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Plans for the 2nd High-level Safety Conference (HLSC)

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International Civil Aviation Organization (ICAO)

*51st DGCA Asia and the Pacific, Hong Kong, China
24-27 November 2014*

High-level Safety Conference 2015

Bring together the Directors General of Civil Aviation and strategic decision-makers to build consensus, obtain commitments and formulate recommendations for the effective and efficient progress of key aviation safety activities

- **Initial State letter Jan 2014** ([AN 8/13-14/02](#))
- **Agenda approved by Council (202 Session)**
- **Revised agenda with details Aug 2014**
([AN 8/13-14/55](#))
- **Secretariat papers being posted as available**
- **State papers expected beginning of November 2014**



www.icao.int/Meetings/HLSC2015



Theme 1: Reviewing the Current Situation

Topic 1.1 Achievements and Remaining Work

- Briefings by Director of ANB and RASG Chairpersons on the state of global and regional aviation safety
- Review progress on HLSC 2010 recommendations and the status of implementation of the GASP objectives

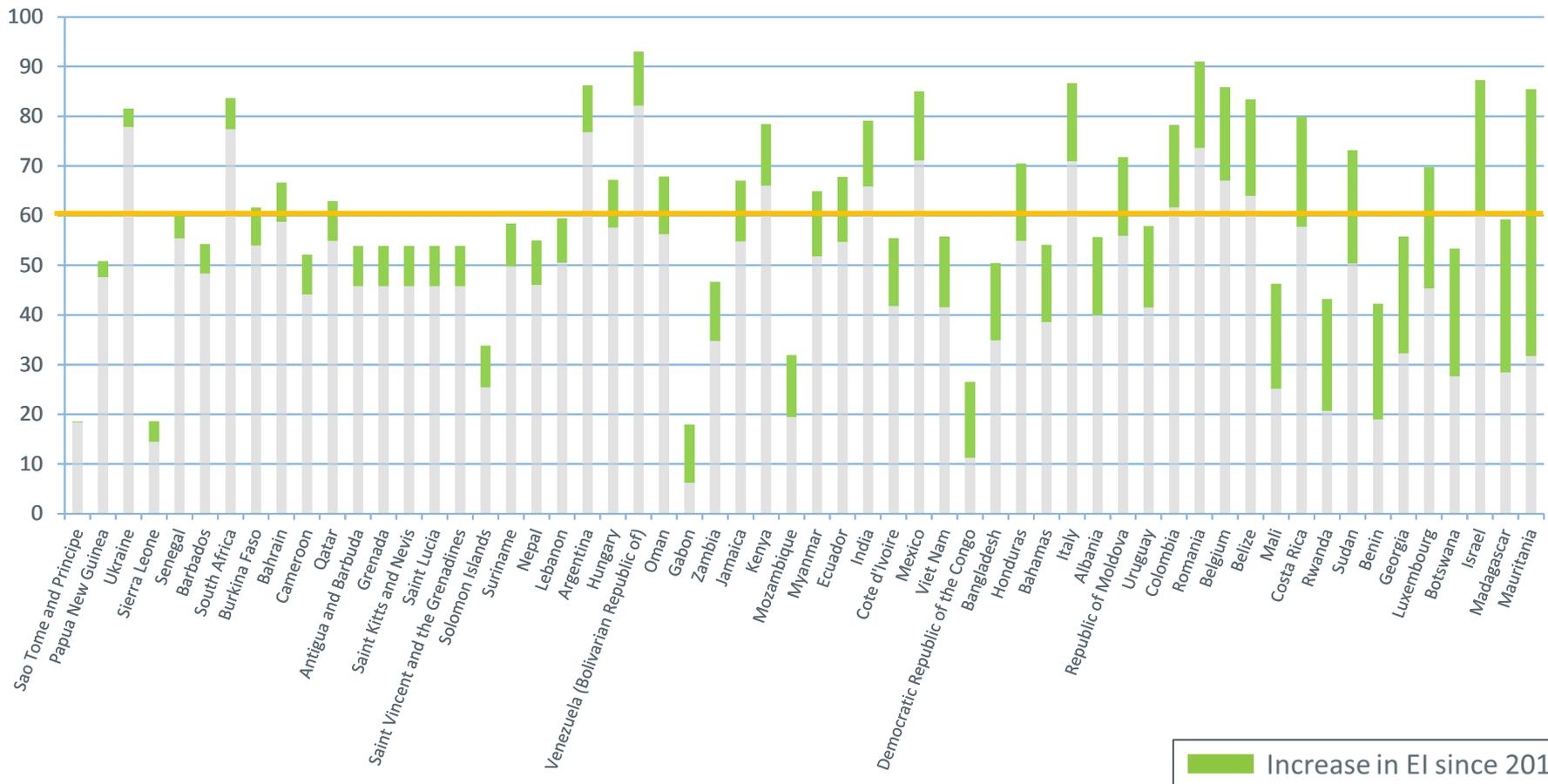
WP	TITLE	DATE
1	Acknowledging progress achieved on the recommendations of the HLSC/2010 and status of Global Aviation Safety Plan (GASP) objectives	Available
16 to 20	Reviewing progress on RASG-AFI priorities and targets Reviewing progress on RASG-APAC priorities and targets Reviewing progress on RASG-EUR priorities and targets Reviewing progress on RASG-MID priorities and targets Reviewing progress on RASG-PA priorities and targets	Nov 28





Preview of Progress Achieved by States

Since the last HLSC (2010)

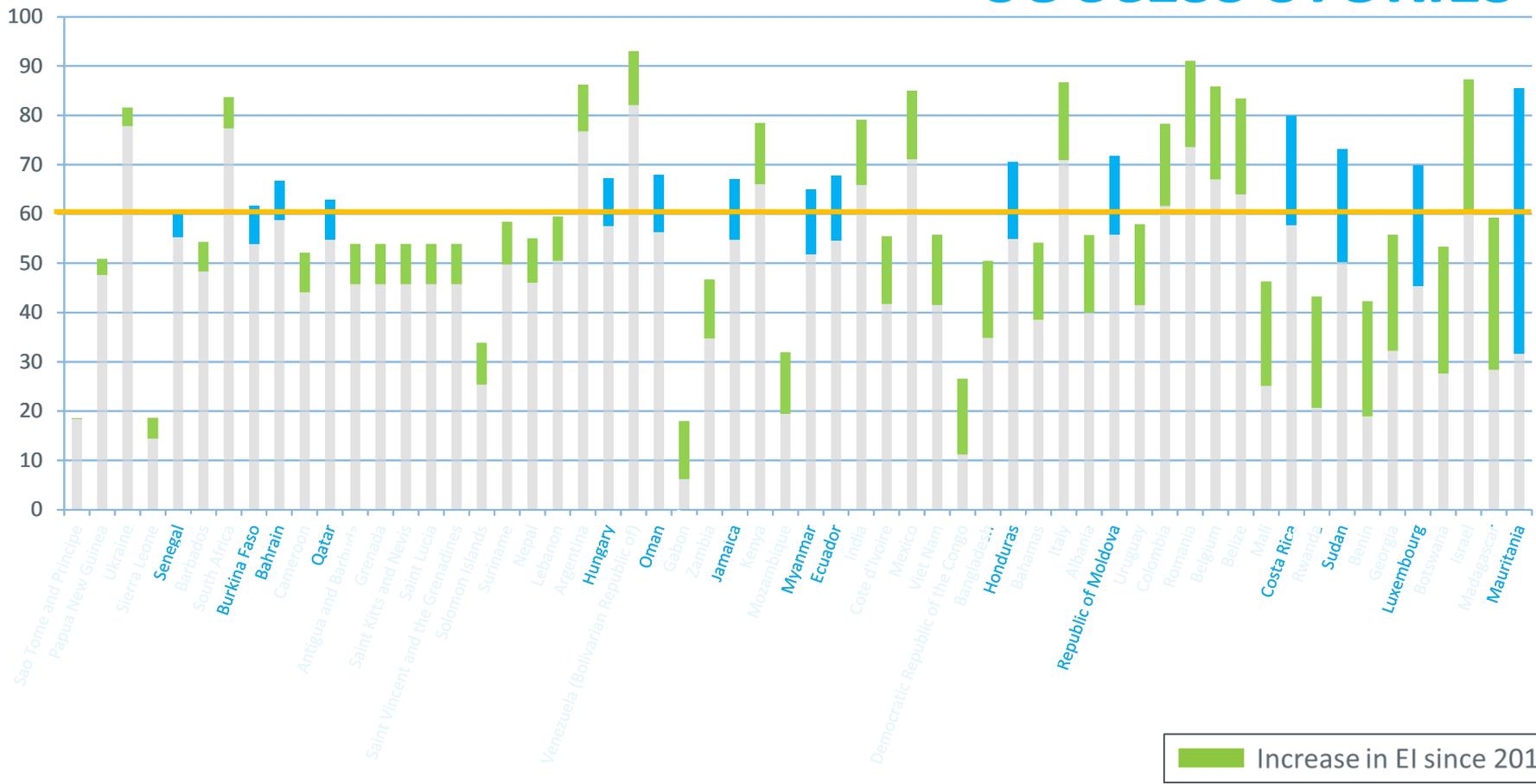




Preview of Progress Achieved by States

Since the last HLSC (2010)

SUCCESS STORIES



■ Increase in EI since 2010

Theme 1: *Reviewing the Current Situation*

Topic 1.2 *Emerging Safety Issues*

- Identify and seek commitment for concrete actions to **address emerging safety issues** such as:
 - Global tracking of airline flights
 - Mitigate risks to civil aviation arising from conflict zones
 - Preventing and managing the spread of communicable disease





Theme 1: *Reviewing the Current Situation*

Topic 1.2 *Emerging Safety Issues*

WP	TITLE	DATE
12	Progress report on <u>GLOBAL FLIGHT TRACKING</u> , including an initial plan for the development of SARPs	Nov 12
2	Concept of Operations to enhance global flight tracking	Nov 19
11	Voluntary path for global flight tracking by the Aircraft Tracking Task Force (ATTF)	Dec 22
21	Establishing practice exercises to maintain the ability to respond in an integrated manner to abnormal flight behavior scenarios	Dec 22
3	Progress report on the initiatives to address <u>RISKS TO CIVIL AVIATION ARISING FROM CONFLICT ZONES</u>	Nov 12
9	Pilot project 1: Feasibility of using the NOTAM system for sharing information on risks arising from conflict zones	Dec 22
10	Pilot project 2: Feasibility of sharing relevant safety and security information on conflict zones	Dec 22
13	Initial concept for a centralized global information system to consolidate and share information	Dec 22
IP/2	<i>Report of the Task Force on Risks to Civil Aviation Arising from Conflict Zones (IP)</i>	<i>Dec 22</i>
15	Recognizing the role of aviation in the <u>EBOLA OUTBREAK</u>	Nov 12



Theme 2: *Future Approach to Manage Aviation Safety*

Topic 2.1 *State Safety Programme*

- Present tools and suggested strategies for States as well as ICAO's approach for **monitoring and validating SSP implementation**
- Seek agreement on the need for **harmonized Safety Performance Indicators (SPIs)** to determine the Acceptable Level of Safety Performance (ALoSP) within the context of SSP
- Recommend **areas for further development** of Annex 19, and express its views regarding the **merger of the eleven elements of a SSP framework** and the **eight critical elements** of a State safety oversight system.

WP	TITLE	DATE
8	Achieving SSP Implementation	Available
IP/1	<i>Safety data collection, performance metrics and indicators (IP)</i>	Available

Theme 2: *Future Approach to Manage Aviation Safety*

Topic 2.2 *Safety Information Protection*



- Note the steps taken by ICAO to **balance the use and protection of safety information** and related sources with the intent of supporting accident and incident investigations and safety management practices
- Commit to meaningful progress towards the effective implementation of new or **enhanced provisions related to protection of safety information**

WP	TITLE	DATE
4	Balancing the use and protection of safety information	Available

Theme 2: *Future Approach to Manage Aviation Safety*

Topic 2.3 *Safety Information Sharing*

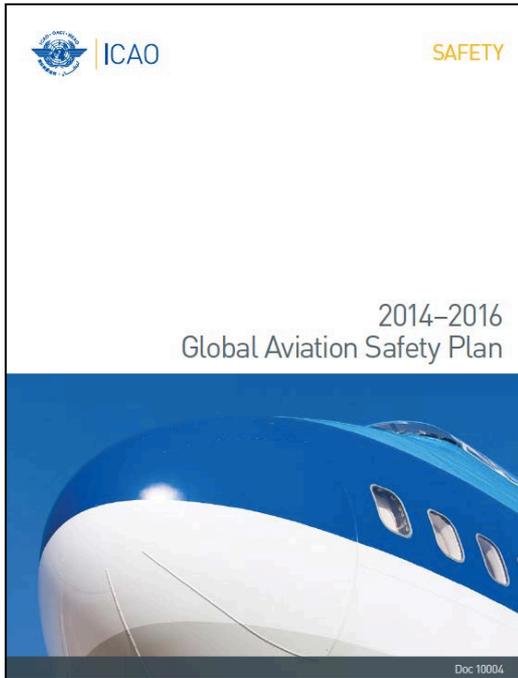
- Discuss the benefits derived from the **collaborative analysis of multiple aggregated sources of data** provided by States and international organizations.
- Provide recommendations on the development of a **global information sharing initiative**, leveraging the core competencies of all participants



WP	TITLE	DATE
5	Evolving Safety Analysis to Support Global Aviation Safety Strategies	Available

Theme 2: *Future Approach to Manage Aviation Safety*

Topic 2.4 *Evolution of the GASP*



- Discuss how the plan may **further evolve** in collaboration with States, regions and industry, to achieve and demonstrate safety improvements at all levels
- Explore the benefits of using operational safety information to identify future GASP priorities

WP	TITLE	DATE
6	Updating the 2014-2016 Global Aviation Safety Plan (GASP)	Available
14	Regional input to the GASP	Nov 28



Theme 3: *Facilitating Increased Regional Cooperation*

Topic 3.1 *Effective and Efficient Regional Collaboration*

- Explore how ICAO and regional mechanisms and bodies can **collaborate and combine available resources** to support States in achieving established regional safety targets
- Seek an agreement from the Conference on a **resource mobilization strategy** to support of regional safety initiatives
- Enhance awareness of the link between the **development of air transport and economic growth** and invite the Conference to participate in the development of the UN Sustainable Development Goals

WP	TITLE	DATE
7	Supporting regional safety improvement implementation initiatives and the need for an ICAO resource mobilization strategy	Available



2nd HLSC Proposed Schedule

	SATURDAY 31 JAN 2015	SUNDAY 1 FEB 2015	MONDAY 2 FEB 2015	TUESDAY 3 FEB 2015	WEDNESDAY 4 FEB 2015	THURSDAY 5 FEB 2015	FRIDAY 6 FEB 2015
AM	1ST GLOBAL DIRECTORS GENERAL AND EXECUTIVES COURSE	1ST GLOBAL DIRECTORS GENERAL AND EXECUTIVES COURSE (cont.)	<p><u>INFORMATION SESSION</u></p> <ul style="list-style-type: none"> Exchange of ideas and progress reports Current industry initiatives USOAP CMA update 	<p><u>Theme 2:</u> Future Approach to Manage Aviation Safety</p> <ul style="list-style-type: none"> State Safety Programme Safety Information Protection 	<p><u>Theme 2 (cont.):</u> Future Approach to Manage Aviation Safety</p> <ul style="list-style-type: none"> Evolution of the GASP 	REPORT AND CLOSING	PRESIDENT OF THE COUNCIL'S 2ND PIRG/RASG COORDINATION MEETING
BREAKS/ LUNCH			<p>State Safety Programme Gap Analysis Tool Workshop</p> <p>USOAP CMA Online Framework Demo</p>	ICAO Safety Management Training Demo	Electronic Filing of Differences Demo		
PM	1ST GLOBAL DIRECTORS GENERAL AND EXECUTIVES COURSE (cont.)	1ST GLOBAL DIRECTORS GENERAL AND EXECUTIVES COURSE (cont.)	<p>Opening and <u>Theme 1:</u> Reviewing the Current Situation</p> <ul style="list-style-type: none"> Achievements and remaining work Emerging safety issues 	<p><u>Theme 2 (cont.):</u> Future Approach to Manage Aviation Safety</p> <ul style="list-style-type: none"> Safety Information Sharing 	<p><u>Theme 3:</u> Facilitating Increased Regional Cooperation</p> <ul style="list-style-type: none"> Effective and efficient regional collaboration 	GLOBAL SAFETY PARTNERSHIP AND DONORS MEETING	SECRETARIAT MARB



CONTEMPORARY ISSUES AND CHALLENGES



Global Aircraft Tracking

- **Multi-disciplinary** meeting with States, Industry, Chairs and co-chairs of several panels, and related specialists
- **Date:** 12-13 May 2014
- **Attendees:** 207 participants from
 - 44 Member States
 - 19 International Organizations
 - 5 Industry representatives
 - 8 Panel chairs
- **Outcomes:**
 - *Consensus that **aviation's near-term priority is to track airline flights, no matter the location or destination***
 - IATA to initiate **global tracking on a voluntary basis**, and establish an Aircraft Tracking Task Force (ATTF) to provide recommendations on best practices
 - **6 Conclusions, 10 Recommendations**

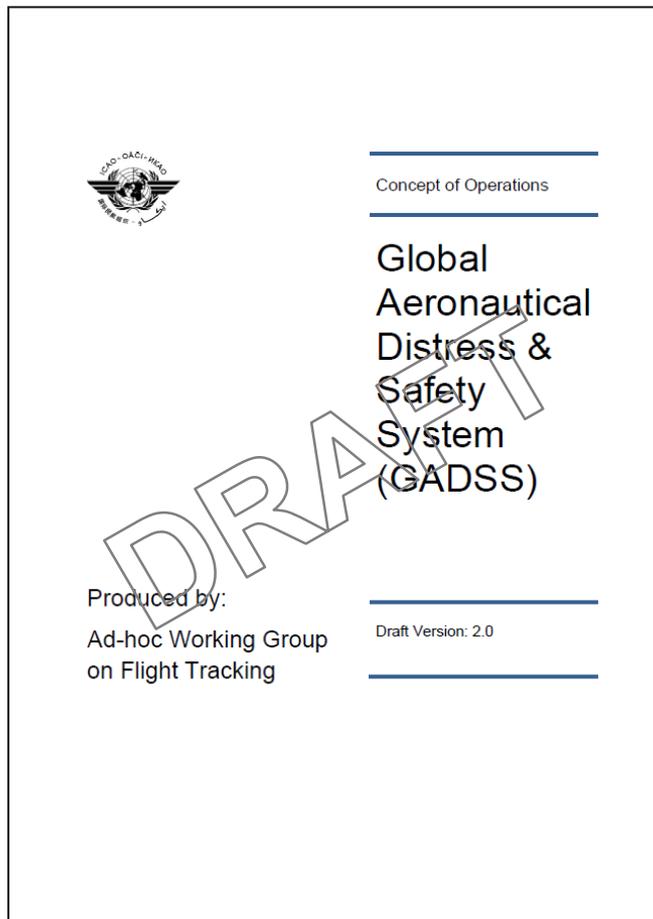




Global Aircraft Tracking

- **Outlined vulnerabilities on:**
 - Timely identification and location of aircraft in distress
 - Availability and sharing of valuable information
- **Activities:**
 - IATA Aircraft Tracking Task Force (ATTF)
 - Industry initiative on addressing the short-term response for aircraft tracking
 - ICAO Ad-hoc Working Group
 - Concept of Operations, including outcomes of the IATA ATTF
 - Concept and concrete plan for medium/long term

Global Aircraft Tracking – GADSS ConOps



- **Requirements**

- Enhance the ability to **rescue** survivors
- Provide **immediate notification** when an aircraft experiences an abnormal event.
- Ensure that the location of an accident site can be determine to a degree of accuracy, in a timeframe and to a level of confidence acceptable to the stakeholders.
- Function **worldwide**
- Use **performance-based standards** and be independent of any one prescriptive technology
- Be **sufficiently flexible** to accommodate diverse regional needs.
- Not cause **degradation** of the baseline SAR service
- Be **seamless** across ATSU (Air Traffic Service Units) boundaries



Global Aircraft Tracking – Flight Recorders

AF447 Recommendations to ICAO *(Extract)*

TOPIC	DESCRIPTION	ICAO ACTION
Automatic Deployable Flight Recorders (ADFRs)	1. Tasked the Flight Recorder Panel (FLIRECP) to formulate proposals for implementing deployable recorders compliant with the EUROCAE ED-112A specifications for commercial aeroplanes	<ul style="list-style-type: none"> • Recommended practice for carriage of ADFR proposed to ANC (2012, 2013); referred back to FLIRECP in 2013 for further consideration; To be presented to ANC (first Q - 2015). • Proposal for ADFR container accepted, applicable in 2014; Definition of ADFR referred back to FLIRECP in 2013 for further consideration; To be presented to ANC (first Q - 2015)

Upcoming SARPs

Deliverables for Enhancing Accident Site Location

Standards and recommended practices for autonomous distress flight tracking

- Location of accident site within 6 NM radius or 1 minute
- Not technology-specific
- A **performance-based approach** considering GADSS recommendations

Recommended practice for deployable recorders

- **Replacement of** (instead of additional) current combination (Cockpit Voice Recorder - CVR / Flight Data Recorder - FDR) flight recorder requirements

Timelines

- **January 2015**
 - Preliminary review of proposal by ICAO ANC
- **March 2015**
 - State Letter
- **November 2016**
(if adopted)
 - Applicability of amendment(s)





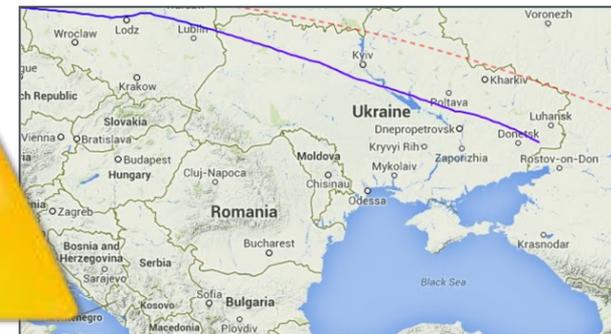
Global Aircraft Tracking – Practice Exercises

- Recommendation from the Global Flight Tracking Meeting:
 - Skill sets are perishable
 - Encourage States to **regularly run practice exercises** involving airlines operation centres, air navigation service providers (ANSPs) and rescue coordination centres (RCCs)
 - Test and verify their ability to respond and coordinate together in an integrated manner to abnormal flight behaviour scenarios

CONCLUSIONS AND RECOMMENDATIONS OF THE MULTIDISCIPLINARY MEETING ON GLOBAL FLIGHT TRACKING MONTRÉAL, 12-13 MAY 2014	
<p>The International Civil Aviation Organization (ICAO), upon the completion of this Special Meeting on Global Flight Tracking of Aircraft, forged consensus among its Member States and the international air transport industry sector on the near-term priority to track airline flights, no matter their global location or destination. Furthermore, the meeting established a framework for future efforts in this regard for the medium and long term.</p>	
Conclusions	Recommendations
<p>Near term</p> <p>a) global tracking of airline flights will be pursued as a matter of priority to provide early notice of and response to abnormal flight behaviour;</p> <p>b) a DRAFT concept of operations on flight tracking will be developed that includes a clear definition of the objectives of flight tracking that ensures that information is provided in a timely fashion to the right people to support search and rescue, recovery and accident investigation activities, as well as, the roles and responsibilities of all stakeholders;</p> <p>c) under the ICAO framework, the contribution by the industry through an Aircraft Tracking Task Force (ATTF) will help address the near-term needs for flight tracking;</p> <p>d) ICAO will consider establishing a short term joint ICAO/IATA advisory group to support the global tracking initiative;</p> <p>e) airlines will be encouraged to use existing equipment and procedures to the extent possible to support flight tracking pending the outcome of the ATTF; and</p> <p>f) in partnership with the task force, ICAO will develop guidance material, based on available flight tracking best practices;</p>	<p>Near term</p> <p>a) a FINAL high level concept of operations should be delivered to the ICAO High Level Safety Conference (HLSC 2015, February, Montreal);</p> <p>b) ICAO should increase its resources allocated to the Search and Rescue in order to improve the effectiveness across national and regional boundaries;</p> <p>c) ICAO should, in collaboration with a pool of search and rescue experts, identify and address operational search and rescue challenges with implementation of existing Annex 12 provisions, and provide assistance to States, including aiding in the setting of priorities for the mid and long term;</p> <p>d) ICAO should facilitate the sharing of experience and lessons learned from States that were recently involved in accidents where flight tracking could have facilitated search and rescue efforts to all other States;</p> <p>e) ICAO should strongly encourage States to regularly run practice exercises involving airlines operation centres, air navigation service providers (ANSPs) and rescue coordination centres (RCCs) to test and verify their ability to respond and coordinate together in an integrated manner to abnormal flight behaviour scenarios;</p> <p>Mid term</p> <p>f) ICAO performance based provisions should be developed, using a multidisciplinary approach, on flight tracking to support the location of an accident site in a timely manner for the purpose of search and rescue and accident investigation;</p>

Risks to civil aviation arising from conflict zones

- **Response to MH17 accident**
- **High-level Meeting on 28 July 2014**
 - Strong condemnation of the **use of weapons against civil aircraft**
 - Establishment of a **senior-level task force (TFRCZ)** to address issues to safety and security of civil aircraft operation near or in conflict zones
- **TFRCZ Meetings**
 - Held **2 meetings** so far: 14 – 15 August and 25 – 26 August 2014
 - Developed **key objectives** and **proposed work programme**
 - Several Pilot Projects are already underway



Risks to civil aviation arising from conflict zones

- **Early stages of activity against the proposed work programme**
 - **Pilot Project 1 (PP1)** on using the current **NOTAM system** for making information about conflict zones available
 - Process definition for a centralized collection system for NOTAMs related to conflict zones
 - Information dissemination using the AFTN
 - Expected to conclude by **mid October**, with a working paper **to be presented to the HLSC**
 - **Pilot Project 2 (PP2)** to determine how security-related information can be used to support conflict zone risk assessments
 - Participants from Australia, Canada, France, Japan, Netherlands, Portugal, UK, US, EASA, EUROCONTROL and IATA was convened on **9 October** via teleconference
 - Second teleconference in **November** to:
 - Determine **security-related information required for reliable risk assessments** and **how these can be used to support risk management decisions** alongside NOTAMs and flight prohibitions
 - Develop a **glossary of terms** required to support harmonized risk assessment process

Risks to civil aviation arising from conflict zones

- **Early stages of activity against the proposed work programme (continued)**
 - **Pilot Project 3 (PP3)** to deal with a broader conceptual design to enhance existing mechanism for the collection and dissemination of information related to conflict zones.
 - **Working paper for the HLSC**, covering a wide variety of available and suggested options
- **Initiation of remaining tasks largely dependent on conclusions and deliverables of Pilot Projects 1 and 2**
 - ANC and Council **review of the results** of the Task Force have been initiated
 - Further activities are also dependent on the **Council considerations** of Task Force results

Ebola Virus Disease (EVD)

- **WHO declared the outbreak a public health emergency of international concern (PHEIC)**
 - WHO prepared the Ebola Response Road Map to guide international support efforts
- **Countries with widespread and intense transmission are:**
 - Guinea
 - Liberia
 - Sierra Leone
- **Flight cancellations and other travel restrictions continue to isolate affected countries**
 - Detrimental economic consequences
 - Hinder relief and response efforts
 - Increased number of cases
 - Risking further international spread





Ebola Virus Disease (EVD)

- **Emergency Committee convened by WHO Director General**
 - Strongly reiterated that **there should be no general ban on international travel or trade**
 - Appropriate travel restrictions outlined in the Temporary Recommendations regarding the travel of EVD cases & contacts
 - Advised that **affected countries should fully engage with transport sector**,
 - Especially the aviation and maritime sectors
 - Facilitate a mutual understanding of potentially diverse viewpoints
 - Develop a coordinated response
- **ICAO coordinated the Joint Ebola Travel and Transport Task Force**
 - Includes participation of WHO, ICAO, IATA, ACI, IMO, ICS, CLIA, UNWTO, WTTC
- **Several joint communication messages have been issued to reinforce:**
 - Health regulations and aviation standards
 - Guidance (including IATA)
 - Joint recommendations discouraging travel restrictions imposed by States and the suspension of services by operators

Ebola Virus Disease (EVD)

ICAO Recent and Future Actions

- ICAO has signed a MOU with the UNDP on *“Operational Aspects of Ebola Response Multi-Partner Trust Fund”*
- **ICAO web application** for tracking Ebola related NOTAMs has been developed (iSTARS/SPACE)
- **Action Plan for States and International Organizations** has been developed by ICAO to facilitate harmonized implementation of WHO recommendations relevant to the aviation sector;
- ICAO, IATA, ACI, supporting WHO and US CDC to **develop several procedures & guidance material on management of EVD** in the aviation sector (**Ongoing**)
 - Planning guide for screening, procedures for aircraft cleaning crew, etc.



Ebola Virus Disease (EVD)

ICAO Recent and Future Actions *(continued)*

- WHO and ICAO recommend **exit screening of passengers**, not entry
- ICAO has facilitated the **lifting of restrictions** on flights by some States
- ICAO has attended the CASSOA Ministerial Meeting on Ebola which resulted in a declaration for States to **avoid imposing restrictions on flights**
- **Joint ICAO/WHO assistance visits** to States and international airports have been requested by States and will be undertaken under CAPSCA (www.capsca.org)
- Annual **CAPSCA Global Coordination Meeting** was held in Cairo from 17 to 20 November.



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