

1 December 2020



AIRLINE/ATS SAFETY FORUM

FRAMING THE DISCUSSION: INTERNATIONAL GUIDANCE

Anthony Acfield
Office of Safety and Risk, Airservices

This is not a normal situation. We're going to see our way through it. We need to make sure we're slow, methodical and safe."

Steve Jangelis
Aviation Safety Chair, Airline Pilots Association

"There is certainly a concern that all of these things could be a distraction to crews and could result in an undesirable situation"

Hassan Shahidi
President, FSF

"Change and unpredictability is not a good thing in our system"

Teri Bristol
ATO Chief, FAA

"We have always seen that the appetite to fly is still there"

Alexandre De Juniac - General Director, IATA



Maintaining staff competencies and skills



Planning capacity for unpredictable demand



Difficulty maintaining certificates and licencing



Restriction in maintenance activities



Large numbers of parked aircraft





Management Systems



Human Performance



Training, Checking and Recency



Outdated Information



Infrastructure and Equipment



Financial Impacts on Safety

Review of Aviation Safety Issues Arising from the COVID-19 Pandemic



Aviation safety



Baseline health risk mitigation



Aviation public health



Security and facilitation



Economic and financial



Monitoring and sharing experiences



ICAO

CART

COUNCIL AVIATION RECOVERY TASK FORCE

REPORT



Potential Hazard Review



CAA Guidance



Alleviation reference material

➤ Air Navigation Services (ANS)

➤ Aircraft Operations (OPS)

QRG Title	CCRD	Status	Remarks
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Review of potential hazards associated with recovery to normal air traffic services (ATS) following disruptions resulting from the COVID-19 pandemic.

1. This document¹ provides air navigation services providers (ANSPs) with guidance to facilitate efforts to return to normal operations following disruptions resulting from the COVID-19 pandemic. In this respect, the document identifies potential hazards that may be encountered during the transition, for management of the associated risks, and is presented for consideration by States as part of their safety management system (SMS); *Annex 19 – Safety Management and Safety Management Manual (SMM)* (Doc 9859) refer.
2. Whilst some of the potential hazards will be specific to one particular operational environment, there will be hazards that could occur globally. Similarly, the potential hazards are not restricted to one particular local, national or regional level, or even within the boundaries of a single ATM system. The hazards are also not necessarily independent of each other. Some of the items in the list can be considered as “disruptors” that could affect higher-level operational hazards/ risk.

¹ The Eurocontrol Safety Team document “List of potential hazards associated to the recovery of normal operations following COVID-19 restrictions” formed the basis of this guidance.

➤ Aviation Medicine (MED)

➤ Dangerous Goods (DG)

➤ Licensing (PEL)



Put safety and security first



Respond Flexibly



Drive of economic recovery



Meet environmental targets



Operate to global standards

Five principles for re-starting aviation

Global air transport is a vital contributor to the world economy. In 2019, 4.5 billion travelers arrived safely at their destinations by air and air cargo delivered a third of world trade by value. This activity supported 65.5 million jobs.

In the fight against COVID-19 the global air transport industry has been all but grounded as governments closed borders and limited the movement of people.

Without flying, the world has become poorer. Job losses in the travel and tourism sector are devastating to economies. Countless events for business or pleasure have been missed or postponed, and people have been isolated from all-important contact with family and friends.

Aviation will do its part to control the further spread of COVID-19. And we are preparing to restore aviation's social and economic contributions to our world by re-starting operations at the earliest possible safe moment to do so.

The airline CEOs serving on the IATA Board of Governors commit to five principles for re-connecting the world by air transport:

1. Aviation will always put safety and security first

Airlines commit to work with our partners in governments, institutions and across the industry to:

- Implement a science-based biosecurity regime that will keep our passengers and crew safe while enabling efficient operations.
- Ensure that aviation is not a meaningful source for the spread of communicable diseases, including COVID-19.

2. Aviation will respond flexibly as the crisis and science evolve

Airlines commit to work with our partners in governments, institutions and across the industry to:

- Utilize new science and technology as it becomes available, for example, reliable, scalable and efficient solutions for COVID-19 testing or immunity passports.
- Develop a predictable and effective approach to managing any future border closures or mobility restrictions.
- Ensure that measures are scientifically supported, economically sustainable, operationally viable, continuously reviewed, and removed/replaced when no longer necessary.

3. Aviation will be a key driver of the economic recovery

Airlines commit to work with our partners in governments, institutions and across the industry to:

- Re-establish capacity that can meet the demands of the economic recovery as quickly as possible.
- Ensure that affordable air transport will be available in the post-pandemic period.

4. Aviation will meet its environment targets

Airlines commit to work with our partners in governments, institutions and across the industry to:

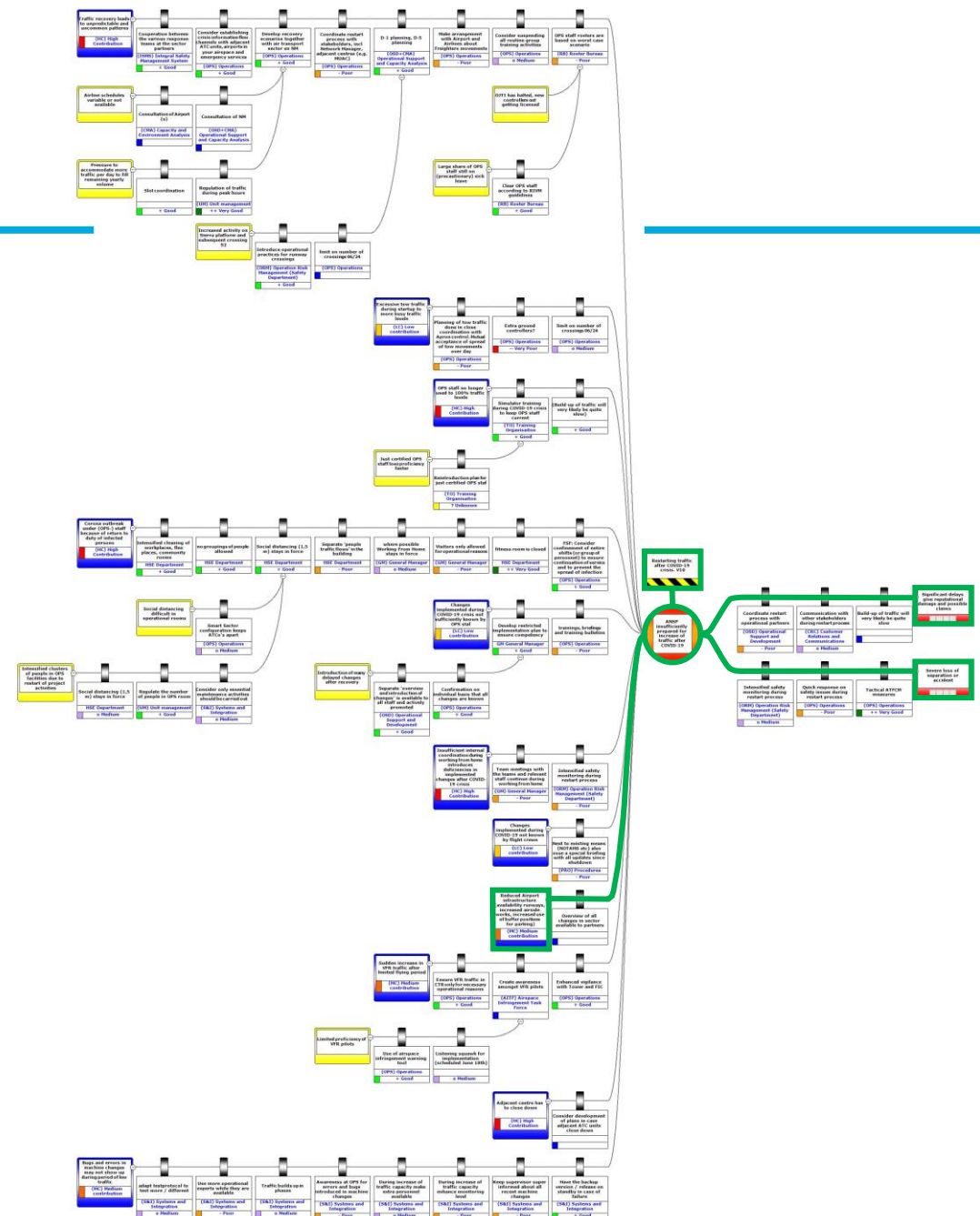
- Achieve our long-term goal of cutting net carbon emissions to half of 2005 levels by 2050.
- Successfully implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

5. Aviation will operate to global standards which are harmonized and mutually recognized by governments

Airlines commit to work with our partners in governments, institutions and across the industry to:

- Establish the global standards necessary for an effective re-start of aviation, particularly drawing on strong partnerships with the International Civil Aviation Organization (ICAO) and the World Health Organization (WHO).
- Ensure that agreed measures are effectively implemented and mutually recognized by governments.

HOW CAN OUR INDIVIDUAL ISSUES IMPACT EACH OTHER?



THANK YOU

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