



HIGH-LEVEL SAFETY CONFERENCE 2010

Montréal, 29 March to 1 April 2010

SUMMARY OF DISCUSSIONS

THEME 3: OTHER SAFETY ISSUES

Topic 3.2: Safety initiatives arising from recent accidents HLSC 2010-WPs/10, 13, 15, 24 Revised, 25 Revised, 26, 43 Revised, 57 Revised, 69 and 71

1. HLSC 2010-WP/10, titled “Safety initiatives arising from recent accidents” was presented for the consideration of the conference. Other papers related to this topic were: WP/13, presented by the United Arab Emirates; WP/15, by the Interstate Aviation Committee; WPs/24, 25 and 26, by Spain on behalf of the European Union and its Member States, by the other States Members of the European Civil Aviation Conference, and by EUROCONTROL; WP/43, by the United States; WP/57, by Brazil; WP/69, by the Republic of Korea; and WP/71, by Singapore.
2. The ICAO Secretariat working paper (WP/10) provided the initial examination of safety initiatives arising from recent accidents. The remaining working papers covered a variety of related subjects: provision of search and rescue (SAR) services; airborne image recorders (AIR); flight data recorders and their recovery; communications over oceanic areas; application of safety management to flight deck activities; and regional airline safety and pilot training, fatigue and professionalism.
3. One of the main topics discussed was the situation regarding accidents that occur over the high seas and a recent accident has highlighted the need to improve availability of recorded on-board data, Search and Rescue as well as communication and surveillance. With regard to flight data recorders, the work already done by ICAO and France was acknowledged and the Conference agreed that the work should continue with high priority. The difficulties and cost of search and rescue (SAR) operations when the accident is far from land was mentioned especially when the location of the accident is not well known. The interest of regional cooperation for SAR activities was stressed. The need to improve the surveillance capability over oceanic areas was also discussed and it was noted that available technology and equipment were not always used to their fullest extent.
4. Based on the proposal contained in one WP, the interest of airborne image recorders (AIR) for the investigation of accidents was mentioned by several participants. One delegate mentioned that it has been a subject which has been discussed for a number of years and that the issue of protection of the recorded data has been a stumbling block
5. The subject of safety issues relating to flight deck activities was raised, including standard operating procedures and checklist usage. There is a need to review the applicable requirements,

taking into account the increased automation in the cockpit and applying threat and error management (TEM) and safety management principles.

6. Noting the various calls for action by ICAO, D/ANB felt it important to mention the Secretariat's limited resources. She remarked that it would be necessary to prioritize the work, determine what ICAO and non-ICAO resources could be drawn upon, and to coordinate related activities were underway in the regions.

7. In summarizing the discussion the Chairman outlined the conclusions reached:

- a) that the conference re-affirms that all accidents need to be thoroughly investigated in order to ensure that lessons are learned and integrated into the safety framework;
- b) that it is not acceptable that an accident cannot be completely investigated due to the lack of recorded data. As a result, ICAO should pursue as a matter of high priority a review of SARPs and guidance materials with the aim of proposing to States for consideration any amendment which would be necessary to ensure that the data necessary to support investigation of accidents are available, including provisions for the recovery of data and information from flight recorders;
- c) that ICAO should also assess the changes which might be necessary to improve surveillance, flight monitoring and communications in oceanic/remote areas, including timely and adequate search and rescue services, and review SARPs and guidance material, as necessary;
- d) that ICAO should review existing requirements on flight deck activities in order to assess whether further action may be required; and
- e) that ICAO should provide the most up-to-date information on the subjects above in a briefing at the 37th Session of the Assembly.

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