



HIGH-LEVEL SAFETY CONFERENCE 2010

Montréal, 29 March to 1 April 2010

SUMMARY OF DISCUSSIONS

THEME 3: OTHER SAFETY ISSUES

Topic 3.3: Any other safety related topics

HLSC 2010-WPs/11, 27 Revised, 34, 35, 36 Revised, 42, 49, 54, 60 Revised, 67 Revised and 75

HLSC 2010 IP/4, 9, 11, 15, 16 Revised and 20 Revision No. 2

1. *Regional safety oversight arrangements*

1.1 The Conference agreed with a statement contained in WP/11 that the Regional Safety Oversight Organization (RSOO) is a critical tool for many States to support their efforts to rectify deficiencies found by the ICAO Universal Safety Oversight Audit Programme (USOAP) audits and comply with the international Standards and Recommended Practices (SARPs). RSOOs play an increasingly important role in supporting States to meet their safety oversight responsibilities. It was therefore considered important that ICAO support the development and sustainability of RSOOs.

1.2 At the same time, it was recognized that not all States were able to become a member of an RSOO and that, in such cases, alternative arrangements for effective oversight needed to be explored. It was also recognized that one of the major challenges facing RSOOs was the development of a funding mechanism that would ensure their long-term sustainability. A case in point was that of the Pacific Safety Aviation Office (PASO) on which a status report was provided in WP/75. There was therefore a need for ICAO to update existing guidance material on Regional Safety Oversight Organizations in ICAO Doc 9734, *Safety Oversight Manual*, Part B — *The Establishment and Management of a Regional Safety Oversight System* particularly with respect to guidance on the funding of RSOOs.

2. *The Next Generation of Aviation Professionals and harmonized training proposals*

2.1 Three papers were presented to the Conference on the subject of training. WP/54, presented by the ICAO Secretariat, contained a report on the outcomes of initiatives regarding the Next Generation of Aviation Professionals (NGAP). Work in collaboration with the International Air Transport Association (IATA) eventually resulted in the creation of the NGAP Task Force and a work programme that included deliverables related to a policy on the accreditation/endorsement of training institutions, competences for flight crew and air traffic controllers and a communication strategy. WP/27, presented by Spain on behalf the European Union and its member States and by other State members of the European Civil Aviation Conference and EUROCONTROL, addressed future pilot training requirements. A third

paper, WP/36, presented by the United States, contained a proposal for a harmonized training programme for pilots, flight instructors and evaluation personnel.

2.2 The Conference agreed that all efforts should be made to improve the competencies of flight crew and to ensure that training of aviation professionals was enhanced to meet the demands of new procedures and increasingly complex technologies. In this respect, it was essential that States support the work of the NGAP; and endorse the Task Force's recommendations to develop material for inclusion in ICAO SARPs as well as guidance material.

3. *Suspension and revocation of type certificates*

3.1 WP/35, presented by United States, pointed out that although continued operational safety of aircraft was a worldwide responsibility performed by States of Registry, States of Registry relied on the continuing airworthiness instructions given by the State of Design in order to fulfil their responsibilities. For this reason, there needed to be a common understanding of how design related airworthiness instructions should continue to be provided to the State of Registry in the event that the Type Certificate was suspended or revoked by the State of Design. It was therefore agreed that ICAO needed to facilitate the development of a process for assessing State of Design responsibilities when Type Certificates were suspended or revoked.

4. *Improving the safety of approach and landing operations*

4.1 As stated in WP/34, also presented by the United States, approach and landing operations have historically experienced a high number of fatal accidents and that unstable approaches have been identified as a causal factor in 66 per cent of 76 approach and landing accidents or incidents worldwide. Unstable approaches occurred with greatest frequency on approach procedures with no vertical guidance (Non Precision Approach/NPA procedures). In the case of the United States, the Federal Aviation Administration (FAA) had made major improvements in safety during the approach phase with the introduction of new performance-based navigation (PBN) procedures. In addition, the approval of Enhanced Flight Vision Systems (EFVS) had improved the pilot's ability to make the visual transition during the approach in low visibility flight conditions.

4.2 The Conference therefore recognized that ICAO needed to continue its efforts to support the implementation of initiatives that could improve safety in all phases of flight, such as performance based navigation.

5. *Regional international runway safety summits arrangements*

5.1 In WP/42, the United States emphasized that runway safety continued to be one of aviation's greatest challenges and, as such, every practical effort should be made to stop runway incursions at airports throughout the world. In August 2007, the FAA issued a Call to Action that contained a number of initiatives taken by both the FAA and industry, which ultimately resulted in a decline in the number of serious runway incursions by 82 per cent. One effort that proved to be particularly effective was the holding of an international Runway Safety Summit in 2007. The Conference therefore agreed that regional International Runway Safety Summits should be held with the support and assistance of ICAO, as an important effort at stopping runway incursions.

6. *Availability of ICAO guidance material in the official languages of ICAO*

6.1 WP/49, presented by Cuba and supported by several other States, stressed the importance of ICAO making its guidance material available in all the official languages of the Organization. Reference was made in the paper to several ICAO safety documents, including the new draft of Doc 8335 – *Manual of Procedures for Operations Inspection, Certification and Continued Surveillance*, that were only available in the English language.

6.2 The Conference agreed on the importance of having the safety documents of ICAO translated into all the languages of the organization, and that ICAO should ensure that funding is provided for this purpose. ICAO needs to prioritize the allocation of its limited translation resources based on the risk for the aviation community. Safety-related documents should have priority on internal documents

7. *Development of guidance material on the conduct of safety management systems audits based on safety performance management*

7.1 China presented WP/67 in which it stressed the need for ICAO to develop guidance material for inclusion in the ICAO Safety Management Manual, on the conduct of safety management systems audits based on safety performance. Several other States supported the proposal. It was considered that this would make it easier for States to monitor specific outcomes in the implementation of the SMS requirements.

8. *Funding of ICAO safety framework initiative*

8.1 WP/60, which was presented by the African Civil Aviation Commission (AFCAC) on behalf of African States, reminded the Conference that African States were in need of assistance in the development of sustainable levels of aviation safety, and particularly in the development of funding models that would guarantee sustainability in the provision of infrastructure and services. African States still faced funding challenges in the implementation of safety initiatives, especially in respect to the ICAO safety framework and the transition to the Continuous Monitoring Approach (CMA). ICAO therefore needed to work with the African States and AFCAC to develop appropriate funding models based on the level of activity within a State to ensure the sustainable provision of infrastructure and services.