



International Civil Aviation Organization

The Safety Framework

TC Item 23, 24,25, 26, 27, 28 and 29

Nancy Graham
Director, Air Navigation Bureau

30 September 2010

Global State of Safety



GASP includes 3 targets to be achieved by 2011:

- ✈ **Target 1** – *Progress in reduction of fatal accidents and associated fatalities over past 10 year period*
- ✈ **Target 2** – *While fatal accident rate has decreased, overall accident rate remains unchanged*
- ✈ **Target 3** – *Significant variances remain in regional accident rates, with one region over 2x global average*

Managing ICAO Resources



- The Business Plan (BP) was developed according to your needs
 - Progress monitored by governing body
- The Budget – different from the BP
 - As proposed, budget will not support all needed safety programmes
 - In particular, items from the High Level Safety Conference are **not included** in the budget
 - The budget may need to be complemented with voluntary contributions

Draft Budget details in A37-WP/43 AD/2

SAFE – Effective Funding Solutions



- ✈ Voluntary Safety Fund (**SAFE**) established & operating
- ✈ Can support projects not fully funded through the Regular Budget (e.g. HLSC)
- ✈ Can enable ICAO to act immediately on urgent and unforeseen safety issues

SAFE - Strategic Use of Donations



- **General** donations for projects that would generally improve safety
- **Specified** contributions can be earmarked for specific projects or results
 - Including supporting specific States in need
- Contributions aligned to administrative agreements

Air Navigation Bureau (ANB) Org Chart

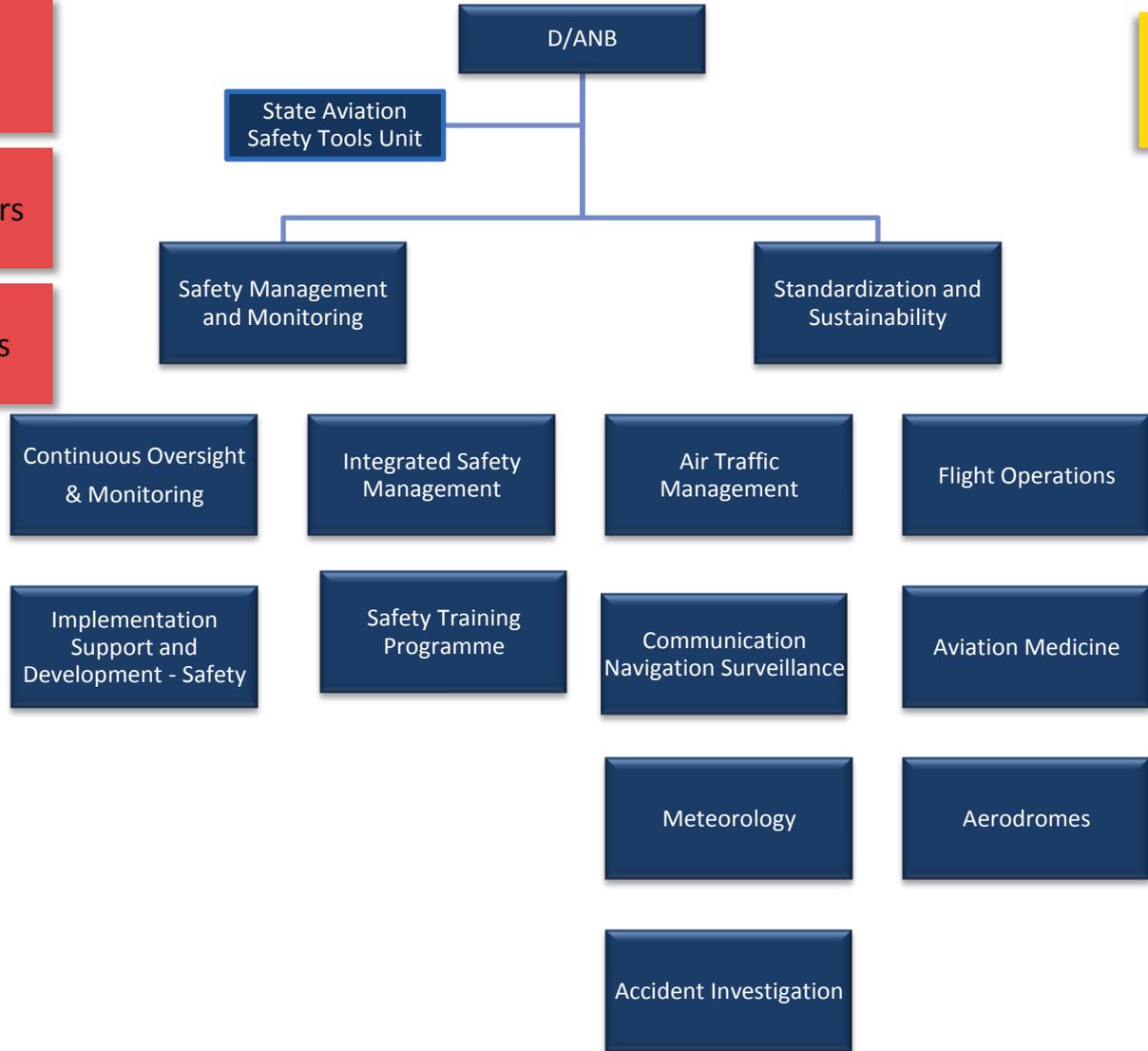


36 Council Members

19 Commissioners

7 Int'l Observers

41 Technical Officers
(All 16 Technical Disciplines)



A More Strategic Approach



✈ ICAO Safety Framework

- Policy & Standardization
- Safety Monitoring
- Safety Analysis
- Implementation
- Collaboration with States, Regional Organizations, International Organizations and Learning Institutions

Collaboration, Collaboration, Collaboration



✈ With:

- States
- Regional organizations
- International organizations
- Learning Institutions
- and others

ICAO Regional Offices



North American
Central American
and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

**ICAO
Headquarters
Montreal**

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Office
Bangkok

Regional Offices reorganized to deliver:

- Regional planning and implementation of safety initiatives
- Safety Oversight Validation Missions
- Support of COSCAPS & RSOOs
- Supervision of Technical Cooperation Projects

Addressing Global Safety Issues



Runway Safety

ICAO's Primary Safety Focus



**Global Runway
Safety Symposium
24-26 May, 2011**



Multi-disciplinary Runway Safety Programme (2011)
Global Runway Safety Symposium (2011)
Workshops in each region (2011-2013)
Expanding cooperation with international partners
Information sharing (in progress)

Fatigue Risk Management Systems



**FRMS Symposium
& Forum
30 August to 02 Sept 2011**



**Applicable standards anticipated (Nov 2011)
FRMS Symposium & Forum (2011)**

Extended Diversion Time Operations



Applicable standards anticipated (Nov 2012)

Next Generation of Aviation Professionals (NGAP)



NGAP 2nd Symposium 2012



Endorsement scheme for high-level Academic Institutions (end of 2011)
Establishing Competency-based training standards for:

- **Air Traffic Controllers**
- **Pilots**
- **Instructors**
- **Examiners**
- **Air Traffic Safety Electronics Personnel (ATSEP)**

(early 2012)

Next Generation of Aviation Professionals Symposium #2

Guidance material on evidence-based training for pilots (mid 2012)

Applicable standards for evidence-based training for pilots (end of 2012)



In EUR/NAT Region:

- **Update of EUR/NAT Contingency Plans**
 - **Introduction of 3 levels of ash concentrations**

Globally:

- **Establishment of the International Volcanic Ash Task Force (IVATF)**
 - **16 States, 13 International/Regional Organizations**
 - **Involvement of all the stakeholders (Airworthiness, Air Traffic Management, International Aviation Volcanic Watch, and Sciences)**
 - **The Work Programme has been established**

Dangerous Goods



**New training programme for Inspectors (Summer 2010)
Online Dangerous Goods System with OAG/IATA (Winter 2011)**

Language Requirements



**Criteria for language testing endorsements (Winter 2011)
Endorsement scheme (Spring 2011)**

Accident Investigations

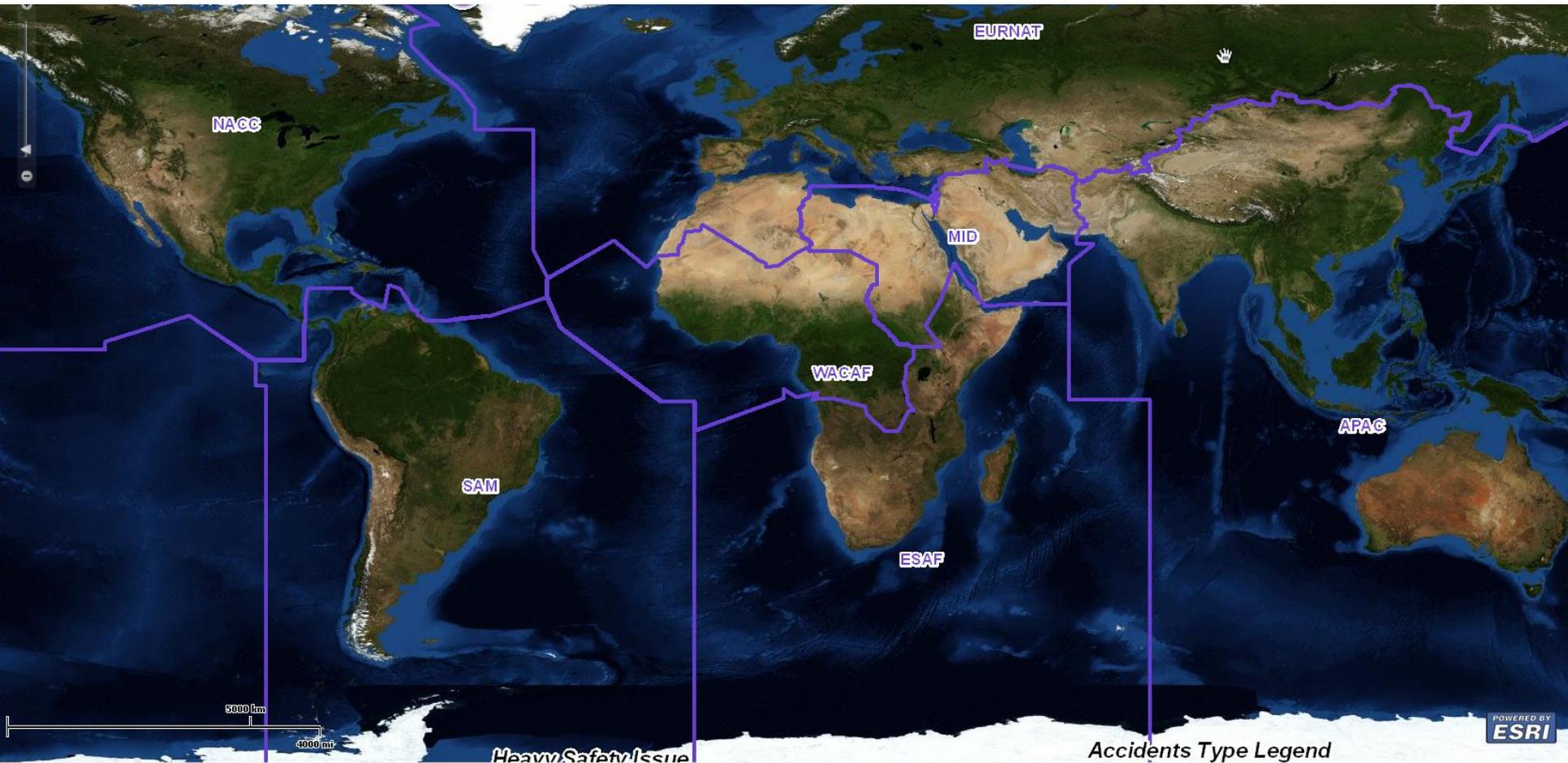


Options under consideration to improve recovery of accident data:

- **Continuous transmission of Flight Data Recorder (FDR)/Cockpit Voice Recorder (CVR) data**
- **Triggered transmission of FDR/CVR data**
- **Deployable FDR/CVR/Emergency Locator Transmitter (ELT)**
- **Underwater Locator Beacon (ULB) improvement (range & longer battery life)**

Safety Analysis

Assessing Complex Safety Issues



Transparency & Information Sharing



- ✈ Information sharing and transparency are fundamental tenets of safety
- ✈ ICAO is providing a framework for development of Code of Conduct to ensure:
 - Information sharing solely to improve safety
 - Work Group to begin in Oct 2010
 - Code of Conduct to Council in March 2011

Safety Monitoring

The Continuous Monitoring Approach



- ✈ The basis for future USOAP Activities
- ✈ Incorporates analysis of safety risk factors
- ✈ Continuously monitors State safety oversight capabilities

**Interactive CMA Intro Training now available on ICAO website
Soon in available in all ICAO languages**

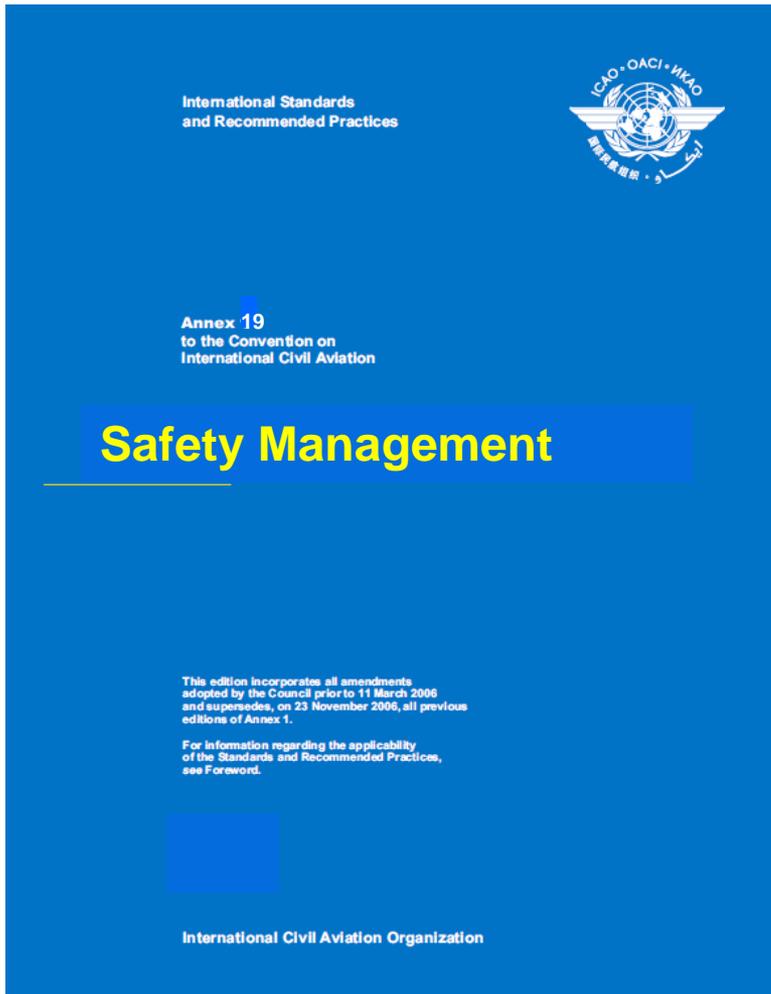
Safety Monitoring

The Transition to CMA



- ➔ CMA implementation will begin January 2013
- ➔ Two-year transition to the CMA (2011-2012)
- ➔ Regular progress reports provided to Council

Safety Management Annex

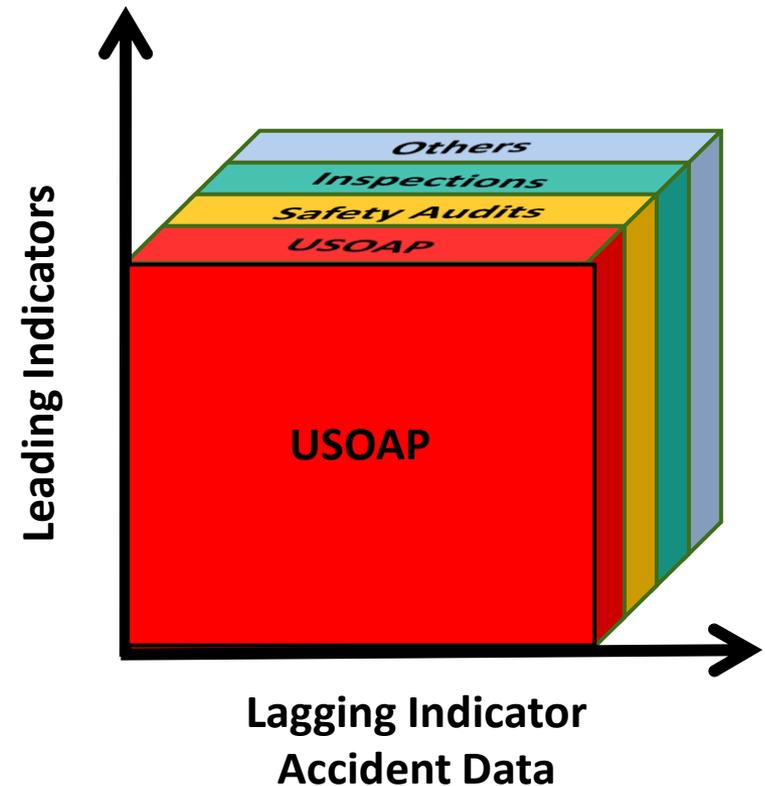


- ✈ Two overlapping development phases:
 - Initial incorporation of existing SARPs/Phase I in 2011
 - Future development in collaboration with States/Phase II TBD

Integrated Safety Management



- ICAO – making the transition to a predictive analysis strategy
- This week we initiated the Global Safety Information Exchange
- Multi-dimensional safety analysis to effectively mitigate safety issues





✈ *Walking the talk for Safety Management*

- Strategic coordination and prioritization of global safety initiatives based **on risk**
 - Cooperatively with stakeholders, partners and donors
- Establishing meaningful **forward looking** safety targets and milestones to quantify improvement and identify areas requiring additional focus
- Establishing **Regional Aviation Safety Groups** for Regional Implementation
- Rev #1: End of 2011

A More Strategic Approach



✈ ICAO Safety Framework

- Policy & Standardization
- Safety Monitoring
- Safety Analysis
- Implementation
- Collaboration with States, Regional Organizations, International Organizations and Learning Institutions

Visit our booth for more info!

ICAO

Uniting Aviation on

Safety | Security | Environment

