



ASSEMBLY — 35TH SESSION

TECHNICAL COMMISSION

- Agenda Item 24:** ICAO Global Aviation Safety Plan (GASP)
24.3: Flight safety enhancement programme

REPORT ON MAIN ELEMENTS OF THE FLIGHT SAFETY ENHANCEMENT PROGRAMME

SUMMARY

This working paper describes the main elements of the Flight Safety Enhancement Programme (FSEP) designed to make available generic examples of technical procedures to assist States in resolving deficiencies identified through the ICAO Universal Safety Oversight Audit Programme.

Action by the Assembly is in paragraph 4.

REFERENCES

A35-WP/63
A35-WP/59
Doc 9790, *Assembly Resolutions in Force* (as of 5 October 2001)

1. INTRODUCTION

1.1 Assembly Resolution A33-9, *Resolving deficiencies identified by the Universal Safety Oversight Audit Programme and encouraging quality assurance for technical cooperation projects*, requested the Secretary General to ensure that all the expertise of the Organization be used, to the extent possible within budgetary constraints, to provide assistance to States in need, including, but not limited to, the development of guidance material to rectify deficiencies that would be acceptable to all Contracting States.

1.2 Assembly Resolution A33-16, *ICAO Global Aviation Safety Plan (GASP)*, requested the Council and Secretary General to ensure that all safety-related items that fall under the GASP umbrella are fully funded in the ICAO budget, including safety-related tasks performed by the regional offices.

1.3 Analysis of 111 audit follow-up missions revealed that a number of States have not made much progress in the rectification of deficiencies identified at the time of their initial audits. After the audit follow-up missions, approximately twenty-seven per cent of the 111 States experience difficulties in the implementation of their corrective action plans in relation to operating regulations, development of guidance material, qualified technical personnel and resolution of safety issues. Some States have expressed a need for procedures and guidance material containing more detailed technical information for inspectors than currently available in the ICAO documentation.

1.4 This paper presents, for consideration by the Assembly, the concept, objectives and main elements of the Flight Safety Enhancement Programme (FSEP), which is designed to provide generic examples of technical procedures for civil aviation administration inspectors and which could also serve as one of the implementation mechanisms for the unified strategy to assist Contracting States experiencing difficulties in correcting safety-related deficiencies. Details concerning the unified strategy are contained in A35-WP/63, to be considered under Agenda Item 16.

2. FSEP CONCEPT AND OBJECTIVES

2.1 In order to resolve safety-related deficiencies identified through the ICAO Safety Oversight Audit Programme (USOAP), many Contracting States need to develop guidance material and procedures for technical inspectors performing tasks required to support their safety oversight system. These efforts could eventually replicate those already made by other civil aviation authorities or safety-related groups in the development of similar documentation. Furthermore, for the most part, these efforts tend to be confined to their immediate environment and the resulting documents would not necessarily be available to other States having similar needs.

2.2 The FSEP requires cooperation between ICAO Headquarters, regional offices, Contracting States, industry, regional and sub-regional aviation safety-related groups to exchange information and work to correct deficiencies. Regional offices have a leading role within their regions to identify States experiencing similar difficulties and exhort them to collaborate in the development of common solutions to common problems.

2.3 The primary objective of FSEP is to facilitate exchange of technical information by providing examples of generic procedures for the certification and surveillance of air operators and maintenance organizations. FSEP also contributes to the ICAO programme for the prevention of controlled flight into terrain (CFIT) by promoting the implementation of the approach and landing accident reduction (ALAR) tool kit. A progress report on the ICAO programme for the prevention of CFIT is in A35-WP/59 to be considered under Agenda Item 24.2.

2.4 The first main element of the programme consists of examples of generic technical procedures that have been prepared using expertise and documents already developed by a number of Contracting States. The generic examples of technical procedures have been compiled using elements of procedures developed by Australia, Canada, United Kingdom and the Joint Aviation Authorities (JAA). They have been verified for compliance with ICAO provisions. The generic examples are not official ICAO publications and are made available in the original language through ICAO to assist States in developing their own procedures. The examples available cover technical tasks related to the certification and surveillance of air operators (for flight operations inspectors and designated pilot examiners). The airworthiness examples

contain procedures related to inspection tasks and further examples are intended for both air operations and airworthiness inspectors (air operator certification procedures, minimum equipment list approval procedures and procedures for regulatory audits). One additional set of examples contains procedures for dangerous goods inspectors.

2.5 Three other documents contain examples related, inter alia, to qualification of inspectors (airworthiness organization, flight operations organization) and one example of general administration procedures to establish an adequate link between all subject matters. The examples are intended to assist Contracting States in developing their own procedures. The documents are in a readily-adaptable format and can be downloaded from a dedicated secure ICAO password-protected website.

2.6 Adopting a partnership approach where Contracting States would cooperate, as proposed in the unified strategy to resolve safety-related deficiencies, is expected to yield optimum safety enhancement benefits to participating States while being cost effective for all partners involved.

2.7 The second main element is the organization of workshops to assist States in the adaptation and use of the generic examples of procedures. ICAO Headquarters, in cooperation with ICAO Regional Offices could, when necessary and when funding is available, organize regional or sub-regional workshops to discuss how these examples could be adapted and used. Implementation of the ALAR tool kit will also be included on the agenda of workshops discussing certification and continuous surveillance of air operators. Discussions concerning the ALAR Tool Kit would be aimed at assisting States to cooperate with air operators in implementing the safety enhancement tools.

2.8 The first of these workshops was held in Bangkok, Thailand, from 26 to 30 April 2004, where forty inspectors from fifteen Contracting States discussed the adaptation and use of the examples of procedures for dangerous goods inspectors available in FSEP. One Contracting State provided an expert to assist the Secretariat in this successful workshop.

2.9 FSEP concentrates on examples addressing safety oversight of aircraft operations and maintenance to provide assistance in resolving deficiencies and to enhance safety. Every effort will be made to identify examples from various regions. These examples will assist States by providing information in their native language that has been adapted to meet unique regional needs. Depending on needs identified and availability of resources, additional examples of generic procedures may also be made available under FSEP.

3. FINANCIAL IMPACT OF THE PROPOSED ACTION¹

3.1 ICAO will develop examples of procedures and conduct supporting workshops as possible within the resources available under Major Programme II of the Draft Programme Budget for 2005-2007. Three workshops are envisaged annually to support regional and sub-regional implementation efforts. The cost for one officer participating in one workshop is estimated at US\$ 7 500. If necessary, the Secretariat will solicit additional contributions from States to contain these costs within budgeted levels. In addition, the Secretariat may solicit assistance from States to facilitate the validation and distribution of examples in the official ICAO languages.

¹ This information is presented only to indicate the estimated financial impact of the proposed action. The funds allocated to this proposed action will depend upon the final form of the Programme Budget of the Organization for 2005-2006-2007 approved by the Assembly.

4. **ACTION BY THE ASSEMBLY**

4.1 The Assembly is invited to:

- a) note the information contained in this paper; and
- b) request the Council to present a progress report to the next ordinary Session of the Assembly.

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