ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

DRAFT TEXT FOR THE REPORT
ON
AGENDA ITEM 29

The attached material on Agenda Item 29 is submitted for consideration by the Technical Commission.

(4 pages)

Agenda Item   29:   Aviation Safety — Monitoring and Analysis

29.1   The Commission reviewed A38-WP/50, presented by the Council, and noted the progress achieved in the overall implementation of the ICAO Universal Safety Oversight Audit Programme (USOAP) including activities completed during the two-year transition phase to a continuous monitoring approach (CMA) and full implementation of the USOAP CMA in January 2013. The Commission supported the continued activities of the USOAP CMA and urged the continuing cooperation of States in the implementation of USOAP CMA. The Commission also endorsed the decision of the Council on the sharing of unresolved significant safety concerns (SSCs) with the public commencing in January 2014.

29.2   The Commission reviewed A38-WP/150, presented by the Dominican Republic, regarding the first phase of implementation of Annex 19 and agreed that it was important that guidelines be developed for USOAP auditors regarding the implementation of Standards and Recommended Practices (SARPs) related to safety management. In reviewing A38-WP/209, presented by Venezuela, it was further agreed that guidance material should be developed specifying the technical features of the CMA online framework and providing clear guidance on its operation and use. Given the budgetary implications, this would be referred to the Council for review.

29.3   The Commission reviewed A38-WP/205, presented by Singapore, and noted Singapore's experience in the implementation of CMA and agreed that Member States should continue to support the USOAP CMA and establish systems and processes that will provide the necessary focus on their obligations.

29.4   IATA presented A38-WP/110 providing an update on the enhanced IATA Operational Safety Audit (IOSA). The Commission expressed its support for the IOSA programme and recommended that ICAO continue its support of IOSA and the additional elements under Enhanced IOSA as a complementary source of information for State safety oversight activities, as well as to encourage its use by Member States.

29.5   In reviewing A38-WP/304, presented by Colombia, the Commission noted that it was important to separate the functions of regulator and service provider and agreed that the distinction should be appropriately reflected in the new CMA protocol questions regarding air navigation services related to Annex 19 – *Safety Management*.

29.6   The Commission reviewed A38-WP/147, presented by Brazil on behalf of members of the Latin American Safety Oversight Cooperation System (SRVSOP), with support from Member States of the Latin American Civil Aviation Commission (LACAC), which discussed the need to develop a global dangerous goods reporting system. The Commission expressed its appreciation for the input on the dangerous goods global incident/accident reporting system and the initiatives for dangerous goods awareness that had been undertaken. It acknowledged that the Secretariat was working with the Dangerous Goods Panel on such a system and would take the input from A38-WP/147 into account. The Commission recommended that ICAO be urged to continue its work in developing a global dangerous goods reporting system.

29.7   The Commission reviewed A38-WP/91, presented by the Council, on a strategic plan for the evolution of electronic tools for the global aviation community. The progress made in the development of electronic tools was noted along with the need to continue to evolve to address the needs

of Member States and stakeholders and to support the planning and implementation of the global strategies, including the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP). The Commission recommended that the Assembly urge States to use available electronic tools when providing aviation data to ICAO and to provide continued support and actively participate in the development of electronic tools by providing feedback and sharing relevant knowledge and experience.

29.8   The Commission reviewed A38-WP/309, presented by Jamaica, which proposed the development of Standards and guidance material for the certification of air navigation service providers (ANSPs). The proposal was supported by the Dominican Republic and Brazil. The Secretariat highlighted that the certification of ANSPs was an intensive resource issue that had been discussed in the past. It would have significant budgetary consequences for both ICAO and Member States. In this regard, the Commission recommended that the Council be requested to consider whether Standards and guidance material for the certification of air navigation service providers (ANSPs) should be developed at this time, taking into account the budgetary issues that would result.

29.9   The Commission noted the issues and challenges related to safety data analysis and the use of electronic safety tools as presented by the Republic of Korea in A38-WP/284. It was agreed that it would be useful for ICAO to develop further guidelines for Member States and to continue to improve functionalities of electronic tools and explore ways to facilitate the exchange of data between electronic safety tools developed by Member States and ICAO. Given the budgetary implications, this would be referred to the Council for review.

29.10   In reviewing A38-WP/137, presented by Singapore, it was agreed that development and implementation of safety data sharing and analysis programmes and systems at the regional level should be encouraged with a view that regional data and analysis be shared globally. The Commission accepted the proposal that regional aviation safety groups (RASGs) should be encouraged to develop and implement regional safety data sharing and analysis programmes and systems. It was further agreed that a framework should be developed that facilitates the sharing and analysis of safety data through and across regional systems, and provides the means to adequately protect the resulting safety information. Given the budgetary implications, this would be referred to the Council for review.

29.11   The Commission reviewed A38-WP/111, presented by the United States, and agreed that there was a need for a system for safety performance indicators that takes into account the correlation of outcome and process measures to assess the capability to manage risk in the air transportation system. In this regard, the Commission recommended that the Council consider the development of a methodology for defining safety performance indicators. The Commission noted a proposal for a safety measurement method that is based on a foundation of three tiers of system behaviour: high-level safety outcomes, service provider behaviours, and regulatory agency activities. Given the budgetary implications, this would be referred to the Council for review.

29.12   In reviewing A38-WP/85, presented by Lithuania on behalf of EU, ECAC and EUROCONTOL, the Commission recognized that there was a need, complementary to the sharing of safety data, for a consolidated and industry-wide approach to safety knowledge management, building on the foundations of State Safety Programmes and operators' Safety Management System, and on the structure of new ICAO Annex 19.

29.13   Information papers were provided by Indonesia (A38-WP/228); Venezuela (Bolivarian Republic of) (A38-WP/239); Vietnam (A38-WP342); and Lithuania on behalf of EU and its Member States, other Member States of ECAC and EUROCONTROL (A38-WP/78).

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