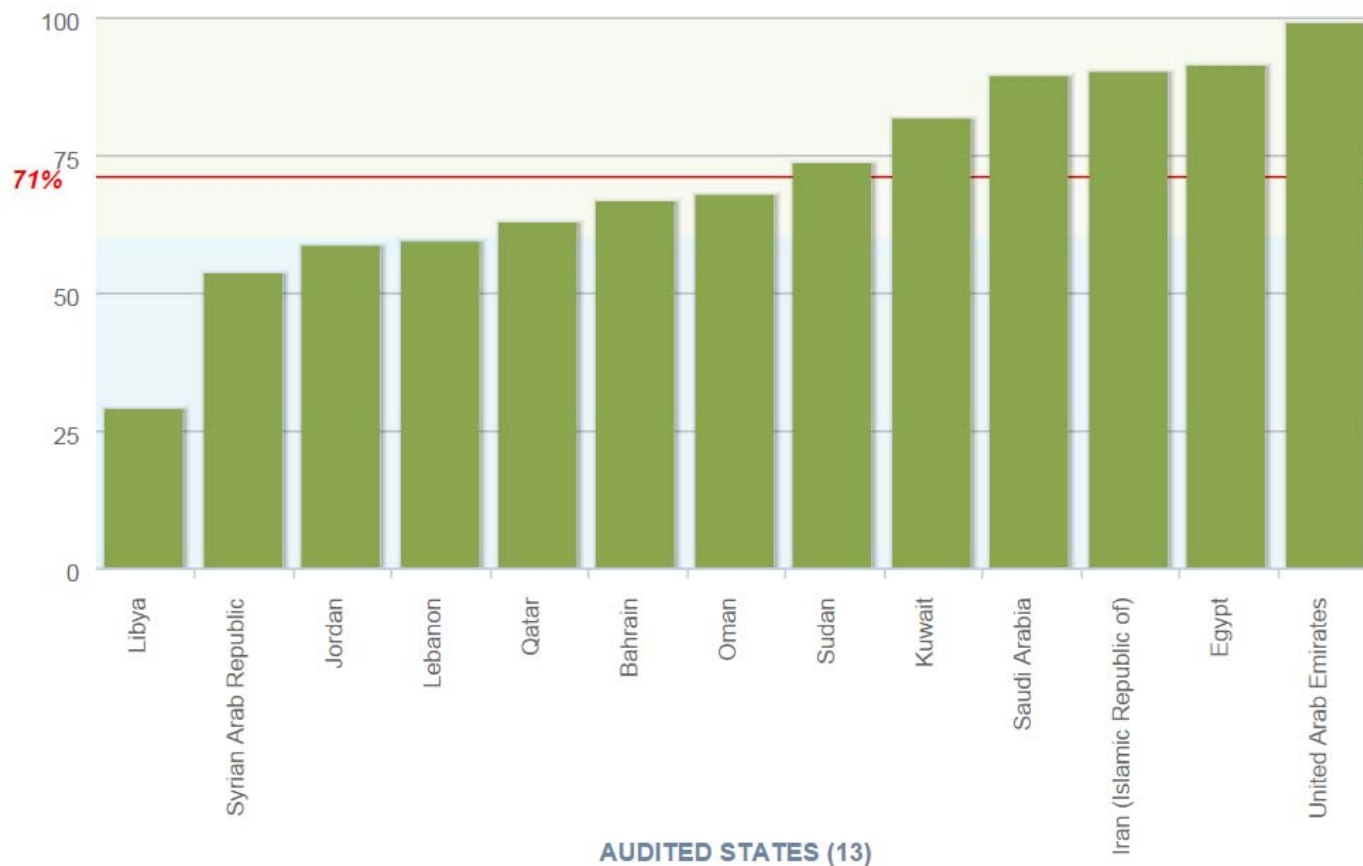
Recommendation 2/1 b) 3)
Implementing SSP

ICAO should improve and harmonize the defined SPIs taking into account those currently in use



ICAO Safety Audit Results for RASG-MID

Effective Implementation of safety oversight systems by State

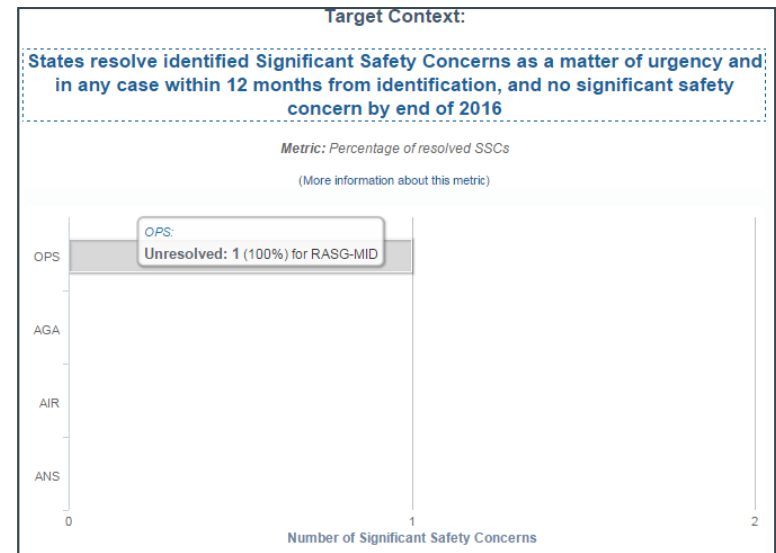
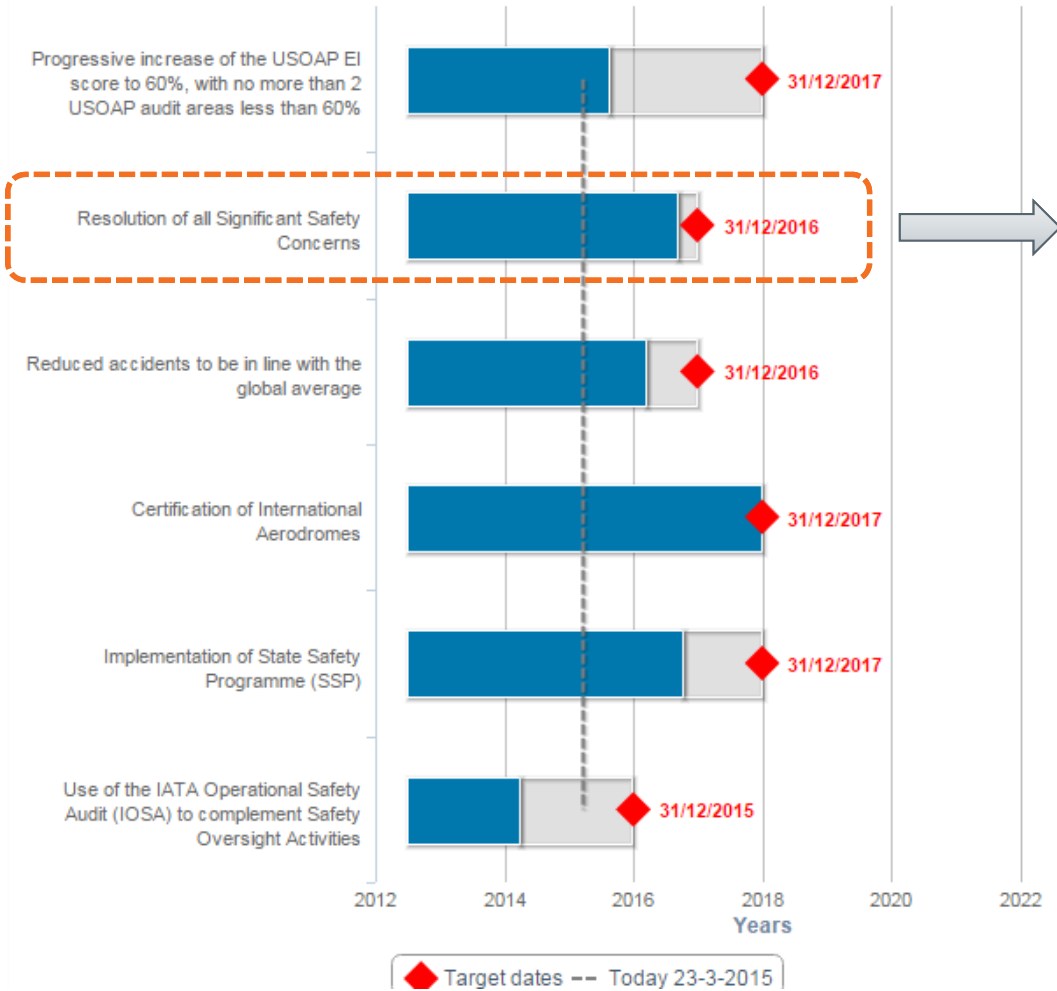


Note: 2 out of 15 MID States not audited (Iraq and Yemen) due to Security reasons



Status of Safety for RASG-MID

According to the MID Region Safety (RASG-MID) and Air Navigation Strategy (MIDANPIRG)



Source: <http://www.icao.int/safety/pages/regional-targets.aspx>



Existing Implementation Kits (iKITs)

– 2012

- Aviation System Block Upgrades (ASBU) Block 0
- Performance-based Navigation (PBN)

– 2013

- Aircraft Operator Certificate (AOC)
- Safety Management

– 2014

- Runway Safety

– 2015

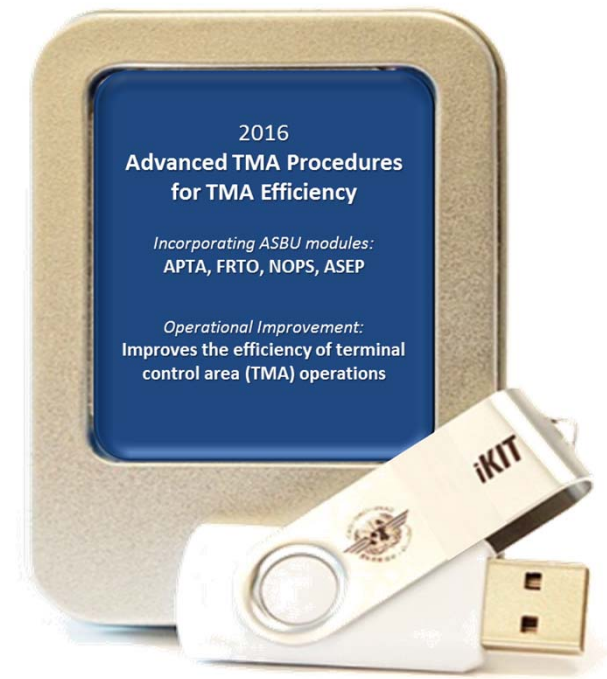
- Remotely Piloted Aircraft Systems (RPAS)
- Performance-based Navigation (PBN) – *Updated Version*

<http://www.icao.int/safety/Implementation/Pages/IKits.aspx>



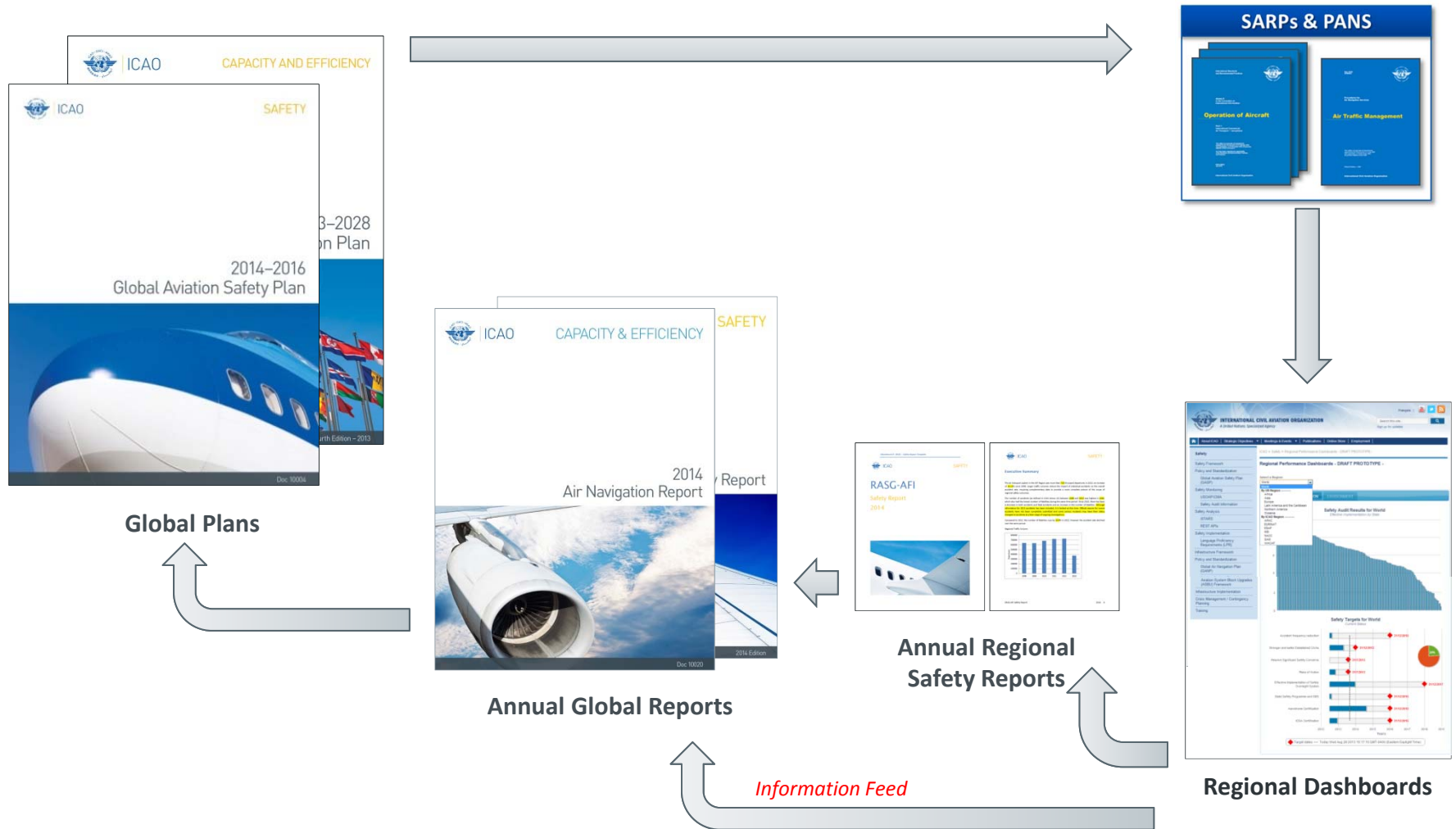
Implementation Kits (iKITs) for 2016

- Initial steps to improve demand/capacity balancing
- Facilitate recognition through the harmonization of airworthiness regulatory approvals
- Improved Efficiency of Surface Operations
- Enhancing Safety at Aerodromes
- Improved Throughput at Aerodromes
- Early steps towards user-preferred routing
- Optimized aerodrome departure/arrival rates under all meteorological conditions
- Advanced ATM Procedures for TMA Efficiency (updated and expanded PBN iKit)
- In-Flight Accident Reduction Tool





Global and Regional Nested Reporting



State Safety Briefings



- Launched during the **HLSC 2015**
- **Now Available** for States at the secure **iSTARS/SPACE** portal
- Provides a **general overview** of the different safety aspects **per State**
 - Shows **different indicators** to measure aviation safety in a State
 - Shows a **comparison** of the State in the context of **any regional grouping**

Proposed Safety Performance Indicators

(HLSC/15-IP/1 Appendix)

HLSC/15-IP/1
Appendix

APPENDIX
LIST OF SAFETY-RELATED INDICATORS

A- Safety Indicators

#	Indicators and Metrics	Type	Usage
1	Effective Implementation of State Safety Oversight System Metrics: <ul style="list-style-type: none"> • USDAP EI Scores overall • USDAP EI Scores by technical area • USDAP EI Scores by critical element 	Predictive	Target
2	Progress in SSP Implementation Metrics: <ul style="list-style-type: none"> • Percentage of completed gap analysis questions • Percentage of implemented gap analysis questions overall • Percentage of implemented gap analysis questions by element 	Predictive	Target
3	Progress in SMS Implementation Metrics: <ul style="list-style-type: none"> • Percentage of completed gap analysis questions by operator • Percentage of implemented gap analysis questions overall by operator Percentage of implemented gap analysis questions by element and by operator	Predictive	Target
4	Frequency and Severity of Accidents and Incidents Metrics: <ul style="list-style-type: none"> • Number and distributions of occurrences by severity level (accident, serious incidents, etc.) and ADREP occurrence category • Number and distribution of fatalities by ADREP occurrence category • Occurrence per number of departures (rate) Note: Occurrences should be limited to specific categories of aircraft and operations like "aircraft above 5 700 kg operating scheduled commercial flights"	Reactive / Proactive	Target
5	Certification of Aerodromes Metrics: <ul style="list-style-type: none"> • Number and percentage of certified international aerodromes overall and by airspace 	Predictive	Target
6	Significant Safety Concerns Metrics: <ul style="list-style-type: none"> • Number and duration of USDAP CMA significant safety concerns by technical area 	Predictive	Target

- Effective Implementation of Safety Oversight System
- Progress in SSP Implementation
- Progress in SMS Implementation
- Frequency and Severity of Accidents and Incidents
- Certification of Aerodromes
- Significant Safety Concerns
- Presence of notable hazardous conditions
- Fleet Modernization
- Effectiveness of Foreign Operator Safety Assessment Programmes
- Industry Certification
- Extent of Environmental Hazards



Proposed Safety Performance Indicators

(HLSC/15-IP/1 Appendix)



MID Region Safety Strategy

- ★ Effective Implementation of Safety Oversight System **Theme 5**
- ★ Progress in SSP Implementation **Theme 7**
- ★ Progress in SMS Implementation **Theme 7**
- ★ Frequency and Severity of Accidents and Incidents **Theme 1-4**
 - Certification of Aerodromes **Theme 6**
 - Significant Safety Concerns **Theme 5**
 - Presence of notable hazardous conditions
- ★ Fleet Modernization
 - Effectiveness of Foreign Operator Safety Assessment Programmes
- ★ Industry Certification **Theme 5**
 - Extent of Environmental Hazards

★ Proposed Core Safety Performance Indicators



Expanding the Framework for Performance Measurement

1

Effective Implementation of State Safety Oversight System

Code	Country	USOAP EI Scores overall	USOAP EI Scores by technical area										USOAP EI Scores by critical element						
			LEG	ORG	PEL	OPS	AIR	ANG	ANS	AGA	CE1	CE2	CE3	CE4	CE5	CE6	CE7	CE8	
RASG-EUR Average/Total																			
		73.4	69.1	70.0	83.6	77.1	80.7	64.2	69.0	69.6	76.0	72.5	72.4	56.1	73.6	62.1	70.9	65.5	
ALB	Albania	55.7	48.9	65.6	48.9	55.5	52.3	27.8	51.2	52.9	55.3	58.6	62.5	51.3	56.8	67.8	68.2	28.9	
DZA	Algeria	58.2	42.9	50.0	62.5	66.1	66.4	31.1	55.6	60.5	50.0	58.5	62.2	11.5	69.3	77.0	59.7	45.7	
AND	Andorra	28.3	71.4	54.6	66.7	35.7	51.3	12.4	15.4	13.3	74.2	33.3	32.6	17.4	38.4	3.6	11.5	16.0	
ARM	Armenia	96.2	100.0	93.3	91.5	99.2	90.7	95.9	99.3	96.9	98.2	98.0	97.4	95.8	98.7	93.3	93.3	93.3	
AUT	Austria	73.0	68.2	64.3	98.8	95.5	95.7	59.4	47.5	44.2	74.2	77.7	72.9	42.2	69.4	83.5	78.2	66.7	
AZE	Azerbaijan	58.3	31.8	41.7	68.4	61.9	87.0	44.8	47.7	55.8	53.1	71.1	51.3	12.8	60.8	73.9	57.0	38.6	
BLR	Belarus	53.4	66.7	42.7	57.5	63.4	54.1	59.8	48.8	49.7	73.3	61.1	48.2	12.8	62.2	65.4	52.2	42.2	
BEL	Belgium	85.8	81.8	83.3	91.0	87.2	89.5	88.3	76.7	89.6	93.8	81.8	76.4	53.6	82.6	91.5	92.5	88.9	
BH	Bahrain	67.6	66.7	61.5	88.0	89.1	76.4	49.0	61.0	71.2	66.7	67.3	65.9	37.7	64.2	79.7	68.0	75.6	
BGR	Bulgaria	62.7	81.0	76.9	90.7	80.0	76.5	76.0	69.3	76.2	100.0	78.8	82.0	74.1	90.6	73.1	86.4	73.6	
HRV	Croatia	75.0	59.1	78.6	94.1	89.4	85.1	57.5	75.8	56.2	73.3	69.2	73.9	61.5	79.1	82.4	84.2	52.3	
CYP	Cyprus	67.1	54.6	57.1	75.0	91.1	90.7	79.2	57.4	31.9	78.1	67.0	60.2	55.8	76.1	72.5	52.1	64.4	
CZ	Czech Republic	86.7	90.9	82.5	84.6	85.5	92.7	72.9	68.3	82.6	90.6	88.4	85.4	75.8	83.9	90.6	87.2	84.9	
DNK	Denmark	84.5	81.8	75.0	94.8	83.2	92.1	89.6	78.3	80.0	87.5	90.6	93.4	54.1	87.4	89.2	79.3	82.6	
EST	Estonia	63.6	78.2	72.7	82.1	80.3	77.2	54.0	74.2	47.6	77.4	60.8	69.1	58.2	51.1	71.9	59.7	65.2	
FIN	Finland	75.5	66.7	81.6	73.2	71.4	75.8	77.1	80.7	73.5	87.1	78.9	81.8	51.9	74.5	85.0	73.4	68.1	
FRA	France	84.4	100.0	100.0	100.0	88.4	98.3	96.9	85.9	81.7	96.9	95.1	87.6	89.5	96.6	95.7	97.6	96.2	
GEO	Georgia	55.8	23.8	40.0	72.0	90.7	81.3	61.7	50.0	96.0	36.4	51.6	85.2	64.8	63.0	58.8	41.8	32.7	
DEU	Germany	88.8	60.9	87.5	86.6	87.5	87.0	94.3	84.6	88.0	71.9	87.9	87.8	82.6	94.3	93.2	87.4	96.2	
GRC	Greece	67.9	72.7	35.7	70.1	68.8	70.8	80.2	53.3	78.4	78.1	70.4	52.8	34.6	76.8	79.4	63.1	65.2	
HUN	Hungary	67.2	65.2	66.7	81.8	83.8	88.9	90.4	58.8	25.7	82.1	82.5	84.6	35.1	78.6	73.0	61.0	73.3	
ISL	Iceland	81.5	77.3	75.0	81.0	78.0	80.7	87.6	73.7	82.7	93.1	78.6	74.6	64.1	85.4	90.6	89.7	85.9	
IRL	Ireland	82.2	91.3	100.0	100.0	96.9	94.2	96.9	91.9	78.5	96.9	87.2	94.6	90.5	95.9	93.4	90.9	84.8	
ISR	Israel	67.3	81.8	82.3	91.4	78.9	95.1	91.2	82.4	84.8	96.8	87.4	93.4	79.5	90.7	84.2	85.9	89.4	
ITA	Italy	66.7	77.3	81.3	89.2	90.6	91.1	91.7	73.6	93.6	66.7	88.9	68.9	66.7	81.8	87.9	81.4	89.4	
KAZ	Kazakhstan	64.4	66.7	45.5	74.4	72.4	65.3	47.9	71.5	54.4	86.7	72.7	54.7	57.1	58.6	81.0	38.7	42.2	
KG	Kyrgyzstan	67.2	68.9	75.0	91.9	86.4	89.1	81.4	63.3	71.3	83.9	71.2	64.8	33.0	77.3	72.5	58.1	65.9	
LVA	Latvia	64.8	63.6	45.5	71.4	82.2	85.3	59.6	52.8	69.3	71.9	62.0	61.5	30.8	62.2	76.5	69.5	66.7	
LTU	Lithuania	69.4	73.9	58.3	91.4	82.7	74.8	24.7	69.0	71.9	81.3	72.6	66.7	41.0	82.4	83.6	76.8	48.9	
LUX	Luxembourg	89.8	61.9	85.7	95.1	85.8	91.4	43.8	86.9	54.7	75.3	88.9	75.3	61.2	81.0	82.0	62.5	59.6	
MLT	Malta	70.5	59.1	78.6	80.0	77.0	79.8	50.0	84.6	47.1	56.3	62.2	61.4	62.1	64.4	60.9	55.3	51.1	
MCO	Monaco	53.7	30.4	58.3	66.7	60.4	73.5	16.4	52.4	29.8	31.3	41.6	67.2	31.4	53.5	78.9	42.9	34.5	
MNE	Montenegro	61.1	59.1	69.2	60.3	67.5	67.8	48.5	62.2	62.6	67.7	61.3	62.2	41.8	64.7	77.6	64.1	42.2	
MAR	Morocco	70.2	33.3	75.0	70.1	65.6	87.5	52.6	77.2	57.6	53.3	61.4	74.0	62.8	79.8	57.5	64.2	64.2	
NLD	Netherlands	88.2	85.7	100.0	94.2	93.4	97.2	74.7	87.1	80.9	97.0	79.3	92.7	74.2	87.3	94.3	95.1	89.8	
NOR	Norway	84.5	72.7	78.6	95.8	78.2	82.5	88.2	68.2	96.6	96.6	89.2	78.9	64.3	88.6	88.9	85.4	75.3	
POL	Poland	67.8	95.5	86.7	90.1	88.4	89.7	68.0	85.9	86.4	93.8	85.1	82.4	91.8	82.2	95.3	81.1	74.5	
PRT	Portugal	70.2	86.4	71.4	94.9	91.4	82.8	76.6	37.1	57.1	93.8	71.2	59.3	30.8	25.3	78.7	64.1	69.8	
MDA	Republic of Moldova	71.7	59.1	68.2	80.3	87.7	82.7	42.7	70.0	86.5	73.3	67.6	68.7	48.7	71.7	84.1	79.5	45.5	
ROU	Romania	91.0	95.5	92.9	100.0	96.8	91.8	69.8	88.2	96.8	96.9	94.1	93.6	78.2	84.0	87.4	96.5	80.4	
RUS	Russian Federation	83.0	65.2	75.0	95.2	81.3	90.5	90.9	57.3	89.4	87.5	83.3	70.5	45.4	93.0	84.8	87.2	73.1	
SMR	San Marino	52.9	54.6	78.6	63.3	52.2	74.1	18.4	25.0	40.0	50.0	57.5	44.4	55.3	51.3	25.0	25.0	25.0	
SRB	Serbia	69.6	42.9	90.9	80.7	86.1	56.9	78.1	80.4	57.6	66.7	57.8	53.6	64.1	69.3	75.7	67.1	57.8	
SVK	Slovakia	75.7	90.9	64.3	88.4	81.6	74.3	43.3	65.3	80.7	90.6	80.4	71.4	66.7	63.9	79.8	59.6	66.6	
SVN	Slovenia	63.5	43.5	50.0	83.8	70.1	70.3	33.0	84.8	36.1	51.1	58.8	64.8	57.7	55.6	73.7	75.5	47.8	
ESP	Spain	85.1	77.3	81.3	91.5	88.9	89.9	75.0	90.9	74.0	78.1	71.8	88.9	75.0	88.2	82.4	83.5	89.1	
SWE	Sweden	83.4	77.3	71.4	84.2	77.8	91.3	75.5	72.4	84.4	88.2	86.7	85.3	56.0	87.9	82.3	81.1	78.7	
CHE	Switzerland	89.1	78.3	85.7	100.0	93.8	93.1	91.5	88.4	88.4	71.0	83.7	84.4	77.4	84.9	84.2	92.5	94.1	
TJK	Tajikistan	53.6	73.9	80.0	82.4	67.4	34.9	77.1	34.5	44.3	98.8	47.8	57.0	20.8	55.0	62.5	44.8	55.6	
MKD	The F.Y.R.O.M.	53.7	45.2	54.8	81.1	46.4	64.3	63.9	55.9	43.5	60.3	58.9	25.9	38.0	60.4	65.3	28.9	28.9	
TUN	Tunisia	73.6	63.6	61.5	72.2	73.4	89.9	65.0	86.6	52.8	67.7	83.0	67.8	60.0	80.3	79.3	58.4	53.3	
TUR	Turkey	63.6	85.7	69.2	81.5	88.0	88.4	61.6	88.9	85.6	93.6	80.9	77.6	59.0	79.1	86.4	86.6	81.8	
TIM	Turkmenistan	63.7	65.2	61.5	75.0	69.4	65.4	65.8	72.7	77.4	64.2	71.6	19.3	65.9	77.8	64.8	42.2	42.2	
UKR	Ukraine	81.5	77.3	80.0	78.8	75.0	84.2	46.9	85.7	89.7	80.3	73.5	83.5	73.3	74.7	84.7	80.2	67.9	
GBR	United Kingdom	93.6	89.7	87.5	95.1	86.7	97.1	84.2	96.0	88.8	94.1	88.0	95.5	95.4	92.5	95.0	96.3	94.1	
UZB	Uzbekistan	67.3	66.4	100.0	97.5	82.1	85.8	93.9	77.2	67.0	93.6	89.3	92.0	78.3	88.7	88.0	77.9	91.5	

- By the end of 2015, ICAO will establish a framework for:
 - States to **start measuring** against a core set of indicators as a baseline
 - States to **choose** their applicable / related proposed Safety Performance Indicators
 - States to **validate** ICAO information related to the proposed Safety Performance Indicators
 - States to **report** to their respective RASGs and Regional Offices
- Establish a framework for Regional and State performance measurement

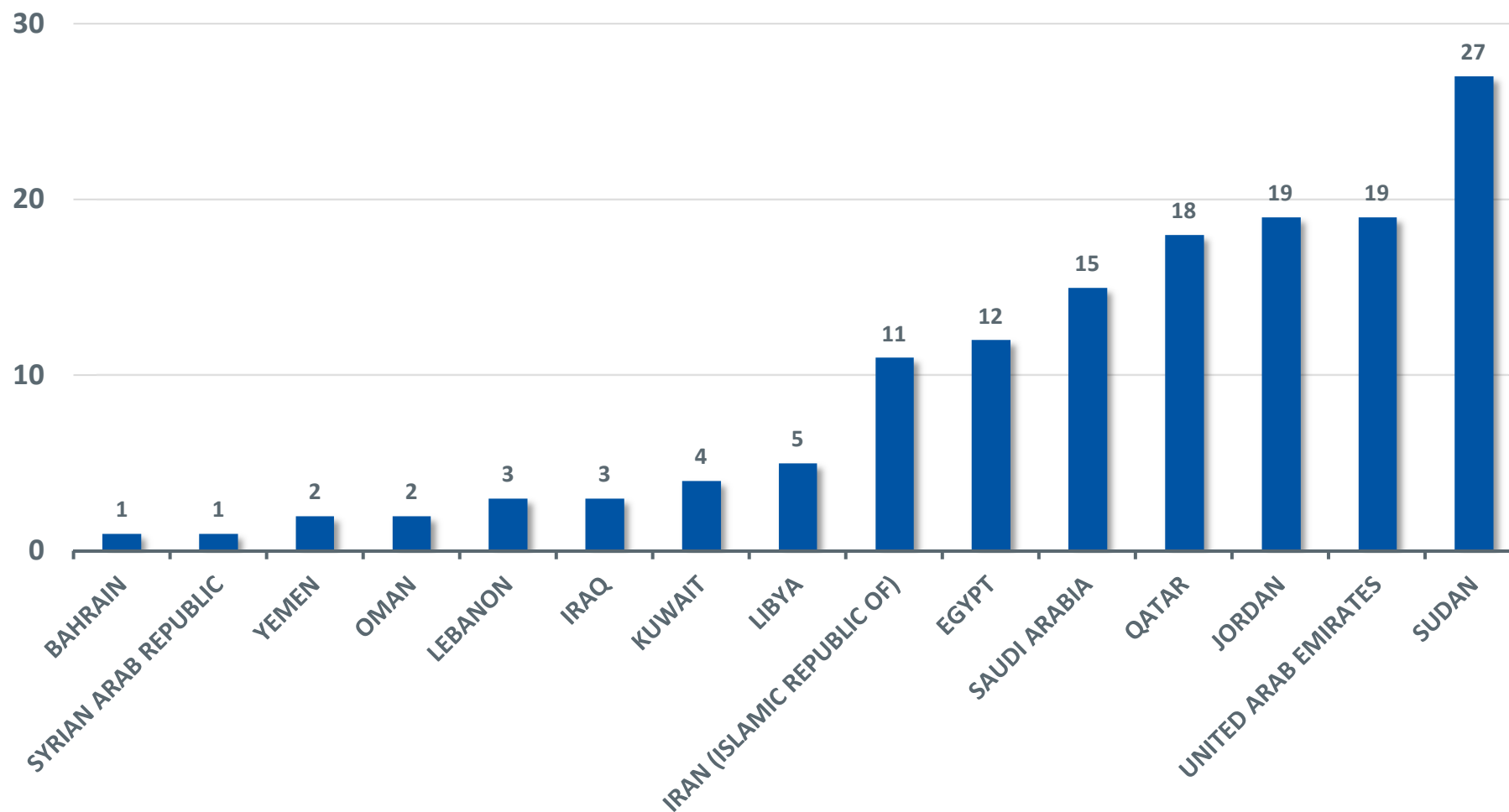


Global, Regional and State Nested Reporting





iSTARS Users for: *RASG-MID*





Summary Recommendations for MID States

- Prioritize **resolution of SSCs**
- **State Plans of Action (PoA)** for priority States based on safety risk (EIs < 40)
- Prioritize actions to **support safety oversight improvements** (EIs < 60)
- **Implement SSP** and use **iSTARS/SPACE Gap Analysis tool** to keep ICAO informed of progress (EIs > 60%)
- **Alignment** of RO, RASG, COSCAP, partner organizations, etc. regional actions for priority States and implementing regional safety targets
- States to **request Technical Assistance** from ICAO if required
- Consider establishment of **RSOO**
- States to **request ICVM and/or off-site validation** once ready to improve EI score by validation of actions
- States to measure and report against **regional targets** and **safety performance indicators**





GLOBAL EVENTS





ICAO



UNOOSA

SPACE2015

ICAO / UNOOSA Aerospace Symposium (18 – 20 March 2015)



- **Symposium Outcomes:**

- General consensus that commercial space transportation **will happen**
 - Initially from remote locations with segregated traffic, evolving to full integration
- For the moment, **no international regulation** is required
- **Strategy:** Preparation and education of all stakeholders
- **How to engage on the subject with ICAO / UNOOSA**
 - **Be at the table** - join the ICAO / UNOOSA Space Learning Group at www.icao.int/aeroSPACE
 - **Share** your experience and concerns related to integration of airspace
 - Commitment is not resource intensive – high value for low cost
- **Second ICAO / UNOOSA Aerospace Symposium** is scheduled for next year in 2016, hosted by the United Arab Emirates



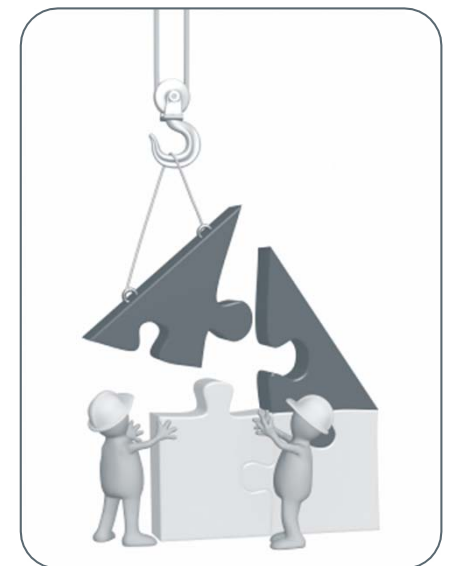
Key Global Events 2015





Global Aviation Development Implementation Symposium

- **Date and Location:** Montréal, 24 to 26 November 2015
- **Theme:** No Country Left Behind
- **Unique symposium focused on implementation, allowing:**
 - States to highlight their priority needs
 - ICAO to showcase available assistance and success stories
- **Participants:**
 - States, industry, international and regional organizations, and financial institutions
- **Objectives:**
 - Support ICAO Resource Mobilization Strategy
 - Secure collaborative support from donors and partners on voluntary contributions and ICAO coordination role





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Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU



BACKUP SLIDES



RPAS Symposium

23 – 25 March 2015

- **Symposium Outcomes:**

- TO BE DETERMINED

