



ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

WORKING PAPER

RASG-PA/7 — WP/10  
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**Seventh Regional Aviation Safety Group – Pan America Annual Plenary Meeting (RASG-PA/7)**

Willemstad, Curaçao, 11 -12 September 2014

**Agenda Item 5: Safety Initiatives**  
**5.3 ICAO High-level Safety Conference (HLSC2015)**

**U.S. PRIORITIES FOR THE ICAO 2015 HLSC**

(Presented by United States)

**EXECUTIVE SUMMARY**

The United States intends to present a Working Paper that will outline major U.S. objectives for the upcoming ICAO High Level Safety Conference to be held in Montreal, CA in February 2015. In addition, the United States will be soliciting support for these objectives, and would also like to solicit input from RASG-PA Members on what objectives they hope to see result from the HLSC. The RASG-PA forum presents an excellent opportunity to develop a regional approach to pursuing recommendations from the HLSC.

<b>Action:</b>	The suggested action is presented in Section 7.
<i>Strategic Objective:</i>	<ul style="list-style-type: none"><li>• Safety</li></ul>

**1. Introduction**

1.1 The International Civil Aviation Organization (ICAO) will be hosting its second High Level Safety Conference (HLSC) at ICAO Headquarters in Montreal in February 2015. This represents a significant opportunity for ICAO, States, and other aviation stakeholders to acknowledge important advancements in aviation safety and efficiency since the first Conference in 2010, and also to identify technologies, procedures and standards that will allow this community of aviation professionals to continue to mitigate risks in the system.

1.2 The last Conference agreed on the need to further improvements in aviation safety, including the reduction of the number of accidents and fatalities, and to support safety management principles and processes. Since then, a collaborative approach by States and the aviation industry with ICAO have resulted in the new Annex 19, and revised Global Aviation Safety and Global Air Navigation Plans.

1.3 While progress has been made, much work remains to be done. Safety is a shared responsibility, requiring strong partnerships and a holistic approach by all stakeholders to achieve results. The United States would like to take this opportunity to share our thoughts for the upcoming 2015 HLSC with the Regional Aviation Safety Group Pan-America (RASG-PA) community, to gain regional support for our objectives, and to determine other issues of importance to this region that warrant attention and commitments from the HLSC.

## **2. Annex 19 and the State Safety Programme (SSP)**

2.1 In the five years since the first HLSC, ICAO has developed the new Annex 19, which is a significant step forward in providing the necessary framework and direction for States to understand how to implement a State Safety Programme (SSP). As ICAO and States move towards implementing the requirements of Annex 19, it must be done with the understanding that the eight critical elements of safety oversight are the foundation of a States' functioning SSP. Compliance to the eight critical elements must be effectively sustained before and as States implement the SSP framework.

2.2 The United States intends to present a Working Paper to the 2015 HLSC on this topic, committing to the continued development of Annex 19 by the ICAO Safety Management Panel and reiterating the need for a strong focus on the eight critical elements as States move towards developing their SSPs. In the RASG-PA forum, the United States would like to solicit further input from Member State on this issue.

## **3. Safety Information Sharing and Protection**

3.1 The collection and analysis of safety information is an integral part of understanding the causes of aircraft accidents and prevention of potential future accidents. The ability to effectively collect and disseminate safety Information throughout the international community will help increase aviation safety worldwide. It is essential that a safety management system include tools for sharing information held by the civil aviation authority and the individual organizations within the aviation industry, promoting a government-industry partnership. The United States fully supports protecting the sources of safety information to ensure collected data is de-identified and used only for safety analysis, rather than as punitive action against individuals or organizations providing this information. Therefore, a primary objective should be a commitment from the International Civil Aviation Organization (ICAO) to support global efforts to ensure protections for data sources and data exchange.

3.2 The United States intends to present Working Papers to the HLSC on this topic. Proposed text for these two papers can be found in RASG-PA/7 IP/06. The United States would welcome the opportunity to gain insight from RASG-PA members on their interest in supporting these papers at the HLSC.

#### **4. Efficient and Effective Regional Collaboration**

4.1 The international civil air transportation continues to grow; aviation forecasting data from the Boeing Company predicts a 5.0 percent increase in aviation operations annually over the next 20 years. To support this growth, civil aviation authorities will need to manage oversight resources more efficiently and effectively than ever before.

4.2 One area where both States and industry expend a tremendous amount of resources for surveillance activities is the oversight of approved maintenance organizations (AMOs). The United States will present a Working Paper to the HLSC proposing that ICAO, States, and industry work collaboratively to identify a potential framework that would allow States to reduce duplicative surveillance activities by relying on the results of other States. Further discussion on this issue can be found in the RASG-PA/7 IP/05. The United States would welcome comments and expressions of interest in support of this issue.

4.3 One of the priorities from the 2010 HLSC was a focus on improving runway safety. In this regard, ICAO conducted a series of Regional Runway Safety Seminars (RRSS) to discuss actions States can take to improve runway safety with an emphasis on airports establishing Runway Safety Teams. The U.S. participated in several of these RRSS to encourage improvements in runway safety areas, airport certification and establishment of airport Runway Safety Teams. ICAO has initiated Go Teams to provide more hands on assistance for airports requesting a Go Team visit to help establish the airport's Runway Safety Team. To help ICAO maintain the focus on improving runway safety, the U.S. intends to raise the issue of runway safety at the 2015 HLSC and encourage States to support the ICAO Go Team visits to airports and the establishment of airport Runway Safety Teams.

#### **5. Emerging Safety Issues**

5.1 The international aviation community has made tremendous strides in improving safety worldwide, due in large part to broad participation in forums such as the HLSC. To continuously improve safety, it is essential that the aviation community be able to manage emerging safety issues that could create new risks. The United States will present Working Papers to the HLSC calling attention to several emerging safety issues that will propose ICAO and States work collaboratively to address.

5.2 Collective responsibilities of the State of Design, the State of Manufacture, and the State of Registry are all critical to ensure the continued safe operation of aircraft throughout the international system. One issue that will be raised by the United States is in regards to the need to promote the sharing of continuing airworthiness information in a more harmonized manner to ensure that all States are able to accurately identify hazards that may exist in the operation of aircraft under their jurisdiction, whether that be from a design, manufacturing, or operational perspective. The United States will also propose the development of standards and recommended Practices (SARPs) related to additional considerations surrounding State responsibilities in the manufacture of aircraft and products in a jurisdiction outside of the State of Design. Finally, the United States will also discuss what activity is occurring in the United States regarding the need for cybersecurity requirements for aircraft systems information security protection.

## **6. Conclusion**

6.1 Recommendations from the 2010 HLSC brought forth significant change in the direction of the international aviation community towards improving aviation safety. Annex 19 and the GASP provide the necessary framework and strategic vision that support a standardized and collaborative approach to the management of safety both now and in the future.

6.2 The United States views the upcoming 2015 HLSC as an excellent opportunity for all stakeholders to continue the dialogue on what more needs to be done to strengthen the international aviation system. It is important for the Western Hemisphere community to have a cohesive and holistic approach to determining what outcomes from the 2015 HLSC would benefit regional priorities, and to communicate regional expectations and needs to ICAO.

## **7. Recommended Action**

7.1 Therefore, the United States recommends that the RASG-PA members;

- a) Consider the material provided in this paper;
- b) Support the U.S. proposals for the 2015 HLSC as described above, and share information on what may be added to enhance the value of these proposals in advance of the HLSC; and
- c) Develop regional expectations for HLSC outcomes, and determine what other regional issues or initiatives should be raised for discussion to the 2015 HLSC.