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INFORMATION PAPER

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**Second NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/2)**  
Puntarenas, Costa Rica, 1 to 4 June 2015

**Agenda Item 8: Other Business**

**ICAO SECOND HIGH-LEVEL SAFETY CONFERENCE (HLSC) 2015**

(Presented by the Secretariat)

**EXECUTIVE SUMMARY**

This information paper presents the outcomes of the ICAO Second High-Level Safety Conference (HLSC) 2015, held at ICAO Headquarters, Montreal, Canada, from 2 to 5 February 2015, which gathered approximately 714 participants.

The HLSC 2015 agenda included the following 3 main themes:

1. Reviewing the current situation
2. Future approach to manage aviation safety
3. Facilitating increased regional cooperation

Some of the important recommendations from the Conference relate to the following areas:

- a) Improving the effectiveness of the implementation of the State safety oversight and the State Safety Programme (SSP) as well as developing new safety management provisions.
- b) The support of Regional Aviation Safety Groups (RASGs) to assist States in implementing Safety Management provisions in order to achieve Global Aviation Safety Plan objectives.
- c) Supporting safety information protection, sharing and exchange, to ensure a safe international aviation system.

*Strategic Objective:*

- Safety

*References:*

- Doc 8143: *Directives to Divisional-type Air Navigation Meetings and Rules of Procedure for their Conduct*
- Doc 9935: *Report of the High-Level Safety Conference 2010*, Montréal, Canada, 29 March - 1 April 2010
- Doc 10004: *2014–2016 Global Aviation Safety Plan*
- HLSC 2015 documentation:  
<http://www.icao.int/meetings/hlsc2015/Pages/default.aspx>
- Doc 10046: *Second High-Level Safety Conference 2015, Report*, Montréal, Canada, 2-5 February 2015

## **1. Introduction**

1.1 Based on the success obtained in the HLSC 2010, ICAO held the Second High Level Safety Conference (HLSC 2015) at ICAO Headquarters in Montreal, Canada, from 2 to 5 February 2015.

1.2 The Conference was attended by Civil Aviation General Directors, responsible for strategic decision making, and the main representatives from the international civil aviation community, such as international organisations and industry. The main purpose of the Conference was to analyse emerging safety issues and highlighting the importance of using a proactive approach in managing safety risks.

1.3 In order to build a consensus among the international aviation community and obtain commitments from its stakeholders, the HLSC 2015 recalled the objectives of the “No Country Left Behind” programme which was established to ensure that ICAO Standards and Recommended Practices (SARPs) implementation is better when harmonized globally so that all States have access to the significant benefits of a safe and reliable air transport system. In this respect, a more direct assistance to developing countries in implementing ICAO provisions and achieving Global and Regional safety targets is highly recommended.

1.4 The Conference made Conclusions and Recommendations deemed necessary to create effective and efficient progress in aviation safety objectives, which can be achieved through regional cooperation, collaboration, and coordination. Therefore, the Conference called upon ICAO to lead the coordination between regional initiatives and encouraged States, industries and other stakeholders to play a more active role in supporting regional bodies to attain high priority safety targets.

1.5 Broad support was expressed towards new approaches for managing aviation safety. The Conference also highlighted the importance of the protection of safety information and the benefits of the exchange of safety information in identifying safety risks. The contribution of the Regional Aviation Safety Groups (RASGs) in achieving the objectives of the Global Aviation Safety Plan (GASP) was also outlined.

## **2. Discussion**

2.1 Aviation safety constitutes one of the key elements for the sustainable development of air transport, which is an important contributor to the economic and social development of States. In this regard, the HLSC 2015 has developed a set of Conclusions and Recommendations to ensure that safety targets and objectives are well addressed and actions will be taken to ensure the effective implementation of ICAO provisions and improve aviation safety performance.

2.2 With regard to the implementation of a mature safety oversight system as well as a State safety programme (SSP) to attain the GASP objectives, the Conference agreed on the need to facilitate this work and monitor the progress being made (Conclusion 2/1). In this respect, the Conference recommended the use of the ICAO SSP gap analysis tool and conduct of a self-assessment using the new USOAP CMA safety management protocols. On the matter of enhancing the SSP provisions, the Conference recommended that the eight critical elements remain visible and that their role as the foundation of the SSP be emphasized.

2.3 The HLSC 2015 also emphasized the important role played by the RASGs in coordinating and supporting the regional implementation of the GASP, as well as their important contribution in identifying future safety objectives and priorities to update the GASP, while maintaining its continuity and stability to ensure its effective implementation (Recommendation 2/4, a), 2). The Conference has strongly supported the need for fruitful cooperation and coordination between member States, RASGs, international organizations, aviation industries and other relevant stakeholders in updating the GASP.

2.4 In order to meet these challenges and achieve further improvements in civil aviation safety, it is therefore necessary, as recommended by the HLSC 2015 to strengthen the RASGs. This may be accomplished by an increase in the level of participation from States, contribution of resources, including technical experts, and promoting further implementation of RASGs' safety initiatives (Recommendation 3/1).

2.5 During the discussions, further improvements have been introduced regarding the management of aviation safety. The Conference recognized that there is a need to assure the protection of information collected for the purposes of maintaining or improving safety as well as the protection of certain accident and incident records to encourage meaningful reporting.

2.6 The Conference requested that ICAO consider the development of new and enhanced information protection provisions and support States in their implementation. To accomplish its mission, ICAO has been invited to develop supporting guidance material, and other mechanisms aiming at building trust, cooperation, accountability and a common understanding among aviation safety professionals, accident investigation authorities, regulators, law enforcement officers and the judiciary in the context of an open reporting culture (Recommendation 2/2, c).

2.7 The benefits generated from the existing regional safety information sharing programmes have shown their importance in developing risk reduction methodologies. Therefore, the Conference recommended to support the existing tools such as the Universal Safety Oversight Audit Programme – Continuous Monitoring Approach (USOAP-CMA) online framework and develop further methods for the collection and sharing of operational safety data.

### **3. Conclusion**

3.1 The HLSC 2015 stressed that the safety performance of the entire sector is a crucial prerequisite for the sustainable development of air transport, and the economic and social benefits that it fosters in States and regions. In addition, the Conference acknowledged the decisive coordination role played by ICAO Regional Aviation Safety Groups (RASGs) and formulated declarations that reaffirm the objectives that are currently pursued in each region, within the ICAO Global Aviation Safety Plan (GASP) framework.

3.2 In addition, the Conference acknowledged the need for States and ICAO to continue focusing on some key matters such as:

- a) The continuous adoption of proactive safety management approaches in States;
- b) The formulation of provisions related to the exchange and protection of safety information;
- c) The need for all member States to receive appropriate assistance to achieve the safety oversight targets established; and

- d) The importance of making available at a global level, safety information collected through regional safety exchange mechanisms and implementing the provisions required for their protection.

3.3 The Montreal Declaration on planning for aviation safety improvement, including the Conclusions and Recommendations of the HLSC 2015 and related documentation can be found on the following link: <http://www.icao.int/Meetings/HLSC2015/Pages/default.aspx>