

IBAC Technical Report Summary

Subject: IBAC Report of ANC – Industry Meeting

Meeting: ANC Consultation with Industry, Montreal, 16 –17 May 2000

IBAC File: File Series 18 – Safety Management

Reported by: P. Ingleton

Summary:

IBAC was invited by the Air Navigation Commission (ANC) to participate in their Fourth Annual informal Consultation with Industry. The meeting was held in Montreal on 16 and 17 May 2000.

The consultation theme was expansion of the ICAO Universal Safety Oversight Audit Programme (IUSOAP) into the areas of Aerodromes and Air Traffic Services. IBAC was requested to present Business Aviation's perspectives. Others invited to similarly contribute included Airbus, Boeing, IATA and IFALPA.

IBAC's presentation 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 expansion of the IUSOAP as a high priority. IBAC also encouraged ICAO to consider the possibility of recognizing industry- developed standards in the Annexes and also accepting third party industry certification as part of the safety oversight "toolbox".

Decisions Required:

Nil.

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IBAC Report

Subject: Air Navigation Commission – Consultation with Industry Meeting

Date: May 16 and 17, 2000

IBAC Representatives: Don Spruston & Peter Ingleton

Introduction

The ICAO Air Navigation Commission (ANC) holds an annual informal consultation 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 May 16 and 17, the Commission held its fourth such annual meeting. IBAC was invited to attend and was asked to present a Paper. This was the second occasion IBAC has been so invited and is indicative that ICAO is increasingly prepared to give attention to business aviation.

The theme for this year's meeting was – “ The ICAO Universal Safety Oversight Audit Programme (IUSOAP)”. IBAC was requested to present a Paper on the expansion of the Programme.

Agenda

The agenda for the meeting included the following:

- Update on ICAO Safety Related Activities

- Safety Initiatives by some Stakeholders

- Safety Management Systems

- IUSOAP – CAA's perspectives

- IUSOAP Expansion – Air Traffic Services

- IUSOAP Expansion - Aerodromes

- Discussion and conclusions

Attendees

In addition to IBAC, industry representatives were from:

Airbus, Boeing, Bombardier, Embraer, ACI, EUROCONTROL, FAA, Flight Safety Foundation, IATA, IFALPA, JAA, Transport Canada, CANSO, IFATCA and HAI.

ICAO Safety Related Activities

The ICAO Secretariat reviewed progress with regard to safety indicators and taxonomies relating to facilitating the global collection, exchange and analysis of aviation safety data to assist in reducing the number of accidents. Discussion revealed that data collection will continue to be a problem.

An ANC Member presented a detailed report on the status of the Global Aviation Safety Plan and the actions recently taken by the ANC towards updating the plan. Discussion focussed on the role

of the media in reporting accidents and the public perceptions, with emphasis on individual events and the number of accidents rather than rates. It was felt that ICAO could play a useful role in terms of media, and hence public education.

A briefing was given on the IUSOAP. Audits of 73 States had been completed by 4/2000, it was expected that all States will be audited by Q3/2001. The impact of expanding the Programme was also described.

Safety

Initiatives by some Stakeholders

Boeing emphasized that safety was a shared responsibility of manufacturers, operators and governments with the biggest challenge being to attain global implementation of “best practices”. This was contingent on the availability of the requisite expertise and resources. Discussion highlighted the need for the ANC to consider how responsibility for aviation safety could best be shared in the complex aviation working environment.

Airbus, in supporting expansion of IUSOAP, also suggested that ICAO should promote these programmes with potential financial donors with emphasis on sustainability and structural change. However, prior to embarking on the expanded programme ICAO should consider the organization and financing of remedial action. Airbus also suggested that the FAA should discontinue its separate national audit programme.

IATA outlined its seven point plan for improving aviation safety and the planned introduction of the IATA Operational Quality Standards, the latter applicable only to new IATA Members. The proliferation of audits within the airline industry was identified as a source of increasing concern. The need was emphasized for internationally-recognized standards for auditing and auditor qualification.

IBAC spoke in favor of the expansion of IUSOAP, the need for adequate funding of the programme, the introduction of an independent quality assurance review of the IUSOAP products and the establishment of a Complaints Tribunal or other such independent body as a means of considering audit-related concerns of States. The possibility of including, either directly or by reference, industry-developed standards in the Annexes should be reviewed, as should the possibility of accepting third party industry certification in safety oversight as part of the safety oversight “tool box”.

Safety Management Systems

Transport Canada overviewed its Strategic Plan for Transportation Safety and Security including the Flight 2005 Civil Aviation Programme. Key points related to forging partnerships ...reflecting the shared responsibilities for safety, the need for a shift in regulatory emphasis to a non-prescriptive, performance-based approach to aviation safety regulation and the need to establish consultative mechanisms between TC and those subject to regulation. Discussion underscored the need for global harmonization of safety regulations.

IUSOAP – CAA's perspectives

Presentations were given by JAA and FAA.

The former addressed recent JAA developments, JAA standardization, an update on the JAA Safety Strategy Initiative (JSSI) and the integration of JSSI and CAST. These included a safety agenda with emphasis on accident analysis and a future hazard approach. In addition to supporting the expansion of IUSOAP to cover Air Traffic Services and Aerodromes, expansion to also cover Accident Investigation (Annex 13) was recommended. Reference was made to the

JAA 'audit system' which could be useful for improving ICAO audits and to the assistance to ICAO for audits of JAA Member States audits from JAA Headquarters.

FAA presented an outline of the experience gained from the FAA International Aviation Safety Assessment (IASA) programme. The eventual expansion, on a measured basis, of IUSOAP was supported. The growing maturity of the existing programme should not be compromised. Inspector resources was the most common deficiency revealed by the IASA programme, related problems as well as those in other areas were listed.

Discussion disclosed general support for striving for harmonization of both the regulatory process and the audit process and that every effort should be made to reduce the differences between national regulations and ICAO Annexes.

IUSOAP Expansion – Air Traffic Services

The ICAO Secretariat outlined the issues that needed to be addressed as a prelude to expanding IUSOAP into Air Traffic Services, including the development of amendments to the provisions in Annex 11, guidance material, audit protocols etc etc. Critical elements in ATS to be audited were listed.

Discussion identified the likelihood that some States would have difficulty implementing amended Annex provisions by 2003.

EUROCONTROL outlined their safety activities with particular emphasis on changes taking place in the ATM industry, the increased focus on liability and the progressive separation and clarification of safety roles. The Work Programme and activities of the Safety Regulation Commission (SRC) were described and , in conjunction with other measures, provided for a comprehensive safety regulatory framework capable of consistent and harmonized implementation.

IFATCA welcomed the proposed inclusion of Annex 11 into the expanded IUSOAP. Views were outlined regarding objectives, scope and principles for an ATS audit as well as the procedures for the notification of deficiencies and the selection of auditors. Reference was also made to the human and financial resource problems being encountered in many ATS jurisdictions.

IUSOAP Expansion – Aerodromes

The ICAO Secretariat gave an overview of the possible problems to be encountered in expanding IUSOAP to include aerodromes (Annex 14). Noting that Annex 14 did not prescribe a requirement for conducting safety oversight of aerodromes or for their certification, ICAO would need to develop relevant Annex provisions complemented by guidance material, audit protocols, auditors training manuals etc etc. A draft manual on the certification of aerodromes had already been prepared.

IFALPA endorsed the expansion of IUSOAP to include aerodromes but considered that problems would arise in the event environmental issues are overlooked. Consequently the operational aspects of environmental issues should form part of the ANC Work Programme. Actions which could be taken to enhance aviation safety at aerodromes included the balancing of economic and safety considerations in allocating development funding and the reinvestment of revenues from aviation –related activities. A close partnership between authorities, aerodromes, operators and pilot-bodies was the key ingredient to achieving better new airports and satisfying the criteria under an oversight programme.

Discussion and Conclusions

Industry strongly supported expansion of IUSOAP as a matter of priority.

A significant number of items were identified during the presentations and ensuing discussions and the list of conclusions therefrom will be further considered by the Air Navigation Commission.

Participants were generally enthusiastic about the meeting and expressed their interest in continuing this approach on an annual basis.

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 tel 514-954-8054).

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