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ASSEMBLY — 36TH SESSION

TECHNICAL COMMISSION

Agenda Item 27: ICAO Global Aviation Safety Plan

ICAO GLOBAL AVIATION SAFETY

(Presented by Australia)

EXECUTIVE SUMMARY

In March 2006, the Directors General of Civil Aviation Conference in Montréal, Canada reviewed a “Global Aviation Safety Roadmap” (GASR). This Roadmap was developed at the request of ICAO by the aviation industry through the IATA Industry Safety Strategy Group (ISSG). A Global Aviation Safety Plan (GASP) has now been developed from the GASR. Both documents were developed with the close coordination and participation of industry.

The Roadmap also includes a step-by-step process to help develop Safety Enhancement Plans at the regional or subregional level. As part of this process a gap analysis is to be conducted. This analysis begins with what the situation is today, and then compares it to where the organization would like to be. This gap analysis identifies specific steps that can be taken to reach the desired goal.

A subregional working group was formed following the inaugural Asia-Pacific Air Navigation Service Providers Conference in August 2006. This group comprised ANSP members from Indonesia, Timor, Papua New Guinea and Australia. A pilot gap analysis was conducted by these members and a report was presented to the second ANSP Conference in July 2007.

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| <i>Strategic Objectives:</i> | This working paper relates to Strategic Objective A in support of enhancing global civil aviation safety at a regional and subregional level. |
| <i>Financial implications:</i> | Not applicable. |
| <i>References:</i> | Global Aviation Safety Roadmap, Parts I and II (http://www.icao.int/fsix/) Global Aviation Safety Plan (A36-WP/47) |

1. INTRODUCTION

1.1 In March 2006, the Directors General of Civil Aviation Conference in Montréal, Canada reviewed a Global Aviation Safety Roadmap. This Roadmap was developed at the request of ICAO by the aviation industry through the IATA Industry Safety Strategy Group (ISSG). The Roadmap aims to assist both Contracting States and industry in complying with ICAO Standards and Recommended Practices (SARPs) and to encourage the adoption of international best practices. Part 2 of the Global Aviation Safety Roadmap (GASR) describes a regional safety enhancement plan development process.

1.2 ICAO will present an updated Global Aviation Safety Plan (GASP) to the upcoming 36th Session of the Assembly which has developed from the Global Aviation Safety Roadmap. The GASP describes twelve Global Safety Initiatives which relate to the twelve focus areas in the Global Aviation Safety Roadmap.

2. REGIONAL GAP ANALYSIS PILOT PROJECT

2.1 The inaugural Asia-Pacific Air Navigation Service Providers (ANSP) Conference was held at Brisbane, Australia in August 2006. The conference agreed to establish two working groups to further the process of improved regional cooperation and coordination. The two working groups would focus on: smooth transitions across flight boundaries; and the creation of a regional safety road map. The Regional Safety Roadmap Working Group (RSRWG) would comprise representatives from regional ANSPs and airlines and would work toward the establishment of a Regional Safety Roadmap, to underpin the GASR endorsed by ICAO. The inaugural RSRWG meeting was held in Bali on 9 December 2006. At the Bali meeting, it was agreed that a pilot gap analysis project would be undertaken by interested regional ANSPs.

2.2 This pilot gap analysis would compare the existing situation with the desired situation, in which the Best Practices identified in the ICAO GASR would represent the desired state. Therefore, in the context of the regional aviation safety roadmap for ANSPs, the results of the gap analysis describes differences within a region between the current situation and the potentially ideal situation in which ANSP Best Practices have been implemented.

2.3 Key objectives of the pilot project were to:

- a) demonstrate the practical application of concepts within the GASR relevant to ANSPs;
- b) develop a framework that could be uniformly adopted by ANSPs in the region to conduct gap analyses comparing their own operations against the identified “best practices” of the global roadmap;
- c) identify a methodology for regional ANSPs to practically interface with ICAO in the implementation of the GASR; and
- d) demonstrate options for sharing of safety data within the region.

3. REGIONAL INITIATIVES

3.1 The pilot project was undertaken by DGCA Indonesia, CAA Papua New Guinea, CAD Timor-Leste and Airservices Australia with a view to reporting on the progress of the project at the second ANSP Conference which was held in Bali, Indonesia on 5 and 6 July 2007. Airservices Australia provided administrative support and coordination for the project.

3.2 To prepare for the pilot, Airservices Australia conducted an internal preliminary gap analysis to evaluate the value of the process and identify a prioritized list of focus areas for regional consideration. The analysis was completed in March 2007. A report detailing the preliminary findings and noting the strengths and shortcomings of the gap analysis process was delivered to the IATA Industry Safety Strategy Group (ISSG) in April 2007.

3.3 A meeting of these regional members was convened by Airservices Australia and held in Bogor, Indonesia from 18 to 19 June 2007. The four members conducted a preliminary gap analysis using seven of the Best Practices as recommended in the GASR Part 2.

3.4 The following actions were agreed at the meeting:

- a) each organization to create a summary of their safety strategies and share these with the group;
- b) terms of reference to be drafted to establish a new regional safety association, comprising ANSPs, safety regulators and airlines, including:
 - 1) a new name for the association;
 - 2) specific safety topics for a regular agenda;
 - 3) types of safety data that could be shared; and
 - 4) a common taxonomy for classification of incidents based on ICAO guidelines.
- c) possibilities of implementation of a regional safety reporting database, initially focusing on incidents relating to flights that cross our FIR boundaries; and
- d) provide a report on outcomes of the Bogor meeting to the ISSG, APANPIRG and the ANSP Conference.

4. ATS COORDINATION AND SAFETY GROUP

4.1 Currently through a Memorandum of Cooperation (MOC), Indonesia DGCA and Airservices Australia meet twice yearly. This is held under the banner of the AUSINDO Conference and addresses ATS operational and technical issues. At the meeting in Bogor, it was unanimously agreed that the bilateral meetings such as the AUSINDO should be expanded to include the four organizations. The scope would also be expanded to include the GASR initiatives in addition to existing ATS operational and technical matters.

4.2 Apoda has been used as the group's name, from Paradisaea Apoda, or more commonly the Greater Bird of Paradise as it represents a common link between all countries and provides a striking image of beauty in flight.

4.3 The inaugural meeting of the Apoda Group was held in Melbourne, Australia in August 2007.

5. SECOND ASIA PACIFIC REGIONAL AIR NAVIGATION SERVICE PROVIDERS CONFERENCE

5.1 The Second Asia Pacific Regional ANSP Conference was held in Bali, Indonesia on 5 and 6 July 2007. The Conference was hosted by the Directorate General of Civil Aviation and a report on the progress of the RSRWG was provided by Airservices Australia. The Conference endorsed the establishment of the new Apoda Group and has indicated Airservices Australia will assist with Roadmap workshops in Malaysia and the Philippines.

6. CONCLUSION

6.1 The Global Aviation Safety Roadmap has provided a sound strategic action plan to enhance safety at a regional level. In order to adopt the recommended Best Practices, DGCA Indonesia, CA Papua New Guinea, CAD Timor-Leste and Airservices Australia have been proactively engaged in sub-regional initiatives to conduct a Gap analysis and increase the existing levels of cooperation and information sharing. The establishment of the Apoda ATS Group will further this process by expansion of regional stakeholders and the completion of the ICAO Roadmap gap analysis.

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