International Civil Aviation Organization

A39-WP/31
TE/3
13/6/16

WORKING PAPER

ASSEMBLY — 39TH SESSION

TECHNICAL COMMISSION

Agenda Item 33: Aviation safety and air navigation monitoring and analysis

REPORT ON OUTCOMES OF THE SECOND HIGH-LEVEL SAFETY CONFERENCE (HLSC 2015) AND EMERGING ISSUES

(Presented by the Council of ICAO)

EXECUTIVE SUMMARY

This paper presents outcomes of the second High-level Safety Conference (HLSC 2015) on which ICAO had been directed to report to the Assembly and additional emerging issues. It also highlights the benefits of holding a high-level conference or divisional-type meeting ahead of each Assembly to provide timely input to the budget approval process.

Action: The Assembly is invited to:

a) note the outcomes of the HLSC 2015 required to be presented to the Assembly;
b) note the benefits of holding a high-level conference sufficiently in advance of an Assembly to allow the outcomes to be considered in the context of all other demands as part of the budget approval for the next triennium; and
c) consider divisional-type meetings as a formal means to recommend inputs for additional technical work to be undertaken by ICAO for consideration during the budget review and approval process.

Strategic Objectives:	This working paper relates to the Safety and Sustainable Development of Air Transport Strategic Objectives.
Financial implications:	Proposals for technical work to be prioritized and considered well in advance of each Assembly would better inform the budget approval process.
References:	Doc 7300, *Convention on International Civil Aviation* Doc 10022, *Assembly Resolutions in Force* (as of 4 October 2013) Doc 10046, *Second High-level Safety Conference 2015 Report*

1. BACKGROUND

1.1 The Second High-level Safety Conference 2015 (HLSC 2015) was held at ICAO Headquarters from 2 to 5 February 2015. The HLSC 2015 was attended by 714 participants from 120 Member States and Observers representing thirty-five international organizations.

1.2 The conference approved fifty-seven recommendations to be acted upon by all involved which can be found in the *Montréal Declaration on Planning for Aviation Safety Improvement* published in the *Second High-level Safety Conference 2015 Report* (Doc 10046)[1].

1.3 Most of the recommendations are directed to ICAO, with nine directed specifically to States and seven addressed to multiple stakeholders indicating that a collaborative effort is needed. The list of stakeholders included States, international organizations, industry, financial institutions, regional aviation safety groups (RASGs) and other aviation safety partners.

1.4 Supplement No. 1 to the HLSC 2015 Report provided suggested follow-up actions on each of the Recommendations[2]. Although the Council endorsed all the HLSC 2015 Recommendations, some were not addressed in the current budget as the follow-up action indicated that it would be "…subject to consideration in the context of all other competing demands as part of the forthcoming discussions on the ICAO budget for the 2017-2018-2019 triennium". The resources required to address each of these recommendations were identified and the work programme was reviewed to reassess the priorities to be taken into consideration in preparation for the budget exercise prior to the Assembly.

2. DISCUSSION

2.1 During the conference, the following emerging safety issues were addressed under Agenda Topic 1.2: global flight tracking, risks to civil aviation arising from conflict zones, extreme meteorological conditions, civil/military cooperation and matters related to public health. The recommendations from the conference related to emerging safety issues, performance-based navigation (PBN) implementation and remotely piloted aircraft systems (RPAS) directed ICAO to report on progress to the 39th Session of the Assembly. In addition, several recommendations were used to inform the update to the Global Aviation Safety Plan (A39-WP/xx refers) being presented to the Assembly for endorsement. The table in Appendix A provides a summary of these recommendations and the progress made in addressing them as of June 2016.

2.2 One recommendation of the conference was for ICAO to encourage States and the International Telecommunication Union (ITU) to discuss allocation requirements at the World Radiocommunication Conference in 2015 (WRC-15) to provide necessary spectrum allocations for global air traffic services surveillance as a matter of urgency. In conformance with the recommendation, ICAO included in its position presented at WRC-15 a requirement for a new frequency allocation for the satellite reception of automatic dependent surveillance – broadcast (ADS-B), enabling tracking of aircraft globally, and a further requirement to address any additional spectrum needs in support of Global Aeronautical Distress and Safety System (GADSS) at the next ITU WRC to be held in 2019. At WRC-15, a substantial number of States, mindful of the HLSC 2015 Recommendation, fully supported the ICAO position. As a result, the final WRC-15 decision fully satisfied all of the ICAO requirements, thus providing a solid basis for current and future developments in global flight tracking.

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[1] The *Second High-level Safety Conference 2015 Report* (Doc 10046) is available at https://portal.icao.int/ICAO-NET/Pages/default.aspx

[2] Supplement No. 1 to the *Second High-level Safety Conference 2015 Report* (Doc 10046) is available at https://portal.icao.int/icao-net/Pages/Doc10046.aspx

2.3 The conference briefly touched on fatigue risk management systems (FRMS) with a Recommendation for States to encourage air operators to effectively use safety management processes before implementing FRMS. During the Fatigue Management Approaches in Aviation Symposium held from 5 to 6 April 2016, ICAO highlighted the implications of new fatigue management-related amendments to Annex 11 — *Air Traffic Services* and invited the broader aviation community to examine progress made and challenges encountered in implementing both prescriptive and FRMS approaches to fatigue management in various aviation industry sectors. This event also delivered ICAO's expanded set of fatigue management guidance manuals, including new fatigue management guides for air traffic service providers and for general aviation operators and second editions of Doc 9966 (*Manual for the Oversight of Fatigue Management Approaches*) and the *Fatigue Management Guide for Airline Operators*.

2.4 ICAO has also made some progress in addressing additional emerging safety issues that were not addressed by the HLSC 2015. These include cybersecurity and safety risks related to the transport of lithium batteries.

2.5 Cybersecurity is becoming a serious concern in the aviation community and ICAO has received high-level recommendations to address the rising number of cyber-threat occurrences. The overall ICAO work programme in this area is being handled as part of ICAO's aviation security portfolio. Work is underway, in collaboration with industry partners, on developing sector-wide responses to various threats. These developments are the subject of A39-WP/xx under Agenda Item 16 in the Executive Committee.

2.6 Within the technical scope of air navigation, cyber-threats are not distinguished between unlawful interference and inadvertent errors which can more accurately be labelled as cyber-safety. In this respect, both airworthiness aspects and future air traffic management (ATM) systems are at risk and, in both of these areas, a number of States are working with their manufacturing and ATM improvement programme industries to recommend a work programme for ICAO that would meet the international needs of States and industry. ICAO is expecting to receive some initial recommendations in the fourth quarter of 2016.

2.7 ICAO remains concerned with risks posed by the transport of lithium batteries as cargo on aircraft. While recognizing that lithium batteries are an indispensable part of everyday life and are essential to industrial, medical and military applications, the potential for damaged or defective batteries to catch fire and emit gases that create an explosive atmosphere poses significant risks to aircraft during transport. Although billions are transported safely each year, there have been many incidents and three cargo aircraft accidents, two of them fatal, in which lithium batteries were implicated. The *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) currently prohibit the transport of both lithium metal and lithium ion batteries as cargo on passenger aircraft. The prohibitions are intended as temporary measures until controls are in place which establish an acceptable level of safety. These include a packaging performance standard and provisions and guidance on conducting safety risk assessments on the transport of cargo, including dangerous goods and specifically lithium batteries. Work on these mitigating measures is currently underway.

2.8 The effectiveness of mitigation measures is dependent on full compliance by all involved in the transport of lithium batteries, including manufacturers, shippers, freight forwarders and operators. ICAO is concerned with reports of both deliberate and unintentional non-compliance with respect to the transport of all dangerous goods and, specifically, lithium batteries. Although States have been encouraged to increase their surveillance efforts over the transport of lithium batteries and to apply effective enforcement when necessary, the numerous entities who need to play a role in achieving compliance — including cell manufacturers, battery manufacturers, and all manufacturing entities who use these cells or batteries downstream — make effective oversight difficult to implement. ICAO is

therefore working to establish a framework for consistent and effective oversight globally and to ensure traceability of compliance throughout the transport chain.

3. STRATEGIC PLANNING

3.1 The Second HLSC 2015 provided a forum for identification and in-depth discussion of safety-related issues, including emerging topics, which facilitated the formulation of conclusions and recommendations essential for providing direction to the work of ICAO. Discussing these matters well ahead of an Assembly allows for a more strategic approach to be used in the development of the Business Plan and the budget. Air Navigation Conferences are another kind of divisional-type meeting which serve a similar role. The Business Plan and the budget to be reviewed and approved during the 39th Session of the ICAO Assembly, as well as the GASP and Global Air Navigation Plan (GANP) presented for endorsement, take into consideration the latest developments related to aviation safety and air navigation in support of ICAO's Strategic Objectives.

3.2 When discussions resulting in Resolutions that have an impact on the budget take place for the first time during an Assembly, ICAO has to look for ways to accommodate the additional work without the opportunity to review and assess the priorities of all the items in the work programme. In the future, formalizing the common practice of holding a divisional-type meeting approximately eighteen months ahead of each Assembly would ensure alignment between the Business Plan and the budget presented to the Assembly, and allow ICAO to work more strategically. Appendix B provides an idea of what a timeline might look like for this process, alternating Air Navigation Conferences with a Safety stream and Safety Conferences with an Air Navigation stream prior to each future Assembly. The GASP and the GANP would continue to be presented to the Assembly for endorsement.

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APPENDIX A
REPORTABLE OUTCOMES OF THE SECOND HIGH-LEVEL SAFETY CONFERENCE 2015

ITEM NO.	RECOMMENDATIONS ADOPTED BY THE HLSC 2015	SUGGESTED FOLLOW-UP ACTION			JUNE 2016 UPDATE
		AIR NAVIGATION COMMISSION (ANC)	COUNCIL	SECRETARIAT	
	Theme 1: REVIEWING THE CURRENT SITUATION				
	Topic 1.1: Achievements and remaining work				
4	c) *Regulatory oversight for the effective implementation of performance-based navigation (PBN):* 1) States should expedite full implementation of performance-based navigation (PBN) regulatory oversight by making full use of all available resources to improve the effectiveness of their PBN oversight function;	Agree with the recommendation and request that it be incorporated into the State letter advising States of the results of the conference.	Endorse the action taken by the ANC.	Issue the associated State letter.	State letter SP 65/4-16/50 was issued on this subject on 25 May 2016.
5	2) States should proceed with the implementation of Assembly Resolution A37-11 — *Performance-based navigation global goals* with emphasis on areas where maximum safety benefits can be gained; and	Agree with the recommendation and request that it be incorporated into the State letter advising States of the results of the conference.	Endorse the action taken by the ANC.	Issue the associated State letter.	State letter SP 65/4-16/50 was issued on this subject on 25 May 2016.
6	3) ICAO should develop a clear overview of the different regulatory oversight requirements, functionalities and activities necessary for an effective PBN implementation.	Agree with the recommendation and propose that it be pursued by the ICAO HQ PBN Programme office and flight	Endorsed this recommendation subject to consideration in the context of all other competing demands as part of the	Work with expert groups, develop job cards and execute the work as approved by ANC.	This work is being developed by the PBN Programme office, with assistance from the PBN Study Group and is expected to be completed by Q1 2017, pending the availability of the resources required to complete the work.

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		procedure programmes	forthcoming discussions on the ICAO budget for the 2017-2018-2019 triennium.		
	Topic 1.2: Emerging safety issues				
7	a) *Global flight tracking* 1) ICAO should expeditiously publish and use the Global Aeronautical Distress and Safety System (GADSS) for the implementation of normal, abnormal and distress flight tracking, search and rescue (SAR) activities and retrieval of cockpit voice recorders (CVRs) and flight data recorders (FDRs) data; *Supersedes HLSC 2010 recommendation 3.2) e)*	Agree with the recommendation and propose that the Council endorse this recommendation.	Endorse this recommendation.	The Secretariat has taken steps to re-convene the group which developed the GADSS (i.e. ADHWG) to finalize the document and develop an action plan. This will be the most expeditious means to conclude it.	The GADSS ADHWG was reconvened and Version 5 of the GADSS was published in the ICAO Aircraft Tracking Web site on 21 March 2016. www.icao.int/safety/globaltracking
8	2) ICAO should continue developing performance-based provisions for normal aircraft tracking, which provide industry with viable options, as a matter of urgency, and urge industry to start implementing global tracking, on a voluntary basis, through the use of available technologies;	Agree with the recommendation and request that it be incorporated into the State letter advising States of the results of the conference; and propose that the Council endorse this recommendation.	Endorse this recommendation.	Issue the associated State letter(s) by 2Q of 2015 addressing normal and distress aircraft tracking, and retrieval of flight information. Further additions regarding how to use the additional tracking information will need to be added to the AN Work	State letter AN 11/1.1.29-15/12 addressing normal aircraft tracking was issued on 25 February 2015, and State letter SP 55/4-15/15 addressing location of aircraft in distress was issued on 15 May 2015. On 4 December 2015, State letter AN 11/1.3.28-15/85 regarding the Adoption of Amendment 39 to Annex 6, Part I was issued which contained the Standard on normal aircraft tracking.

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				Programme once the consultation of these two State letters has concluded and the NATII results are available.	State letter AN 11/1.3.29-16/12 regarding the Adoption of Amendment 40 to Annex 6, Part I was issued in April 2016 containing the Standard on location of aircraft in distress. As a result of the consultation and the Normal Aircraft Tracking Implementation Initiative (NATII) results, a NATII-2 was reconvened to address complementary provisions as identified by the original NATII. Additionally, a Global Aeronautical Distress and Safety System Advisory Group (GADSS AG) was also reconvened to update the GADSS based on the consultation and provide recommendations with regard to the procedures that need to be in place in order to take full advantage of the adopted Standards.
9	3) ICAO should lead a global aircraft tracking implementation initiative in a multinational context designed to demonstrate best use of equipment in use today and integrate the outcome into guidance material;	Agree with the recommendation and propose that the Council endorse this recommendation.	Endorse this recommendation.	The Normal Aircraft Tracking Implementation Initiative (NATII) has started. The NATII has a steering committee and a sub-group dealing with airspace and scenarios. The results of the NATII were made available on 31 August 2015.	The NATII concluded its work on schedule. The ANC took into consideration the outcome of the NATII when it reviewed the comments to State letters AN 11/1.1.29-15/12 and SP 55/4-15/15 resulting in Council adopting Amendments 39 and 40 to Annex 6, Part I on 10 November 2015 and 2 March 2016, respectively.

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10	4) ICAO should support regional SAR training exercises related to abnormal flight behaviour and share the outcomes with the international community;	Agree with the recommendation and propose that the Council endorse this recommendation.	Endorse this recommendation.	Work has begun to plan for support regional SAR training exercises related to abnormal flight behaviour.	Planning for the support of three exercises has commenced and will conclude at regional meetings arranged as follows: • ESAF July 2016 • APAC August 2016 • EUR/NAT October 2016.
11	5) ICAO should review the interaction between Annex 12 — *Search and Rescue* and Annex 13 — *Aircraft Accident and Incident Investigation* and clarify the relevant provisions when an aircraft remains missing at the end of the search and rescue phase and the search continues to locate the aircraft for investigation purposes; and	Agree with the recommendation and propose that the Council endorse this recommendation.	Endorse this recommendation.	Subject will be forwarded to the Accident Investigation Panel (AIGP) for deliberations in its meeting in April 2015.	The Accident Investigation Panel (AIGP) had initial discussions related to the subject during its meeting in April 2015; work progressed during its meeting in June 2016 with expected applicability dates of November 2018 for proposed amendments.
12	6) ICAO should encourage States and the International Telecommunication Union (ITU) to discuss allocation requirements at the World Radio Communication Conference in 2015 (WRC-15) to provide the necessary spectrum allocations for global air traffic services surveillance as a matter of urgency.	Agree with the recommendation, encourage States to support the ICAO position and propose that the Council endorse this recommendation.	Endorse this recommendation.	The ACP WG-F has prepared an update to the ICAO position in this regard and AN-WP/8936 will be presented to the ANC in its199th Session. The ICAO Position was approved by Council during its 205th session in June 2015, disseminated by SL in July 2015 and submitted as an input paper to the WRC–15 (Input	ITU WRC-15 took place in Geneva Switzerland, from 2 to 27 November 2015. WRC-15 developed updates to the ITU Radio Regulations, including a new frequency allocation for space based reception of ADS-B, enabling tracking of aircraft globally, including remote and polar regions.

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				Doc 17) as well. In addition, the issue has been introduced at every opportunity, including Regional WRC preparatory meetings in Africa (ATU, July), Asia-Pacific, (APT, July), the Americas (CITEL, August), Europe (CEPT, September) etc. This action is considered completed.	
13	b) *Conflict zones* 1) ICAO and States should work to implement the strategy developed by the Task Force on Risk to Civil Aviation arising from Conflict Zones (TF-RCZ) as the basis for strengthening arrangements to address risk to civil aviation arising from conflict zones;	Noted.	Endorse the Secretariat proposed work programme and required resources.	Develop a detailed internal work programme and define responsibilities.	The Council, during its 207th Session, received an update on the integration of the TF-RCZ work programme. ICAO, in collaboration with States and international organizations, has made significant progress towards achieving the expected outcomes of the task force. All tasks not yet concluded are integrated in the work of ICAO with completion of all outstanding items estimated by the end of 2018, keeping in mind that certain mechanisms may require continued improvement and periodical maintenance.
14	2) ICAO should establish, as matter of urgency, a simple centralized web-based repository to make information available which	Noted.	Council should endorse the conduct of a one-year evaluation phase of a centralized web-	Develop web-based repository and associated guidance material.	The one-year interim procedures to disseminate information regarding risks to civil aviation arising from conflict zones (SL SMM 1/4-15/16 refers) outlined the operation of a

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	supports the assessment of risks over or near conflict zones. The source of this information should be clearly identified in the repository;		based repository and review associated procedures.		web-based repository. The Repository Review Group (RRG) presented recommendations for the continued operation of the repository to the Council during its 208th Session.
15	3) ICAO should review relevant SARPs and guidance material on risk assessments for flights over or near conflict zones to support the highest level of safety to civil aviation;	Recommend a review of possible SARPs and guidance material related to risk management of civil air operations over or near conflict zones.	Adopt proposed amendments related to risk assessments for flights over or near conflict zones.	Review, assess and develop required amendments.	The Council, during its 207th Session, received an update on the integration of the TF-RCZ work programme. ICAO, in collaboration with States and international organizations, has made significant progress towards achieving the expected outcomes of the task force. All tasks not yet concluded are integrated in the work of ICAO with completion of all outstanding items estimated by the end of 2018, keeping in mind that certain mechanisms may require continued improvement and periodical maintenance.

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16	4) ICAO should task the Accident Investigation Panel (AIGP) to review relevant provisions in Annex 13 — *Aircraft Accident and Incident Investigation* with due consideration to the following scenarios: i) the State of Occurrence does not conduct an investigation called for in Annex 13 and does not intend to delegate the investigation to another State; ii) the Final Report is not issued within a reasonable timeframe; and iii) extent of participation in an investigation of States that have suffered fatalities or serious injuries to their citizens;	Agree with the recommendation and propose that the Council endorse this recommendation.	Endorse this recommendation.	Forward the information to the Accident Investigation Panel (AIGP) for deliberations in its meeting in April 2015.	The AIGP had initial discussions related to the subject during its meeting in April 2015; work progressed during its meeting in June 2016 with an expected applicability date of November 2018 for proposed amendments.
17	5) States should support the ICAO information exchange framework by making all relevant information on the risks associated with operations over or near conflict zones available, as a matter of urgency.	Agree with the recommendation and request that it be incorporated into the State letter advising States of the results of the conference.	Council should endorse processes related to a centralized web-based information repository.	Develop processes for the use of a centralized web-based repository.	The one-year interim procedures to disseminate information regarding risks to civil aviation arising from conflict zones (SL SMM 1/4-15/16 refers) outlined the operation of a web based repository. The Repository Review Group (RRG) presented recommendations for the continued operation of the repository to the Council during its 208th Session.

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18	c) *Extreme meteorological conditions* 1) ICAO should pursue its work in studying data and information from accident and incident investigations as well as data and information provided by aircraft manufacturers, linked to unusual/extreme weather events; and	Agree with the recommendation and propose that it be incorporated into the work programme.	Endorse this recommendation.	Develop a detailed work programme and assign to appropriate expert groups.	ICAO has initiated the Safety Information Monitoring service and established a Steering Committee with representation from Brazil, Singapore the United Arab Emirates, the United States and the European Aviation Safety Agency (EASA). ICAO has also formed a research group with the European Organisation for the Safety of Air Navigation (EUROCONTROL) for classifying weather factors. The group's work has been distilled into a final output in the form of a tool on the iSTARS portal that was released in April 2016.
19	2) ICAO, based on the study results, should evaluate the need for improved ICAO airworthiness, operations and detection equipment carriage related provisions in order to further mitigate changing meteorological risks and takes appropriate action.	Agree with the recommendation and propose that it be incorporated into the work programme.	Endorsed this recommendation subject to consideration in the context of all other competing demands as part of the forthcoming discussions on the ICAO budget for the 2017-2018-2019 triennium.	Develop a detailed work programme and assign to appropriate expert groups.	Initial review of ICAO accident and incident data indicates that more information is needed to establish whether the need exists to develop improved airworthiness and aircraft detection equipment carriage related ICAO provisions. A State letter will be issued requesting States and international organizations to provide incident data related to hazardous meteorological conditions. Based on the assessment of the information received, ICAO will take appropriate action.

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20	d) *Civil/military cooperation* 1) ICAO should support States in ensuring the safety of civil aircraft through civil military coordination as outlined in the ICAO circular on *Civil/Military Cooperation in Air Traffic Management* (Cir 330) and should update that circular on a regular basis.	Noted	Endorse this recommendation	Develop awareness campaign (State letter) and review Cir 330, for appropriate action.	The review of Circular 330 is on the ICAO work programme. Improved guidance material will be published in the form of an ICAO manual by the end of 2018. An awareness campaign will follow in coordination with the ICAO Regional Offices
21	e) *Public health* 1) ICAO should 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;	Recommend the Council endorse this recommendation	Endorse the recommendation and request the Secretary General to present a proposal to the Council on part funding of the CAPSCA programme from the regular programme budget in order to ensure its sustainability and enable it to continue to assist States to prepare for and respond rapidly to any new public health event.	Prepare for consideration by the Council a proposal on part funding of the CAPSCA programme from the regular programme budget to ensure its sustainability.	The CAPSCA Training Group was established in February 2016 with the objectives of building capacity and sharing resources. ICAO and the World Health Organization (WHO) are in the process of reviewing the existing working relationship to facilitate combined application for CAPSCA funding. A proposal for part funding of CAPSCA from the regular programme budget is under development with expected submission by 30 June 2016.
22	2) States should engage in supporting the CAPSCA programme and contribute to	Noted.	Endorse the recommendation and request that it be	Send the associated State letter.	State letter to request support from States will be issued by 30 June 2016.

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	it financially and/or in kind; and		incorporated into the State letter advising States of the results of the conference.		
23	3) States should, where feasible, utilize expertise in the medical department of their regulatory authority, in addition to other public health experts, to improve public health event management and response in the aviation sector.	Noted.	Endorse the recommendation and request that it be incorporated into the State letter advising States of the results of the conference.	Send the associated State letter.	State letter advising States of the results of the conference and requesting States to nominate a focal point for medical matters within their regulatory authority will be issued by 30 June 2016.
24	f) *General* 1) ICAO should provide updated information on the progress and implementation of all above-mentioned subjects in a report to be presented at the 39th Session of the Assembly.	Agree with the recommendation and propose that the Council endorse this recommendation.	Endorse this recommendation.	Provide a report on the progress and implementation of all above-mentioned subjects to the 39th Session of the Assembly.	Update is contained in this appendix.
	Theme 2: FUTURE APPROACH TO MANAGE AVIATION SAFETY				
	Topic 2.1: State safety programme				
28	4) ICAO should expedite the development of provisions to be used by States to regulate remotely piloted aircraft system (RPAS) operations within their airspace and to educate users regarding the risks associated with their operations;	Agree with the recommendation and propose that the Council endorse this recommendation and continue to monitor the progress of this task.	Endorsed this recommendation subject to consideration in the context of all other competing demands as part of the forthcoming discussions on the ICAO budget for the 2017-2018-2019 triennium.	Provide continuing support to the RPASP. Assist Member States with RPAS implementation.	Regional RPAS Workshops are on-going; an RPAS Symposium was held in Stockholm from 9 to 10 May 2016 followed by a RPAS Workshop on 11 to 13 May 2016. Recommendations for a proposal to amend Annex 1 were presented by the RPASP during its meeting held in June 2016 (RPASP/5).

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29	5) States should address the risks of non-regulated use of remotely piloted aircraft (RPA) in the vicinity of aerodromes to international flights; and	Agree with the recommendation and request that it be incorporated into the State letter advising States of the results of the conference.	Endorse the recommendation and agree with the action taken by the ANC.	Send the associated State letter and provide information flyer for use by States.	In March 2015, an outreach campaign was established with social media: Facebook, Amazon and Google. The ICAO RPAS website was established in September 2015.
30	6) ICAO should provide supporting material to assist States in the mitigation of risks posed to international flights from RPA operating in the vicinity of aerodromes.	Agree with the recommendation and request that it be incorporated into the State letter advising States of the results of the conference.	Endorsed this recommendation subject to consideration in the context of all other competing demands as part of the forthcoming discussions on the ICAO budget for the 2017-2018-2019 triennium.	Assist Member States in the implementation of their national regulations on RPAS with existing guidance material.	The Small Unmanned Aircraft Systems Advisory Group (SUAS-AG) was established and had their first meeting from 4 to 7 April 2016.
	Topic 2.2: Safety information protection				
	Topic 2.3: Safety information sharing				
	Topic 2.4: Evolution of the Global Aviation Safety Plan				
	Theme 3: FACILITATING INCREASED REGIONAL COOPERATION				
	Topic 3.1: Effective and efficient regional collaboration				
56	b) *Regional Safety Oversight Organizations (RSOOs)* 1) ICAO be provided voluntary in-kind contributions of resources for the work programme to support	1) Noted.	Endorsed this recommendation subject to consideration in the	Send a State letter requesting in-kind contribution of RSOO specialist	Coordination is underway with EASA regarding their offer to contribute resources; confirmation of support is pending.

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	Regional Safety Oversight Organizations (RSOOs) by: i) undertaking a study, possibly supported by the establishment of a working group, to consider ways to integrate functions and increase the powers of RSOOs in relation to the ICAO regional safety framework, possible sustainable funding mechanisms, mergers and agreements between RSOOs, evolve Cooperative Development of Operational Safety and Continuing Airworthiness Programme (COSCAPs) into RSOOs, and report the results to the 39th Session of the ICAO Assembly;		context of all other competing demands as part of the forthcoming discussions on the ICAO budget for the 2017-2018-2019 triennium.	secondments to ICAO.	A secondment opportunity for an RSOO expert has been created and was announced to States and Organizations via State letter A2/1.5 CONF-16/44, dated 27 April 2016. RSOOs are included in the ICAO State letter distribution list. The AFI Plan has planned an AFI RSOO coordination meeting in 2016.
57	c) *Certification and surveillance activities of approved maintenance organizations (AMOs)* 1) ICAO be provided voluntary in-kind contributions of resources for the work programme to support States	Agree with the recommendation and propose that the Council	Endorsed this recommendation subject to consideration in the	Continue to support the efforts of the Airworthiness Panel (AIRP) which has already been tasked to address this issue and facilitate coordination between any additional expert	The Airworthiness Panel (AIRP) has been tasked with developing provisions to support the mutual recognition of AMOs.

ITEM NO.	RECOMMENDATIONS ADOPTED BY THE HLSC 2015	SUGGESTED FOLLOW-UP ACTION			JUNE 2016 UPDATE
		AIR NAVIGATION COMMISSION (ANC)	COUNCIL	SECRETARIAT	
	by undertaking a study, possibly supported by the establishment of a working group, to consider the development of a global framework and regional initiatives to reduce duplication of certification and surveillance activities of approved maintenance organizations (AMOs), and report the results to the 39th Session of the ICAO Assembly. *Supersedes HLSC 2010 recommendations 3.1 b) 1), and 3.1 b) 2)*	endorse this recommendation.	context of all other competing demands as part of the forthcoming discussions on the ICAO budget for the 2017-2018-2019 triennium.	groups and the Secretariat, as required to develop a global framework to reduce duplication of certification and surveillance activities of AMOs. Identify regional initiatives for the implementation of the proposed global framework.	Proposals for the amendment of Annexes 1, 6, 8, and 19 based on recommendations of AIRP/3 to support an incremental approach in establishing a global framework to reduce the duplication of certification and surveillance of AMOs were sent to States and international organizations for consultation via State letter SP 60/4-16/6 9 dated 29 July 2016 with a proposed applicability of November 2020. ICAO continues to support the efforts of the AIRP in finalizing the different successive steps to improve the legal environment to facilitate global recognition.

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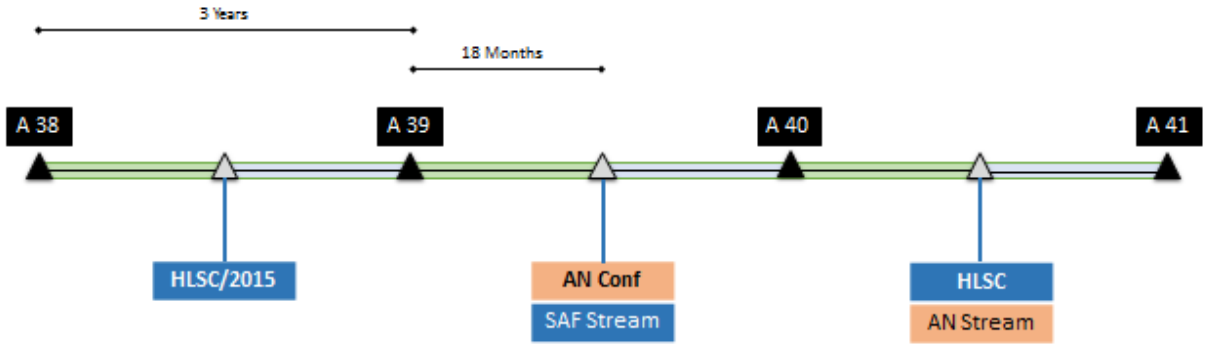
APPENDIX B

TIMELINE FROM A HIGH-LEVEL CONFERENCE TO AN ASSEMBLY



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