



WORKING PAPER

**SECOND HIGH-LEVEL SAFETY CONFERENCE 2015 (HLSC 2015)
PLANNING FOR GLOBAL AVIATION SAFETY IMPROVEMENT**

Montréal, 2 to 5 February 2015

MONTREAL DECLARATION ON PLANNING FOR AVIATION SAFETY IMPROVEMENT

Whereas the Convention on International Civil Aviation and its Annexes provide the essential framework required to support for the safe operation of a global aviation system;

Whereas aviation safety is a prerequisite for the sustainable development of air transport which is a catalyst for the economic and social development;

Whereas Member States have a collective responsibility for aviation safety and its enhancement can only be possible through a cooperative, collaborative and coordinated effort among all stakeholders under the leadership of the International Civil Aviation Organization (ICAO);

Recognizing the efforts of the international community towards the implementation of Conclusions and Recommendation of the High-level Safety Conference held in 2010;

Recognizing the actions taken by ICAO and the role of the Regional Aviation Safety Groups (RASGs), Member States and aviation safety partners in identifying and attaining of the objectives and priorities of the Global Aviation Safety Plan (GASP) endorsed by the 38th Session of the Assembly;

Recognizing that Performance-Based Navigation (PBN) is the primary air navigation priority and that effective regulatory oversight is an essential requirement to achieve its safe implementation;

Recognizing that recent events showed the need for improvements in the timely identification and localization of aircraft in distress as well as the effective search and rescue efforts (SAR) and recovery operations;

Recognizing that the recent event of the downing of a civil aircraft have demonstrated the urgent need to provide accurate and timely information to States and airlines regarding risks to civil aviation arising from conflict zones and to enhance existing mechanisms to share such information;

Recalling that mutual trust between States, as well as public confidence in the safety of air transportation, is contingent upon access to relevant and timely safety information;

Recognizing the role of aviation in public health emergencies and the importance of collaboration between the aviation and public health sectors in preparedness planning and response to public health events;

Recognizing the challenges faced by States in achieving a mature safety oversight system and implementing a State safety programme (SSP) to attain the GASP objectives;

Recognizing the complexities in safely integrating remotely piloted aircraft systems (RPAS) into their national air navigation systems;

Recalling that the safety framework must be fully utilized by all stakeholders and evolve into the implementation of proactive safety management practices to ensure its sustained effectiveness and efficiency in the changing regulatory, economic and technical environment of the 21st century;

Recognizing that the protection of certain accident and incident records, other information collected for the purposes of maintaining or improving safety and its related sources is essential to ensure the continued availability of information in support of accident investigation and safety management activities;

Recognizing that sharing of safety information is essential for the evaluation and identification of risks associated with operational safety at the State, regional and global levels;

Recognizing that regional frameworks are effective and efficient cooperation mechanisms to support States in addressing safety deficiencies;

Recognizing that enhanced resource mobilization strategies can support States in establishing effective safety oversight systems due to insufficient resources;

The Directors General for Civil Aviation, meeting in Montréal, Canada from 2 to 5 February 2015, on the occasion of the Second High-level Safety Conference:

1. *Commit to act upon the plans agreed during this Conference for aviation safety improvement by:*
 - 1) actively participating in the activities of the Regional Aviation Safety Groups (RASGs) that were established to facilitate the GASP objectives;
 - 2) making use of all available resources to expedite full implementation of PBN regulatory oversight;
 - 3) applying safety risk management principles on the SSP in their States and ensuring implementation of such principles in the safety management systems across the aviation system;
 - 4) cooperating with each other to facilitate the effective implementation of the GASP new-, mid and long-term objectives;
2. *The Conference:*
 - a) *Calls upon* States to contribute technical expertise to the activities of the RASGs and to implement their safety initiatives while focusing on their priorities;
 - b) *Calls upon* States and aviation safety partners to maintain the confidence of the public in the safe air transportation system by improving flight tracking, especially over oceanic and remote areas, and improving SAR procedures;
 - c) *Calls upon* States to assist in the development of procedures that facilitate improved public health event management and response in the aviation sector;
 - d) *Calls upon* States to take appropriate measures, based on their USOAP effective implementation, to progress the implementation of their SSP and indicate its progress to ICAO;
 - e) *Call upon* States to refer to the ICAO guidance when developing or amending RPAS regulations and establish a formal means to educate users on the risks associated with their operation;
 - f) *Calls upon* States, ICAO and aviation safety partners to cooperate with each other to facilitate the resolution of safety concerns of airlines operating internationally;
 - g) *Urge* States, supported by ICAO, to implement new and enhanced provisions on the protection of certain accident and incident records, and other information collected to maintain or improve safety and related sources;
 - h) *Calls upon* States, RASGs and other aviation stakeholders to support ICAO in the development of a global information sharing framework to collect and share harmonized information associated with operational safety;
 - i) *Calls upon* States, RASGs, aviation safety partners and the industry to support the update of the GASP particularly as it relates to best practices in States and regions, sharing of safety information and development of safety roadmap(s);
 - j) *Calls upon ICAO to:*

- i. continue assisting States in implementing safety-related SARPS and an effective safety oversight system through additional guidance material, training and tools;
- ii. continue assisting States in implementing PBN;
- iii. define and update related guidance material on risk assessments of civil aircraft operations over or near conflict zones as well as develop and host a centralized repository of information available on conflict zones;
- iv. continue supporting States in achieving the GASP objectives by refining and harmonizing the identified SPIs to facilitate monitoring and measurement;
- v. monitor the implementation of SSPs by Member States;
- vi. expedite the development of provisions to enable a harmonized approach to the regulation of RPAS and provide a forum for States to share their experiences and best practices;
- vii. adopt new and enhanced provisions on the protection of safety management information as well as accident and incident records and support States in their implementation;
- viii. develop a global information sharing framework to collect and share harmonized safety information and provide the means to adequately protect the resulting safety information;
- ix. support the implementation of the GASP through the development of safety roadmap(s) and its stable evolution using a data-driven approach;

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(Note.- The content for Topic 3.1 will be included following the discussion by the conference.)

In view of the above, the Directors General of Civil Aviation and the Conference have approved conclusions and recommendations to be acted upon by all involved

CONCLUSIONS AND RECOMMENDATIONS

(Note.- To be extracted from the final report of the conference.)

Done and adopted in Montréal, Canada on 5 February 2015.