



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A35-WP/171
P/28
22/09/04
English,
French and
Spanish only¹

ASSEMBLY — 35TH SESSION

PLENARY

Agenda Item 2: Statements by delegations of Contracting States and of Observers

STATEMENT

(Presented by the International Federation of Air Line Pilots' Associations — IFALPA)

Mr. President, it is an honour to address this gathering of the 35th Session of the ICAO Assembly.

The International Federation of Airline Pilots' Associations has, since its creation in 1948, been dedicated to the furtherance of the efforts of ICAO to standardize worldwide aviation safety and security rules, practices and procedures. Global harmonization of such provisions has become increasingly important as the technical complexity of commercial aviation and the resulting traffic volume within the industry have continued to increase.

IFALPA believes that the Universal Safety Oversight Audit and Security Audit programmes will continue to demonstrate positive results for the international aviation community and should be fully supported by this Assembly. The Audit programmes are a vital part of the broader effort to increase the effectiveness of ICAO, which we fully support. ICAO must work with both greater efficiency and timeliness if it is to remain relevant in an industry so influenced by rapid technological change, particularly in the area of Communications, Navigation, Surveillance and Air Traffic Management (CNS/ATM). It is vital that any emerging technologies be standardized globally and be made fully compliant with the needs of the individuals who must operate the system. There is much work to be done by ICAO, and very little time to do it. This important work must include industry participants such as IFALPA.

While we look to the future for technological innovation, we must continue to learn from the past. The Global Aviation Safety Plan (GASP) is an example of how to learn from our collective experience so that the repetition of the same event may not in the future lead to an incident or accident. In the pilot community we have extensive experience in the provision of information to both proactive and reactive investigations. We believe that there has finally developed a general consensus among aviation professionals that a non-punitive approach to data acquisition is by far the most effective method of carrying forward proactive safety initiatives such as those supported by GASP. IFALPA fully

¹ English, French and Spanish versions provided by IFALPA.

acknowledges the need for a punitive enforcement function where there is an intentional violation of safety regulations, but believes that under ordinary circumstances the punitive approach may in fact have an adverse impact on the overall level of aviation safety.

Further, the interaction between the judicial function and the investigative function concerning most forms of safety data must be revisited by ICAO. We believe that the necessary balance between these sometimes competing functions has not been achieved in many cases. There continue to be too many examples of judicial action which may well have an adverse impact on future investigating activities. ICAO has committed to an open proactive safety programme and should take the necessary action to ensure that it will succeed.

The 100,000 plus pilots represented by IFALPA would like to thank the Assembly for the opportunity to participate in this 35th Session. IFALPA pledges to fully support the efforts of ICAO in whatever way possible, both during this Assembly and in the years to come.

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