

IBAC Technical Report Summary

Subject: IBAC Report of ANC – Industry Meeting

Meeting: ANC - Industry Meeting, Montreal, June 1999

IBAC File: File Series 18 – Safety Management

Reported by: D. Spruston

Summary:

IBAC was invited by the ICAO Air Navigation Commission (ANC) to attend their annual meeting with the industry. The meeting was held in Montreal on June 21 & 22.

The ANC requested that IBAC make a presentation on the theme of 'Meeting the Challenge of CFIT and Approach and Landing Accidents.' Other organizations requested to present on this theme were FSF, Airbus, Boeing, and IFALPA.

IBAC's presentation to the ANC meeting is on file on the web page in File Series 18 – Safety Management.

A full report of the meeting is attached.

Implication for Business Aviation:

No significant impacts on business aviation were noted during the meeting. In general, IBAC was fully supportive of the ANC initiative to continue to hold such forums.

IBAC took the position that ICAO should accelerate development of a number of SARPS, the most important being Annex 14 – Airports, in support of the need to accelerate expansion of the Universal Safety Oversight Audit Programme.

Decisions Required:

Nil

IBAC Report

Subject: Air Navigation Commission – Industry Meeting

Date: June 21 & 22, 1999

IBAC Representatives: Don Spruston & Peter Ingleton

Introduction

The ICAO Air Navigation Commission (ANC) holds an annual informal meeting regarding the Global Aviation Safety Plan, to which select members of the industry are invited. The purpose is for the ANC to brief the industry on latest developments and for the Industry to advise of issues pertinent to ICAO responsibilities.

On June 21 and 22, the Commission held its third annual meeting. IBAC was invited to attend and was asked to present a Paper. Given that in the past the only IATA and IFALPA were invited, this was considered a positive indication that ICAO is increasingly prepared to give attention to business aviation.

The theme for this year's meeting was – ' Meeting the Challenge of CFIT and Approach and Landing Accidents.' IBAC was requested to present a Paper on this subject.

Agenda

The agenda for the meeting included the following:

Update on ICAO related activities,

Progress on safety initiatives,

Progress in meeting the CFIT and approach and landing accident challenge: The stakeholder views,

Future trends and challenges, and

Discussion and conclusion

Attendees

In addition to IBAC, industry representatives were from:

IATA Eurocontrol Bombardier

IFALPA Jeppesen ATA

HAI Honeywell JAA

Boeing FSF FAA

Airbus ACI NASA

ICAO Safety related activities

Presentations were made by ICAO secretariat staff on issues such as new SARPS developed in the last year, work towards reducing CFIT and ALAR (Approach and Landing Accidents), and Y2K. An excellent presentation on the new Safety Oversight Audit Programme resulted in extensive discussion. It is evident that there is strong support for the programme in the aviation industry.

IBAC took the position that the programme should be accelerated into the other Annexes as soon as possible, but particularly Annex 14 on Airports. Furthermore, IBAC proposed that work on Annex 14 standards be accelerated. (Note: the present Safety Oversight Programme includes only Annexes 1, 6 and 8).

Progress on safety initiatives

Presentations were made by the JAA on their JAA Safety Strategy Initiative (JSSI), the ATA on the Commercial Aviation Safety Team (CAST), and Eurocontrol on their Safety Initiatives, and the UK CAA on a study of accident statistics.

The one item of caution to IBAC was the increasing trend towards regional regulation making. For example, Eurocontrol advised of a Safety Regulation Commission, one responsibility of which is to 'Establish regulatory requirements and associated safety standards'.

Progress in meeting the CFIT and ALAR challenge

Presentations were made by FSF, Airbus, Boeing, Bombardier, IFALPA and IBAC. Each organization presented respective programmes for meeting the challenge of CFIT and ALAR accidents. All presentations were well received.

IBAC's presentation will be made available to IBAC members via e-mail and it will be posted on the IBAC web page.

Future Trends

Presentations were made by Jeppessen (on Charting), FAA/NASA (on Gain) and IATA (on safety initiatives including their Safety Data Base and Trend Analysis – STEADES – programme).

Discussion and Conclusions

Unfortunately there was little time for thorough discussion regarding the next steps pertaining to the issues raised at the meeting as the presentations and discussion through the meeting took up most of the time available.

In concluding remarks, IBAC took the position that it was important for the ANC to continue with these exchange sessions with the industry. The industry is willing to help in the development of SARPS and in the planning of airspace systems and procedures; given ICAO's heavy workload, more should be done to involve States and the industry.

Presentation Material

Presentations made by ICAO and other organizations are on file at the IBAC office in Montreal. Copies of specific presentations can be made available to IBAC member associations on request. (info@ibac.org or 514-954-8054).