



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A United Nations Specialized Agency

PIRG/RASG GCM-2013/PPT-1
Agenda item 1

PIRG and RASG Global Coordination Meeting

Setting the Stage

Nancy Graham

Director, Air Navigation Bureau

Agenda

Our Flight Plan



- **Objective of the meeting and expected outcomes**
- **The Context**
 - Status of Global Aviation Safety and plans for risk areas
 - Addressing traffic growth; improving capacity while reducing environmental impact and simultaneously sustaining or improving our safety record
- **Recent developments at the Global level**
 - New GASP (as the pathway to the future in the safety field)
 - New GANP (legacy of AN-Conf/12 and pathway for the future in the AN field)
 - Both have *planning and implementation framework*
 - Enabling better assistance to PIRGs and RASGs
- **Future direction for PIRGs and RASGs, and new tools to support you**



Objectives of the Meeting



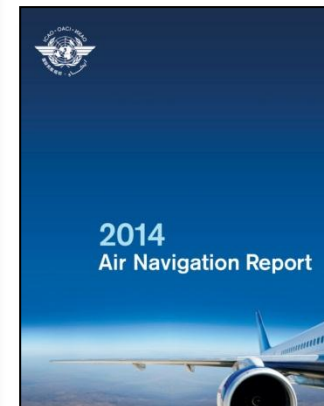
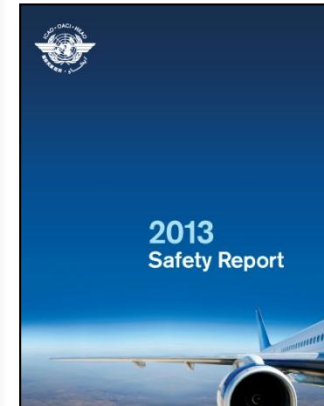
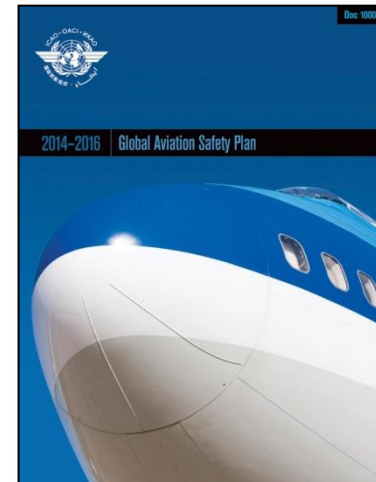
- **Global objective**
 - How to best implement the *“think globally, act regionally”* concept
 - Provide a **coordination mechanism** between the various PIRGs/RASGs
- **Development of a coordinated performance framework**
 - Ensure that **best practices** developed in a Region are shared with the other Regions
 - Agree on a **common mechanism** for including regional information in the Global Reports
 - Process to **develop performance targets** (Safety and Air Navigation) specific to each Region, but coordinated and shared globally
 - **Harmonization** of data collection and use
- **Closing the loop**
 - Interaction and **feedback** between Regional Plans and GASP and GANP
 - **Providing data** for the annual Safety and Air Navigation Reports



Expected Outcomes



- **Agreement on:**
 - The **coordination mechanism** between the various PIRGs and RASGs
 - The framework and timelines for developing **regional performance priorities and targets** for each PIRG and RASG
 - **Common format, procedures and timelines** for reporting on performance (Safety and Air Navigation)

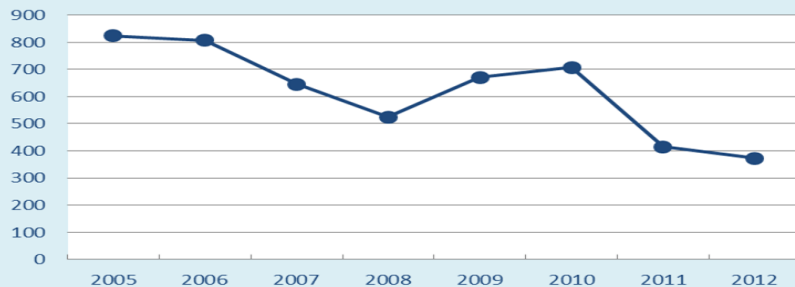


Our Top Priority

Status of Global Aviation Safety



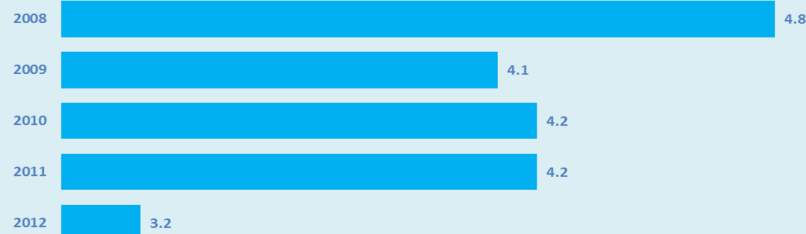
Fatality Trends: 2005 - 2012



NUMBER OF FATALITIES CONTINUE TO DECLINE

Global Accident Rate

Accidents per million departures



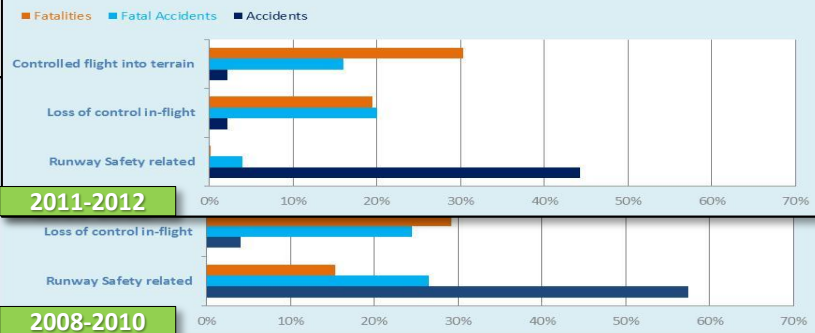
GLOBAL ACCIDENT RATE IS SIGNIFICANTLY LOWER

Accident Statistics and Accident Rates: 2012

UN REGION	Accidents		Fatal Accidents
	Number	Rate ³	
Africa	5	4.8	3
Asia	23	2.7	3
Europe	30	4.2	3
Latin America and the Caribbean	12	3.8	0
North America	29	2.8	0
Oceania	0	0.0	0
World	99	3.2	9

NO REGIONAL ACCIDENT RATE EXCEEDING TWICE THE GLOBAL AVERAGE

Percentage of All Accidents: 2011-2012



RUNWAY SAFETY CONTINUES TO IMPROVE

Today's Safety Priorities



1. RUNWAY SAFETY



Agadir, Morocco	10-12 Apr 2013
St John's, Antigua and Barbuda	27-29 May 2013
Europe	4 th Quarter 2013
Kuala Lumpur, Malaysia	4 th Quarter 2013

2. CONTROLLED FLIGHT INTO TERRAIN (CFIT)



- **Major improvements in the last decade due to:**
 - Enhanced ground proximity warning systems
 - Glass cockpits, terrain alerting systems
 - Emphasis by ICAO, regulators and industry on education and training
- **Several initiatives under consideration to increase situational awareness**
 - Heads-up display, synthetic and enhanced visions systems

3. LOSS OF CONTROL - INFLIGHT

Upset Prevention and Recovery Symposium

ICAO Headquarters, Montréal, Canada
20 - 22 May 2014 (Tentative)

- **Bringing the aviation community together to:**
 - Review what has been done through **Loss of Control and Recovery Training (LOCART)** a collaboration of International regulators/experts;
 - Hear what is planned through the US FAA ARC and the International Committee for Aviation Training in Extended Envelope (Mar-Sep 2012);
 - Learn about new Licensing and training Standards in Annex 1 and Annex 6, Part 1 (Nov 2013); and
 - **Agree on a global work programme for the future**

Today's Air Navigation Priorities



Air Navigation

1. Performance Based Navigation (PBN)

2. Continuous Climb Operations (CCO)

3. Continuous Descent Operations (CDO)



Advanced ATM: Providing Operational Benefits for the Environment *(Tentative)*

ICAO Headquarters, Montréal, Canada
2-6 November 2013

Remotely Piloted Aircraft Systems (RPAS)

ICAO Headquarters, Montréal, Canada
October 2014 *(Tentative)*

Air Transport Growth



Traffic Statistics for Revenue Scheduled Services

Passengers carried for the World (in Billions)

6.3

4.1

2.9

1.7

2000

2012

2020

2030

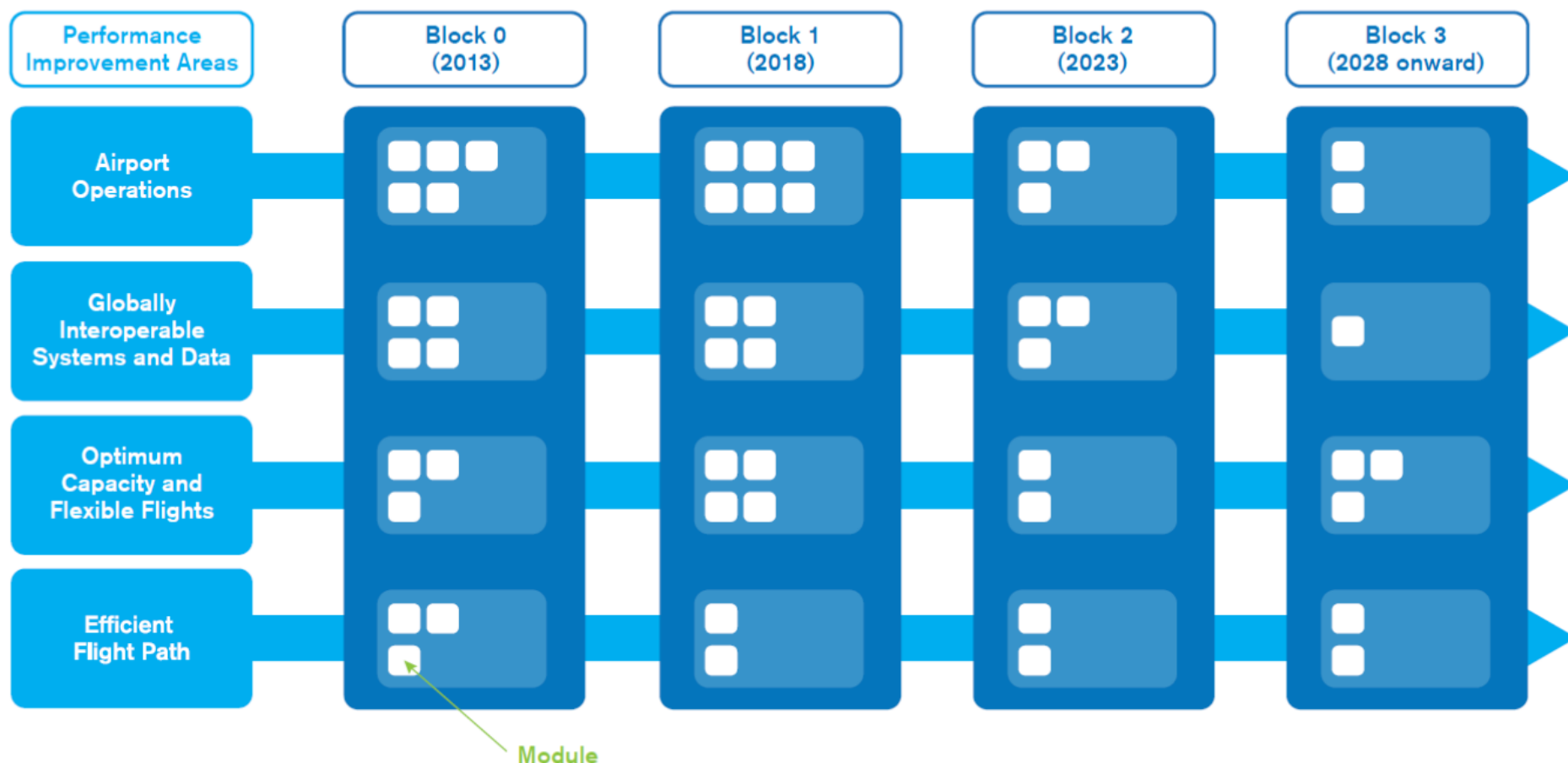


GANP Policy Principles

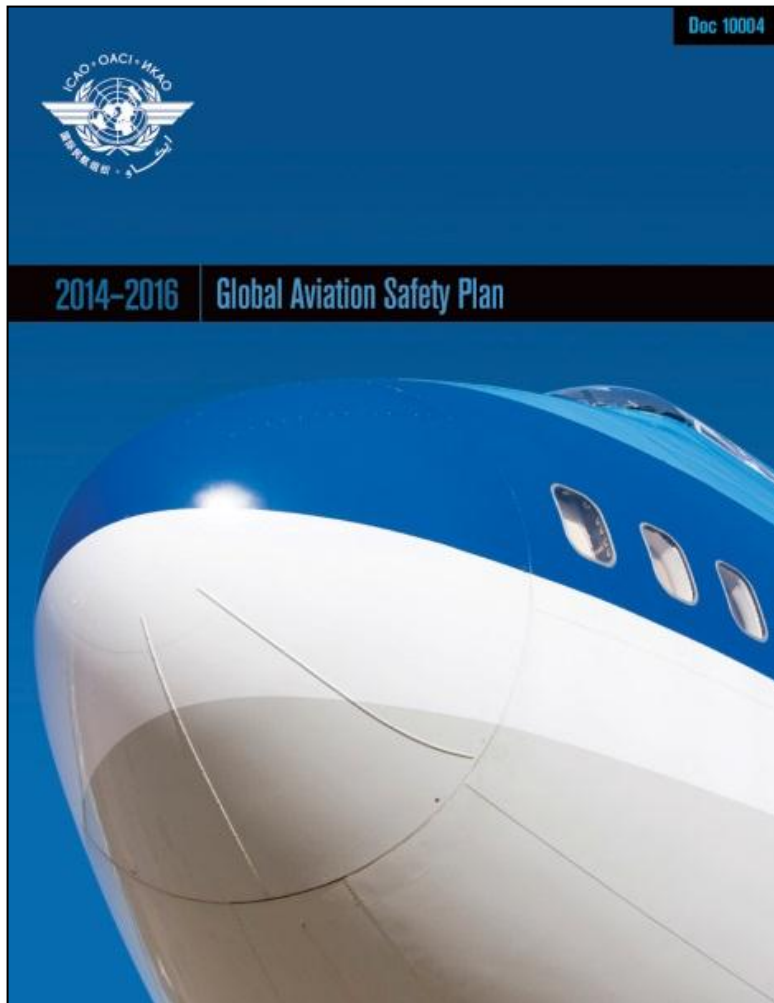


1. Commitment to the Implementation of ICAO's Strategic Objectives and KPAs
2. Aviation Safety is the highest priority
3. Tiered Approach to Air Navigation Planning
4. Global Air Traffic Management Operational Concept (GATMOC)
5. Global Air Navigation Priorities
6. Regional and State Air Navigation Priorities
7. Aviation System Block Upgrades (ASBUs), Modules and Roadmaps
8. Use of ASBU Blocks and Modules
9. Cost Benefit and Financial issues
10. Review and Evaluation of Air Navigation Planning

GANP - ASBU Blocks and Modules

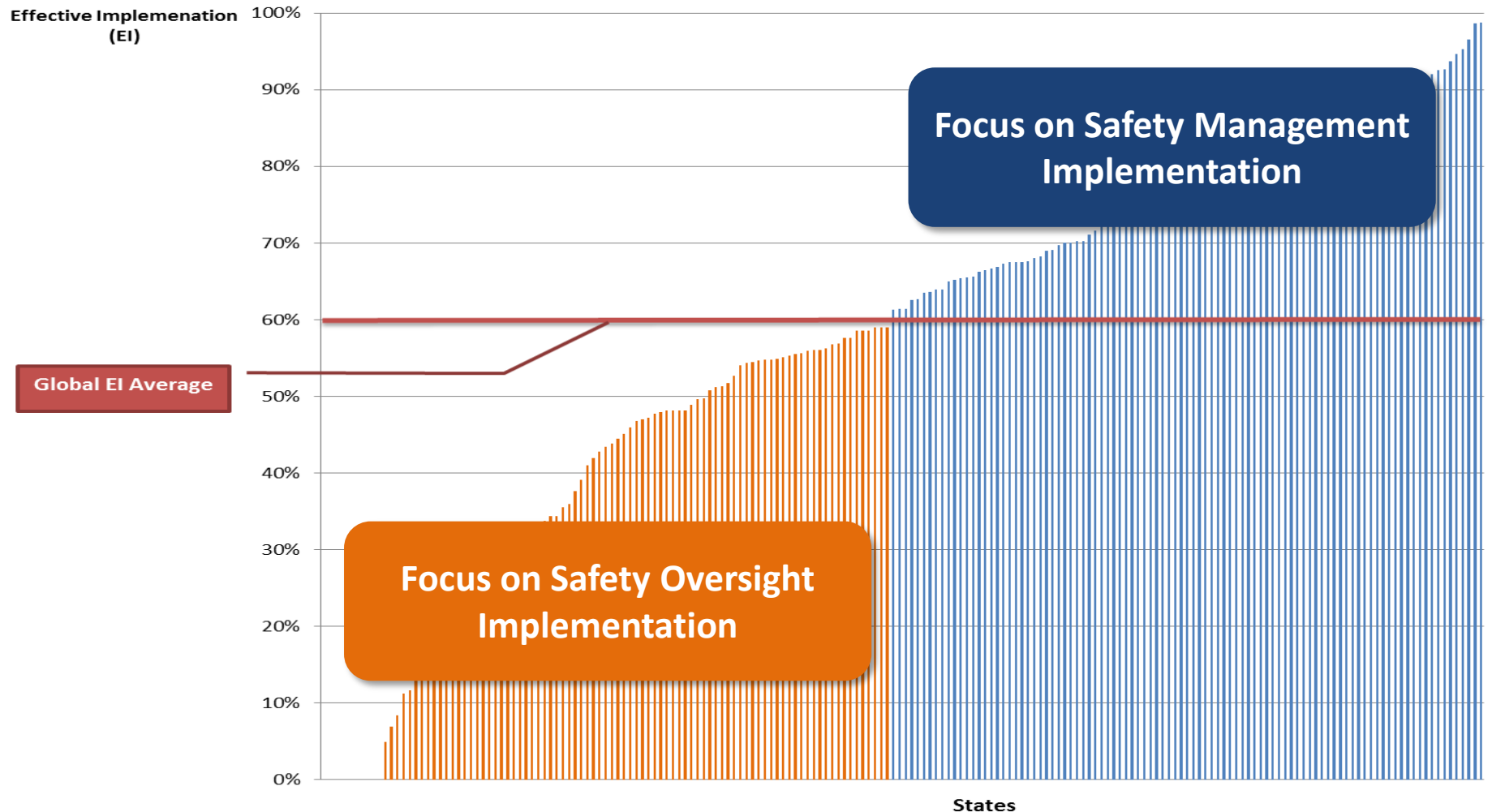


GASP Policy Principles



1. Commitment to the implementation of ICAO's Strategic Objectives
2. Aviation safety is the highest priority
3. Tiered approach to safety planning
4. State Safety Programme and Safety Management Systems
5. Global aviation safety priorities
6. Regional and State air navigation priorities
7. GASP objectives and Safety Performance Areas
8. Use of objectives and Safety Performance Areas
9. Cost benefit and financial issues
10. Review and evaluation of aviation safety planning

GASP - A Tiered Approach to Safety



GASP Objectives



Near-term

2017

- All States establish effective safety oversight systems
- States with effective safety oversight (over 60% Effective Implementation) proceed to fully implement SSP

Mid-term

2022

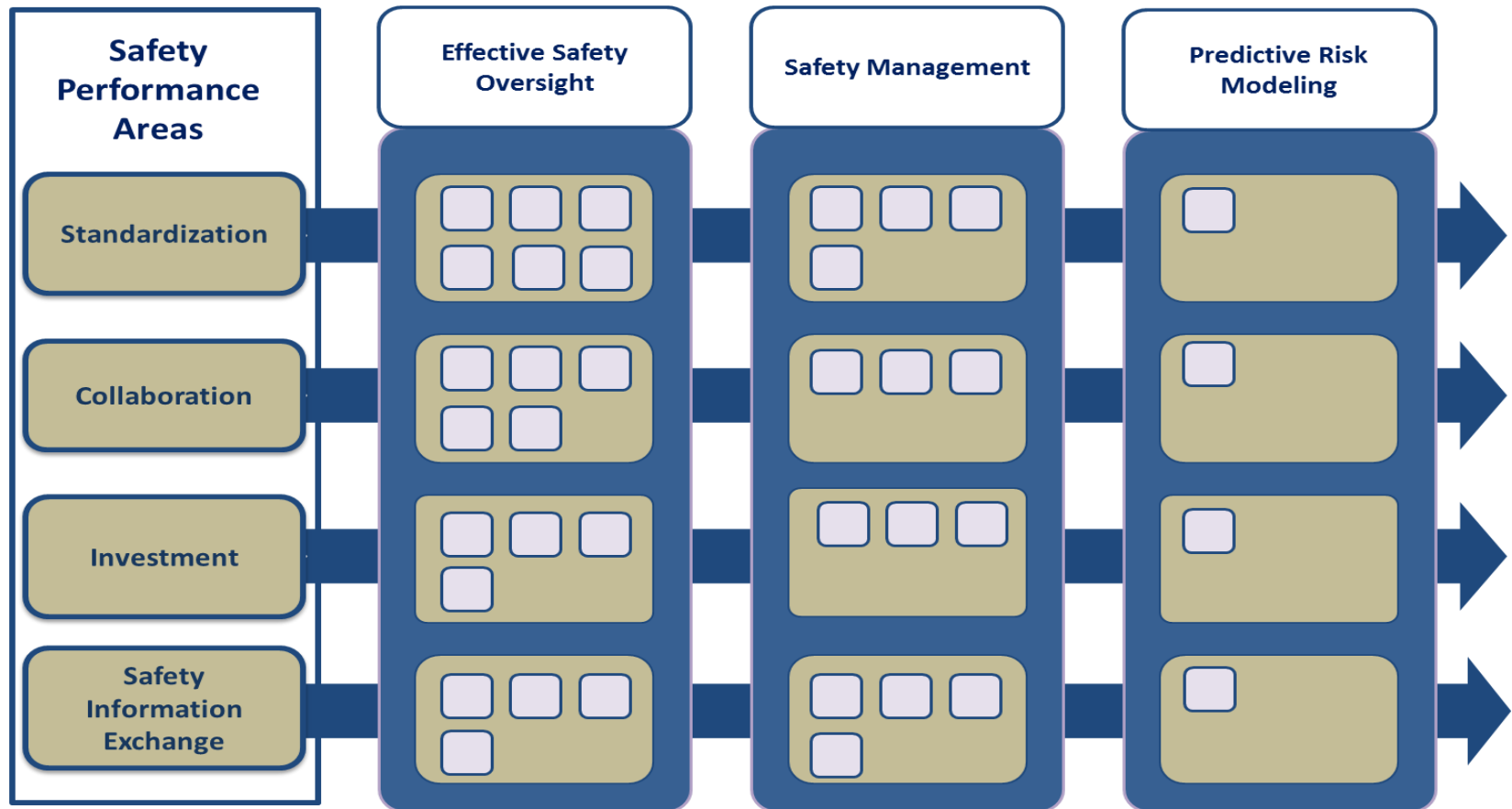
- All Member States fully implement the ICAO SSP Framework

Long-term

2027

- Member States implement safety capabilities as necessary to support future Air Navigation needs

GASP Structure



Safety Report



- **Preliminary Contents**
 - Executive Summary
 - USOAP Status
 - Accident Statistics
 - GSIE Harmonized Accident Rate
 - ICAO Safety Initiatives
 - Appendix
 - Analysis of Accidents
 - UN Regions
 - Table of Accidents

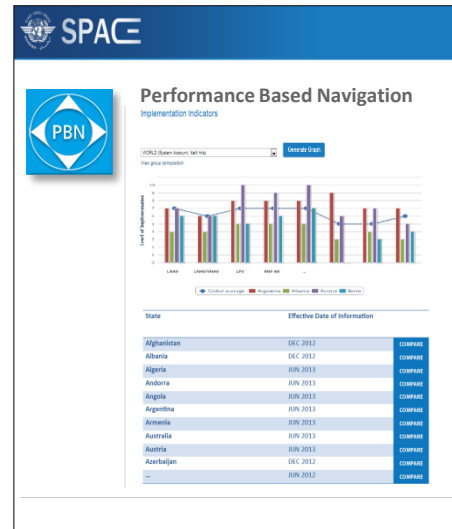
Measuring Against the Global Plans *Reporting Mechanism and Tools*



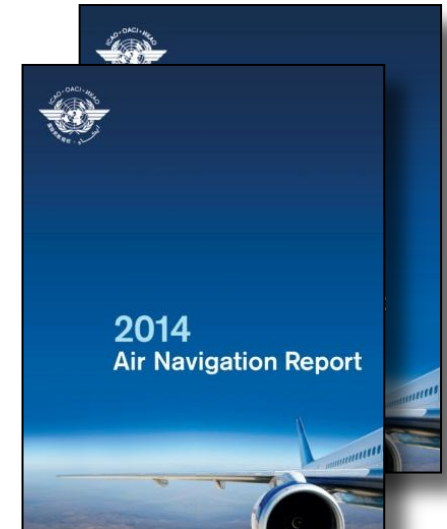
Regional Bodies



Web Portal

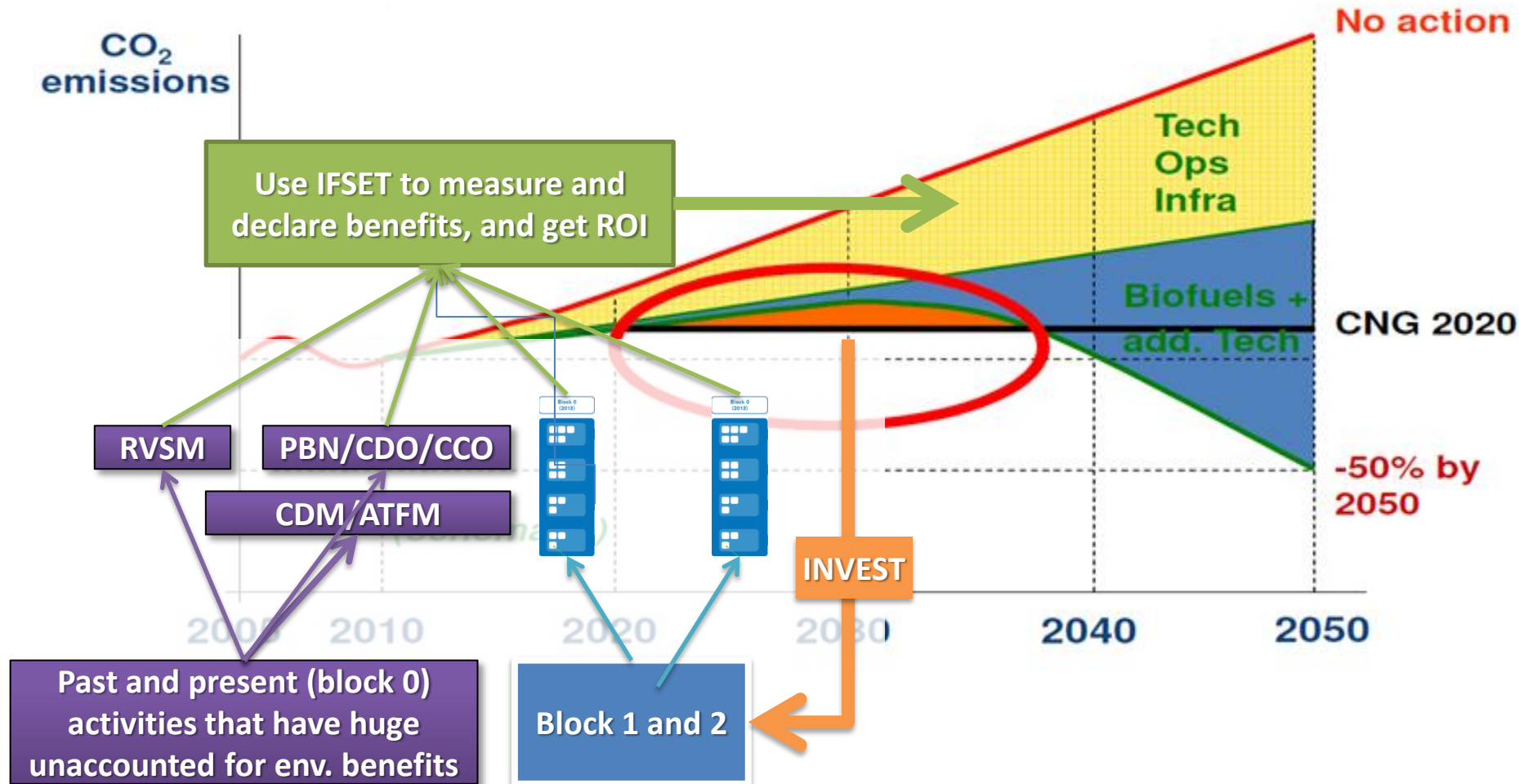


Report



- **Allows visualization** the status of implementation through dynamic and interactive charts
- Provides **feedback** on the data (qualification of the data)
- Encourages **self-assessments**, generates ad-hoc **reports** and **exports** data
- Provides an easy “lift” for data collection towards the **Annual Reports**

Emissions Reduction Roadmap and ATM Technologies



Measuring Against the Global Plans

Regional Performance Dashboards



GENERAL FORMAT

Regional Directors responsible for the **selected UN Region**

For Safety:
Effective Implementation
(No State names)

For Efficiency:
PBN Implementation

For Environment:

Regional Performance by **Strategic Objective**

Regional Performance **Metrics**

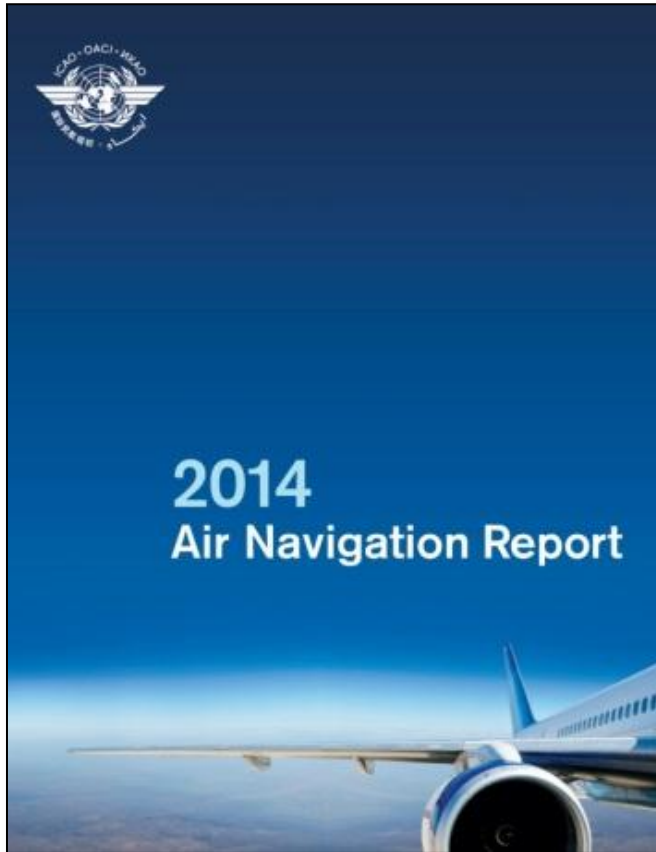
Message:

*Provide the status of
**Safety, Efficiency, and
Environment** for the
Region*



Measuring Against the Global Plans

Air Navigation Report



- **Preliminary Contents**

- Global Air Navigation Challenges and Context
- How we measure up against those challenges
- Operational measures for a performance improvement
 - Using IFSET or more advanced measurement tool for reporting improvements
- Best practices; key demonstrations
- Next steps for Block 1 modules

Future Direction

PIRGs



- *Readying ourselves to share the good news of continuing operational improvement for Regional Dashboards and the first **Global Air Navigation Report** planned for release in **March 2014***
- *First set of data will need to be complete **by Dec 2013***
- *Synchronized actions amongst **PIRGs and between PIRGs-RASGs** (Responding to AN-Conf/12 Rec 1/2)*
- *Regional Plans/work programme/structures to be addressed for gradual alignment with **GANP/ASBU framework** with a target date of **May 2014** (Responding to AN-Conf/12 Rec 6/1)*

Future Direction **RASGs**



- **Identification of safety priorities and targets by every RASG.** RASG-AFI completed. RASG-PA well on the way.
- **Encourage collaboration with industry (more logos, less meetings)** such as Safety Summits, DGCA meetings, key priorities (Runway Safety, etc)
- **Integration of safety information** from different sources such as Industry, International organizations and ICAO
- **Harmonization of annual Safety Reports** at global and regional (RASG-PA and RASG-MID existing) levels
- **Synchronized actions** amongst RASGs and between PIRGs-RASGs (Responding to AN-Conf/12 Rec 1/2)



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

Thank You