THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

REPORT OF COMMITTEE B TO THE CONFERENCE
ON AGENDA ITEM 8

The attached report has been approved by Committee B for submission to the Plenary.

Mr. Simon Allotey
Committee Chairperson

Note.— After removal of this covering sheet, this paper should be inserted in the appropriate place in the Report Folder.[*]

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[*] (5 pages)

Agenda Item   8:   Emerging safety issues
**   8.1:   Measures to proactively address emerging issues**

8.1   The Committee reviewed AN-Conf/13-WP/12, presented by the Secretariat, which addressed emerging safety issues, as set forth in the *2017-2019 Global Aviation Safety Plan* (Doc 10004, GASP). It was discussed that ICAO worked with stakeholders to identify emerging safety issues and supported States, regions, industry and other stakeholders to ensure that the work programme of the Organization and its safety strategy addressed both current and future issues. The participation of States in regional and sub-regional studies on emerging safety issues conducted by the regional aviation safety groups (RASGs), as well as the sharing of relevant information on the subject amongst States and with ICAO, remained key to identifying such issues. The Committee agreed on the need for ICAO to inform States of existing guidance on identifying and addressing emerging safety issues and for the RASGs or other regional organizations, including regional safety oversight organizations (RSOOs), to play an active role in the process to address emerging safety issues. The Committee also agreed on the need to review the terminology used to describe emerging safety issues as part of the revision of the 2020-2022 edition of the GASP.

8.2   The Committee reviewed AN-Conf/13-WP/104 Revision No. 1, presented by Japan, regarding measures to prevent objects falling off aeroplanes. The Committee agreed to request that the Council, based on data from regional aviation safety groups, consider developing a study on the subject together with related guidance material on preventive measures.

8.3   Information   papers   provided   by   Canada   (AN-Conf/13-WP/119),   India (AN-Conf/13-WP/234) and the Interstate Aviation Committee (IAC) (AN-Conf/13-WP/80) were noted.

8.4   In   light   of   the   above   discussion,   the   Committee   agreed   to   the   following recommendations:

Recommendation 8.1/1: Measures to proactively address emerging issues

That ICAO:

a)   raise awareness and inform States of existing guidance on identifying and addressing emerging safety issues, including mitigation actions and balancing the integrated management of distinct risks (existing/emerging);

b)   urge the regional aviation safety groups (RASGs) or other regional organizations, including regional safety oversight organizations (RSOOs), to institute a process for addressing emerging safety issues based on a data-driven analysis;

c)   urge States, regional entities and industry to participate actively in regional and sub-regional studies on emerging safety issues conducted by the RASGs;

d)   urge States, regional entities and industry to share information on emerging safety issues with other States and ICAO through the dedicated website;

e)   systematically collect information from States and regional organizations, for the purpose of assessing and monitoring their global safety impact, on the following: new concepts of operations and new technologies; new risk management concepts and

methods coping with the dynamics and complexity of the aviation system; as well as the initial implementation of such new concepts, methods and technologies;

f)   establish a holistic, performance-based process for the development of ICAO provisions in response to these emerging issues and risks to assess if the established provisions achieve the objectives for which they were designed;

g)   provide guidance for the implementation of risk and performance-based assessment and oversight at both State and regional levels;

h)   provide a global, inclusive civil-military cooperation mechanism to move from a reactive situation to a proactive one by applying predictive, holistic risk management to emerging issues; and

i)   based on data from regional aviation safety groups, develop a study on the subject of objects falling from aeroplanes and guidance material on preventive measures.

Agenda Item   8:   Emerging safety issues
**   8.2:   Emerging safety issues**

8.5   The Committee reviewed AN-Conf/13-WP/46, presented by Austria on behalf of the European Union (EU) and its Member States[1], the other Member States of the European Civil Aviation Conference[2] and by EUROCONTROL, regarding the need for ICAO and the international aviation community to cooperate and manage in a proactive manner the emerging issues in aviation. The Committee agreed on the need to develop further tools, guidance and training materials to assist States and stakeholders manage emerging issues, as addressed under Recommendation 8.1/1.

8.6   The Committee reviewed AN-Conf/13-WP/254, presented by Japan, which outlined the need for a regulatory framework for sub-orbital flights and requested clarification on the issue of liability, the applicability of aviation law, and the harmonization of technical standards. In light of the discussion, the Committee noted that the work in this area would be considered through the process for adding work to the Air Navigation Work Programme. The Committee further noted that the issue of commercial space would be more thoroughly considered under Agenda Item 5.5.

8.7   The Committee reviewed AN-Conf/13-WP/154, presented by Venezuela (Bolivarian Republic of), requesting additional training activities and guidance material to assist States in implementing remotely piloted aircraft systems (RPAS)-related Standards and Recommended Practices (SARPs), acknowledging that ICAO's ongoing activities for the development of RPAS-related SARPs, Procedures for Air Navigation Services (PANS) and guidance material, as well as training activities to facilitate their implementation, were beneficial to States and regions. The Committee noted that the aforementioned activities were ongoing within ICAO and that the subject would be further considered under Agenda Item 5.3.

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[1] Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom.

[2] Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, Norway, San Marino, Serbia, Switzerland, The former Yugoslav Republic of Macedonia, Turkey and Ukraine.

8.8   The Committee reviewed AN-Conf/13-WP/294, presented by South Africa, which highlighted the need to develop government safety inspector (GSI) courses for safety oversight technical personnel in all ICAO Universal Safety Oversight Audit Programme (USOAP) audit areas. The working paper noted that ICAO had developed three GSI courses in the areas of airworthiness (GSI-AIR), aircraft operations (GSI-OPS) and personnel licensing (GSI-PEL). The Committee noted that, based on available resources including in-kind support from some States, ICAO was developing courses using the competency-based training and assessment framework for aerodromes and ground aids (AGA), and air navigation services (ANS). The Committee was informed that other courses for training safety oversight personnel were available such as safety management (SMS), safety management for practitioners, and civil aviation authority (CAA) senior and middle managers. The Committee also noted that further training courses in other ICAO USOAP audit areas would be developed as resources became available.

8.9   The Committee reviewed AN-Conf/13-WP/194, presented by the International Council of Aircraft Owner and Pilot Associations (IAOPA), regarding the development of a new medical Standard for pilots flying light aircraft, which was well supported by States. The Committee noted that the proposal was in line with the ICAO No Country Left Behind initiative and welcomed the positive experiences of States in implementing national licensing practices. It was acknowledged that it would be necessary to maintain a balance between aviation safety and costs by means of a data-driven process. In order to harmonize national policies and ensure clear and uniform implementation globally, it would be necessary to define the term "light aircraft" and to assess the impact of a possible new medical Standard on other existing operational SARPs. Recognizing that aviation medicine is a medical specialty, there would be a need for development of detailed educational and guidance material to support the initiative. It was agreed that ICAO, with the assistance of States and regional aviation safety groups (RASGs), review existing national practices and conduct a data analysis to determine the feasibility of developing a new medical Standard for pilots flying light aircraft, taking into account resources and budgetary implications.

8.10   In light of the above discussion, the Committee agreed to the following recommendations:

Recommendation 8.2/1: Remotely piloted aircraft systems (RPAS) operations

That ICAO continue developing Standards and Recommended Practices (SARPs), Procedures for Air Navigation Services (PANS) and guidance material to support safe remotely piloted aircraft systems (RPAS) operations, and continue facilitating implementation of RPAS-related provisions through regional training activities.

Recommendation 8.2/2: Medical Standard for pilots of light aircraft

That ICAO:

a) review national medical certification protocols currently used by a number of States in order to identify commonalities; and

b) based on this review of commonalities among the various States' national medical certification protocols, develop a Standard specifically addressing pilots flying light aircraft.

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