HIGH-LEVEL CONFERENCE ON COVID-19
(HLCC 2021)

Montréal, 12 to 22 October 2021

DRAFT REPORT OF THE SAFETY STREAM
ON AGENDA ITEM 4

The attached draft report on Agenda Item 4 is presented for approval by the Safety Stream for submission to the Plenary.

(6 pages)

Agenda Item 4: Implementation and support

4.1   HLCC 2021-WP/9-SAF/6, presented by the Secretariat, focused on the importance of regional cooperation to assist States in implementing their safety obligations, and highlighted the role played by regional mechanisms, such as regional safety oversight organizations (RSOOs), in assisting States during the COVID-19 pandemic. The working paper also outlined actions taken by ICAO to support regional cooperation, such as: development and deployment of the RSOO Cooperative Platform (RSOO CP); the Global Aviation Safety Oversight System (GASOS); and the coordination of assistance activities under the Aviation Safety Implementation Assistance Partnership (ASIAP). The Safety Stream highlighted the importance of strengthening RSOOs, regional accident and incident investigation organizations (RAIOs), and other regional cooperation mechanisms by providing them with the necessary resources to ensure sustainability, as well as encouraging these organizations to actively participate in the RSOO CP, GASOS and ASIAP. Recommendations presented by the Secretariat in the working paper were strongly supported by the Safety Stream.

4.2   HLCC 2021-WP/39-SAF/26, presented by Peru and supported by Argentina, Bolivia (Plurinational State of), Brazil, Chile, Colombia, Ecuador, Guyana, Panama, Paraguay, Suriname, Uruguay and Venezuela (Bolivarian Republic of) outlined the actions taken by the Regional Safety Oversight Cooperative (SRVSOP) in supporting its participating States on regulatory and procedural harmonization. The Safety Stream noted and supported these actions, which included achievements in the South American (SAM) Region in each of the critical elements and work done in different technical areas.

4.3   HLCC 2021-WP/40-SAF/27, presented by Uruguay and supported by Argentina, Bolivia (Plurinational State of), Brazil, Chile, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Suriname and Venezuela (Bolivarian Republic of) highlighted the experiences of Uruguay in the conduct of aerodromes certification processes, with the support of the SRVSOP. The Safety Stream acknowledged the work of RSOOs as a horizontal support mechanism for the benefit of aerodrome certification, noted the relevant experience of the SRVSOP, and referred to the appropriate ICAO expert group for further study the proposal to amend *Procedures for Air Navigation Services – Aerodromes* (PANS-Aerodromes, Doc 9981) to reflect conditions for cooperation in such processes.

4.4   HLCC 2021-WP/45-SAF/30, presented by the African Civil Aviation Commission (AFCAC) on behalf of 54[1] African Contracting States, highlighted the pivotal roles that RSOOs played in assisting States to cope with the challenges brought on by the COVID-19 pandemic. The paper underlined the need for States to support the strengthening of their RSOOs, as well as to encourage their RSOOs to participate in the ICAO RSOO CP. The Safety Stream noted that enhancing and strengthening RSOOs was an important aspect for the recovery of the aviation sector and its role in improving global aviation safety. The Safety Stream supported the recommendations outlined in the working paper, which were in line with other recommendations received.

4.5   HLCC 2021-WP/84-SAF/62, presented by Australia and New Zealand, outlined the significant impact of COVID-19 on the Pacific Islands States as it relates to the implementation of the recommendations of the 2019 ICAO Pacific Island Developing States (PSIDS) Needs Analysis Study. As recovery is critical to the economic, social and connectivity of the Pacific Island States, the Safety Stream recognized the importance of increased assistance and continued support for the Pacific Island States and the Pacific Aviation Safety Office (PASO) to ensure a safe, secure, resilient and sustainable aviation system. The Safety Stream also noted the importance for ICAO to respond effectively to the priorities and actions

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[1] Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cabe Verde, Cameroon, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia and Zimbabwe

related to aviation safety and security performance, highlighted in the Port Moresby Declaration and the June 2021 Regional Aviation Minister's Meeting (RAMM) Statement.

4.6   In reviewing HLCC 2021-WP/104-SAF/82, presented by New Zealand, Australia and Singapore, the Safety Stream noted the massive impact of COVID-19 on the Pacific Island States and the restart and recovery of the aviation sector. It was further noted that ICAO should work closely with PASO and its Member States by providing support and assistance to ensure the viability of the region's economic and social well-being through the sustainability of the commercial aviation sector. To maintain public confidence in the aviation system, the Safety Stream emphasized that effective implementation of the ICAO Council Aviation Recovery Task Force (CART) Recommendations, technical assistance and guidance are critical in enabling the Pacific Island States to recover from the effects of the COVID-19 pandemic.

4.7   Information Papers provided by the Pacific Aviation Safety Office (PASO) (HLCC 2021-WP/163-SAF/124), Interstate Aviation Committee (HLCC 2021-WP/168-SAF/128 and, HLCC 2021-WP/169-SAF/129) and South American Regional AIG Cooperation Mechanism (ARCM SAM) (HLCC 2021-WP/218-SAF/142) were noted.

4.8   As a result of the discussion, the Safety Stream agreed on the following recommendations:

> **Recommendation 4/1 —   Enhancing safety by advancing and strengthening regional cooperation**
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> That States:
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> a) encourage their regional safety oversight organizations (RSOOs) and regional accident and incident investigation organizations (RAIOs) to participate in ICAO initiatives such as the RSOO Cooperative Platform (RSOO CP) and Global Aviation Safety Oversight System (GASOS);
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> b) in collaboration with industry and international organizations, continue to support and participate in Aviation Safety Implementation Assistance Partnership (ASIAP);
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> c) support the strengthening of RSOOs and RAIOs through establishment of sustainable funding mechanisms, appropriate legal frameworks and adequate structures, processes and systems;
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> d) encourage their RSOOs and RAIOs to use guidance developed by ICAO to resolve identified deficiencies from assessments;
>
> e) continue to recognize the relevance of the RSOOs, cooperative development of operational safety and continuing airworthiness programmes (COSCAPs) and RAIOs in providing support towards improving safety status at a regional level;
>
> f) encourage RSOOs to facilitate and promote the implementation of harmonized measures to mitigate the effects of the COVID-19 pandemic and maintain the safety performance at regional and global levels;

That ICAO:

g) continue to develop and evolve the RSOO Cooperative Platform (RSOO CP), the Global Aviation Safety Oversight System (GASOS) and the Aviation Safety Implementation Assistance Partnership (ASIAP);

h) include RSOOs, RAIOs and COSCAPs as enablers in strengthening and fostering regional cooperation in the provision of assistance to States in order to optimize technical assistance activities; and

i) update the ICAO Policy on Regional Cooperation in order to reflect these new initiatives.

4.9   HLCC 2021-WP/10-SAF/7, presented by the Secretariat, highlighted the low level of support, technical expertise and participation by States, international organizations and industry to the contributory bodies of the planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs) as a common problem across most regions. The Safety Stream noted the proposed means to increase participation in the contributory bodies of the PIRGs and RASGs and expressed its support for these activities.

4.10   HLCC 2021-WP/75-SAF/54, presented by the United States and supported by Brazil, Canada, the Civil Air Navigation Services Organisation (CANSO), the International Air Transport Association (IATA) and the International Coordinating Council of Aerospace Industries Associations (ICCAIA), outlined a proposal to sustain and enhance existing regional safety management functions that allow protected exchange of safety information between States and industry, which have been effective tools to manage regional safety risks. The Safety Stream agreed on the need for States to support the RASGs' data-driven, State-industry collaboration model to reduce fatality risk in a post-pandemic environment. The Safety Stream recognized the importance of on-going coordination between RASGs and PIRGs, recognizing that they both have unique missions. The Safety Stream also agreed on the need for ICAO to promote the proposed model of collaboration between States and industry to establish protocols into the work of the PIRGs and RASGs, to support global aviation safety.

Recommendation 4/2 —   Increasing participation in the contributory bodies of planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs)

That States:

a) actively participate and support the work of the contributory bodies of planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs) in collaboration with regional safety oversight organizations (RSOOs), regional accident and incident investigation organizations (RAIOs), international organizations and industry;

b) support the RASGs' data-driven, State-industry collaboration model to continue to reduce fatality risk in a post-pandemic environment;

That ICAO:

c) explore the use of virtual meetings in addition to face-to-face meetings, for the contributory bodies of PIRGs and RASGs in order to increase participation;

d) continue to encourage coordination between RASGs and PIRGs while recognizing they have unique missions, as specified in its terms of references as approved by the ICAO Council; and

e) promote the model of collaboration between States and industry to establish protocols for the appropriate sharing and protection of safety information, and encourage mechanisms that enable the sharing of information between RASGs and PIRGs to support global aviation safety.

— END —