

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**HIGH-LEVEL SAFETY CONFERENCE 2010**

**Montréal, 29 March to 1 April 2010**

**SUPPLEMENT NO. 1**

<b>ICAO COUNCIL ACTIONS ON RECOMMENDATIONS (C 190/6, 28 May 2010)</b>	
<b>RECOMMENDATIONS ADOPTED BY HLSC</b>	<b>COUNCIL ACTION</b>
<b>Topic 1.1: The ICAO safety framework</b>	
a) <i>Aviation safety:</i>	Agreed with the recommendation and requested that the recommendation:
1) Further improvement of aviation safety and the reduction of the number of accidents, fatal accidents and fatalities should continue to be an objective of the highest priority for ICAO, and that States support the ICAO safety framework based on sound safety management principles and processes;	<ul style="list-style-type: none"> <li>• be incorporated in the Assembly resolution on GASP;</li> <li>• be taken into account when establishing priorities for the budget and work programme of the next triennium.</li> </ul>
2) States should support the ICAO framework based on sound safety management principles and processes by providing safety information and support as required; and	Agreed with the recommendation and requested the Secretary General to forward the recommendation to States.
3) Responding to a moral need, ICAO should ensure enhanced transparency of civil aviation safety information to the travelling public.	Agreed with the recommendation and requested that the recommendation be incorporated in the Assembly resolution on GASP.
b) <i>Business Aviation:</i>	Agreed with the recommendation and requested that the Secretary General work with IBAC and other accredited observers to assess how business aviation safety information can best be integrated into the ICAO safety framework.
<b>Topic 1.2: The evolution of the safety oversight audit process by ICAO</b>	
a) States should commit to supporting the CMA, particularly during the transition period, by providing ICAO with relevant safety information;	Agreed with the recommendation and requested the Secretary General to prepare an Electronic Bulletin providing the information requested under HLSC Conclusion 1.2 g).
b) The Council of ICAO should monitor the progress made during the transition period and adjust its duration as required. The Council should report to the 37th and 38th Sessions of the ICAO Assembly on progress made in transitioning to the CMA; and	Agreed with the recommendation and requested the Secretary General to prepare for Council approval a report to the 37th (2010) and 38th (2013) Assembly on the CMA and transition plan.

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c) ICAO should enter into new agreements and amend existing agreements for the sharing of confidential safety information with international entities and organizations in order to reduce the burden on States caused by repetitive audits or inspections and to decrease the systematic duplication of monitoring activities.	Agreed with the recommendation and requested the Secretary General to assess how the Declaration of Intent on the sharing of information signed by several parties during the Conference could be extended to other parties willing and able to provide and share safety information.
<b>Topic 2.1: Managing the transition to the implementation of a State Safety Programme (SSP) environment</b>	
a) States should undertake the necessary legal and structural adjustments required to manage a phased transition to the implementation of SSP with the integration of safety data management activities and risk reduction strategies;	Agreed with the recommendation and requested the Secretary General to forward the recommendation to States.
b) ICAO should work with States and regions in developing a common methodology for the development of Safety Performance Indicators (SPIs); and	Agreed with the recommendation and noted the ANC decision to establish a study group for that purpose.
c) 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.	Agreed with the recommendation and requested the Secretary General to incorporate relevant activities in the Business Plan.
<b>Topic 2.2: The relationship between SSP and Continuous Monitoring Approach (CMA)</b>	
a) 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. The safety data gathered through the application of this methodology could also be used to support the CMA; and	<i>Covered by the action on recommendation 2/1 b).</i>
b) ICAO should continue to participate in the Safety Management International Collaboration Group, and evaluate the safety measurement matrix proposed in WP/37 as an appropriate framework to be used to define safety performance indicators.	Agreed with the recommendation and requested the Secretary General to take appropriate action.
<b>Topic 2.3: Sharing of safety information</b>	
a) <i>Sharing of safety information:</i> 1) ICAO should develop a code of conduct on the sharing of safety information, which will state that such information is to be used in a fair and consistent manner, solely to improve aviation safety, and not for inappropriate purposes including for the purpose of gaining economic advantage;	Agreed with this recommendation and requested that the ANC prepare a set of high-level principles on the sharing and use of safety information in a form of an Assembly Resolution to be presented at the 37th (2010) Session of the Assembly and which would constitute the Code of Conduct.
2) ICAO should convene a group of experts to determine harmonized safety metrics, associated data requirements and processes to enable integrated safety analyses and to ensure consistent development of related safety measures; and	<i>Covered by the actions on recommendations 2/1 b) and 2/2 a).</i>
3) 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.	Agreed with the recommendation.

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b) <i>Transparency:</i> 1) ICAO should develop criteria for the sharing of SSCs with interested stakeholders and assess how the information on SSCs could be shared with the public in a form which would allow them to make an informed decision about the safety of air transportation;	Agreed with the recommendation and requested the Secretary General to present a proposal on the subject to the Council during its 192nd Session (1st qtr. 2011).
2) ICAO should collaborate in the identification of financial and technical support for Member States with unresolved SSCs, or whose safety performance is shown to be at an unacceptable level and/or deteriorating rapidly where the political willingness exists to improve State safety oversight functions; and	Agreed with the recommendation and requested the Secretary General to report on the actions taken.
3) ICAO should develop a framework for the use of safety information to include clearly identified expected actions for both ICAO and Member States.	Agreed with the recommendation and requested the Secretary General to develop the associated framework.
<b>Topic 2.4: The protection of sources of safety information</b>	
a) 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;	Agreed with the recommendation and noted the ANC decision to establish the multidisciplinary taskforce during the ANC 185th Session (4th qtr. 2010).
b) States and international organizations should support the multidisciplinary group; and	
c) When establishing the terms of reference for the group, ICAO should take into account the ideas developed in the working papers on this item and should consider: <ol style="list-style-type: none"> <li>1) protection of safety data in support of SSP and SMS other than those related to accidents and incidents records;</li> <li>2) protection of certain accident and incident records; and</li> <li>3) interactions between safety and judicial authorities and the concept of open reporting culture.</li> </ol>	
d) States should follow the safety recommendations issued by their accident and incident investigation authorities, ask for the action to be taken, evaluate their effectiveness and record their results	Agreed with the recommendation and requested the Secretary General to forward the recommendation to States.
<b>Topic 2.5: Implementing new safety management process</b>	
a) <i>Safety management:</i> 1) ICAO should develop, in close collaboration with States, international and national organizations, a new Annex dedicated to safety management responsibilities and processes which would address the safety management responsibilities of States framed under the State Safety Programme (SSP); and	<ul style="list-style-type: none"> <li>• Agreed with the recommendation to develop a new safety management Annex and requested the Secretariat to present a draft to the ANC during its 186th Session (1st qtr. 2011) for initial review.</li> </ul>
2) The new safety management Annex should facilitate the provision of State and air carrier safety information to the travelling public in addition to specifying the high-level safety responsibilities of States.	

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<p>b) <i>SARPs and PANS development:</i></p> <p>1) ICAO should develop a methodology for impact assessment to be used when proposing new SARPs or new PANS; and</p> <p>2) ICAO should ensure wide dissemination of available contextual information associated with the development of SARPs and PANS using already existing tools and platforms.</p>	<p>Agreed in principle with the recommendation and requested that the ANC, with the assistance of the Secretariat, present a feasibility study on how to implement the recommendation during the 192nd Session (1st qtr. 2011) of the Council.</p>
<b>Topic 3.1: Harmonization of rules and processes to address other safety issues</b>	
<p>a) <i>State and industry access to information and assistance, transparency and sharing of information</i></p> <p>1) That all Member 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). Contracting States and all civil aviation stakeholders need sufficiently detailed information in order to maintain mutual trust.</p>	<p>Agreed in principle with the recommendation and requested that the Secretariat propose a course of action to the ANC during its 185th Session (4th qtr. 2010).</p>
<p>b) <i>Verification:</i></p> <p>1) That States verify that the requirements under which other States approve AMOs and ATOs, and conduct their surveillance responsibilities, are at least equal to applicable ICAO Standards before recognizing and/or validating AMOs and ATOs; and</p> <p>2) that guidance material should be developed in such a way as to permit joint regulatory audits by States.</p>	<p>Agreed in principle with the recommendation and requested that the Secretariat propose a course of action to the ANC during its 185th Session (4th qtr. 2010).</p>
<p>c) <i>Approval, acceptance and recognition:</i></p> <p>1) That ICAO should establish groups of experts to develop the framework and conditions for the recognition of certificates, approvals or acceptance of AOCs, AMOs, ATOs, Safety Management Systems and products; and</p>	
<p>2) That, in developing the Terms of Reference for the groups of experts, ICAO should take into account the ideas developed in the working papers presented under this topic and during the ensuing discussion.</p>	
<b>Topic 3.2: Safety initiatives arising from recent accidents</b>	
<p>a) ICAO should pursue as a matter of high priority a review of SARPs and guidance material with the aim of ensuring that necessary data to support investigations of accidents and incidents are available to investigators, including provisions for the recovery of flight recorder data;</p>	<p>Agreed with the recommendation and noted the ANC decision to request the Flight Recorder Panel to provide an initial evaluation of the various options available to meet the intent of the recommendation during its June 2010 meeting.</p>
<p>b) ICAO should review with priority SARPs and guidance material to improve surveillance, flight monitoring and communications of aircraft operating in oceanic/remote areas and the provision of timely and adequate search and rescue services in areas of need;</p>	<p>Agreed with the recommendation and noted the ANC decision to request OPLINKP and the Joint Working Group to provide initial evaluations of the various options available to meet the intent of the recommendation and report back to the ANC during its 186th Session (1st qtr. 2011).</p>

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c) ICAO should review with priority existing requirements on flight deck activities, checklist and standard operating procedure design with emphasis on critical phases of flight operations in order to assess, applying safety management principle, further actions to be taken;	Agreed with the recommendation and noted the ANC request to the Secretariat to conduct the review and report back to the ANC during its 185th Session (4th qtr. 2010).
d) ICAO should urge States to take urgent action to address safety issues arising from accidents in particular those actions which can have an immediate safety benefit at a reasonable implementation cost. One example of such action may be the increase of the ULB battery life from 30 to 90 days;	Agreed with the recommendation and requested the Secretary General to send a State letter on the subject.
e) ICAO should urge States, as a priority, to take all the necessary measures to utilize aircraft and ground stations available technology to enable permanent communication and surveillance over oceanic and remote areas, including modification of procedures for alerting key personnel; and	Agreed with the recommendation and requested the Secretary General to send a State letter on the subject .
f) ICAO should provide updated information on the above-mentioned subjects in a report to be presented at the 37th Session of the Assembly;	Agreed with the recommendation and requested the Secretary General to present directly to A37 a report on implementation of follow-up actions related to Recommendations 3/2 a) to e).
<b>Topic 3.3: Any other safety related topics</b>	
a) <i>Regional safety oversight arrangements:</i> 1) States should support ICAO in efforts to foster the development and sustainability of Regional Safety Oversight Organizations (RSOOs);	Agreed with the recommendation and requested the Secretary General to send a State letter on the subject.
2) States should participate and actively support RSOOs whenever possible;	
3) ICAO should explore the development of alternative solutions for situations where the development of RSOO is not possible; and	Agreed with the recommendation and requested that the Secretary General to develop guidance on alternative solutions to RSOOs.
4) ICAO should update existing guidance material on Regional Safety Oversight Organizations in ICAO Doc 9734, <i>Safety Oversight Manual</i> , Part B — <i>The Establishment and Management of a Regional Safety Oversight System</i> , including guidance on the sustainable funding of RSOOs and their underlying business models.	Agreed with the recommendation and noted the planned availability of the new edition of Doc 9734, <i>Safety Oversight Manual</i> , Part B — <i>The Establishment and Management of a Regional Safety Oversight System</i> before the 37th Session of the Assembly (in English only initially).
b) <i>The Next Generation of Aviation Professionals and harmonized training proposals:</i> 1) States should support the work of the Next Generation of Aviation Professionals (NGAP) Task Force including work on the enhancement of pilot training to meet the demand of new procedures and increasingly complex technologies;	Agreed with the recommendation and requested the Secretariat to send a State letter providing States with information on the NGAP programme and seeking their support.

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<p>c) <i>Suspension and revocation of type certificates:</i> 1) ICAO should consider establishing a group of experts to facilitate the development of a process for assessing State of Design responsibilities when Types Certificates are suspended, surrendered or revoked.</p>	<ul style="list-style-type: none"> <li>• Noted that guidance material on the subject is already available in the new edition of the Doc 9760, <i>Airworthiness Manual</i> (currently available as an unedited English Edition on ICAO-NET);</li> <li>• Agreed with the recommendation and noted the ANC request to the Airworthiness Panel to assess whether SARPs are necessary additions to the newly published guidance material.</li> </ul>
<p>d) <i>Improving the safety of approach and landing operations:</i> 1) ICAO should continue its efforts to support the implementation of initiatives that can improve safety in all phases of flight, such as performance-based navigation or enhanced flight vision systems.</p>	<p>Agreed with the recommendation and noted the ANC decision that the action would continue under the auspices of the PBN Task Force (PBN/RNP issues) and OPS Panel (other issues).</p>
<p>2) States should support the proposal to hold Regional International Runway Safety Summits with the support and assistance of ICAO.</p>	<p>Agreed with the recommendation and requested the Secretariat General to send a State letter providing information on ICAO's runway safety efforts and seeking support from States and industry for Regional Runway Safety Summits.</p>
<p>e) <i>Availability of ICAO guidance material in the official languages of ICAO:</i> 1) ICAO should prioritize the allocation of its limited translation resources based on risk for the aviation community. Safety related documents should have priority over internal documents</p>	<p>Agreed with the recommendation and on the importance of placing the highest priority on safety related documents, especially those having the potential to create the highest risk, if not provided in all official languages.</p>
<p>f) <i>Development of guidance material on the conduct of safety management systems audits based on safety performance management:</i> 1) ICAO should develop guidance material for inclusion in the <i>ICAO Safety Management Manual</i>, on the conduct of safety management systems audits based on safety performance management.</p>	<p>Agreed with the recommendation and requested the Secretary General to take action.</p>
<p>g) <i>Funding of ICAO safety framework initiative:</i> 1) ICAO should work with States and Regional Organizations requiring assistance to develop appropriate funding models to ensure the sustainable provision of infrastructure and services based on the level of activity for adequate air transport activity.</p>	<p>Agreed with the recommendation and requested the Secretary General to take action.</p>