



DIRECTORS GENERAL OF CIVIL AVIATION CONFERENCE ON A GLOBAL STRATEGY FOR AVIATION SAFETY

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Theme 2: Improving aviation safety

Topic 2.3: Unified strategy to resolve safety-related deficiencies

THE ROLE OF A REGIONAL INTERNATIONAL CIVIL AVIATION ORGANIZATION IN ENSURING FLIGHT SAFETY

(Presented by the Interstate Aviation Committee)

SUMMARY

This information paper presents information on the role of a regional international civil aviation organization in improving flight safety of its member States and proposes ways of solving problems at the regional level.

1. INTRODUCTION

1.1 The Interstate Aviation Committee (IAC) is an international organization which unites twelve independent States and is realizing its activity in accordance with the authority granted to it by its member States on the basis of the Agreement on Civil Aviation and Airspace Use (International Agreement signed in December 1991, registered in the International Civil Aviation Organization (ICAO))

1.1.1 A priority task of maintaining a high flight safety level on the basis of the uniform application of the aviation legislation, aviation rules and airworthiness standards, common certification system and independent investigation is being realized jointly with the aviation administrations of the member States of the Agreement.

1.2 IAC marks a special role of international cooperation in the sphere of ensuring flight safety. In this connection agreements in the field of flight safety and airworthiness have been signed with the international and regional organizations and aviation administrations of a number of States.

¹ English and Russian versions provided by IAC.

1.2.1 IAC welcomes the United States' Federal Aviation Administration (FAA) initiative to hold regular flight safety conferences with the invitation of international and regional organizations, a wide circle of specialists and the aviation community.

2. ON THE ROLE OF A REGIONAL INTERNATIONAL CIVIL AVIATION ORGANIZATION IN IMPROVING FLIGHT SAFETY

2.1 Supporting ICAO's efforts to develop regional and subregional interaction of the States with the aim of solving problems in the field of flight safety oversight, IAC is proceeding from the fact that establishing regional and subregional organizations in this sphere of activity has a considerable potential for rendering practical and effective assistance to States.

2.1.1 The need to combine the efforts of the international aviation community is to a large degree conditioned by the circumstance that solving flight safety problems demands not only special knowledge in certain spheres of activity, but substantial financing, combining resources and experience of unique specialists.

2.2 At present, aircraft accident investigation can not be mononational in essence, as not only the States of Design, States of Manufacture, States of the Operator, States of Registry, but also the States, citizens of which were killed in the aircraft accident, take part in the accident investigation. Multinationality of investigation is to a large extent determined by the intensive migration of population in the world, as well as in the member States of the Agreement.

2.2.1 IAC has been consistently pursuing the policy of deepening international cooperation in the sphere of improving flight safety. Committee specialists are members of the International Society of Air Safety Investigators (ISASI) and are working in ICAO study groups and other international organizations.

2.2.2 IAC has signed Agreements on cooperation in the field of aircraft accident investigation and accident prevention with the United States, France, United Kingdom, Germany, Australia, Norway, Republic of South Africa, Mongolia, Iran, etc.

2.2.3 The experience of IAC's long-term international cooperation in the field of aircraft accident investigation and accident prevention confirms high efficiency and obvious advantages of international cooperation.

2.2.4 More than 350 aircraft accident investigations have been conducted by the Committee with the participation of the Aviation Administrations of the member States of the Agreement, including a considerable number of investigations conducted jointly with the third States.

2.2.5 More than twenty-five accident investigations have been conducted with the United States NTSB. In the course of these investigations, close interaction of specialists on a high professional level has made it possible to achieve a considerable contribution to improving flight safety - recommendations have been developed and measures realized on improving the production technology of aircraft structural elements from composition materials, new constructive schemes of control systems have been developed and airworthiness standards are being perfected.

2.2.6 In this sphere, IAC is working in close cooperation with the aviation administrations of the regions (Africa, America, Eastern Europe), where Soviet-manufactured aircraft and aircraft manufactured in the member States of the Agreement are operated.

2.3 Operational and timely information about the circumstances of aircraft accidents, received by IAC within the framework of international cooperation, is being immediately brought to the notice of the Aviation Administrations of the member States of the Agreement in order to take urgent preventive measures. Such cooperation and interaction have become a rule. This approach fully meets the requirements of the ICAO *Manual of Aircraft Accident and Incident Investigation* (Doc 9756-AN/965).

2.4 In elaboration of the Memorandum of Understanding (MOU) with ICAO, with the aim of improving flight safety in the region beginning 2001 within the framework of the ICAO/IAC Project, signed by the ICAO Secretary General and Chairperson of IAC, aviation administrations are rendered practical assistance in the introduction of aviation rules, based on ICAO Standards and Recommended Practices (SARPs), training specialists from inspections, flight and engineering services (over 1 000 specialists have received training), establishment of the training centers for aeronautical specialists in accordance with ICAO TRAINAIR programmes, holding conferences, distribution of the flight/methodical and technical material.

2.5 IAC, being a regional body in the sphere of flight safety, attaches great importance to the improvement and harmonization of aircraft airworthiness requirements, realization of these requirements in the structure and performance of airborne vehicles, their certification in conformity with the modern harmonized standards and maintaining airworthiness in operation, which is the most importance component of ensuring flight safety and requires joint decisions of the appropriate competent regional and State bodies.

2.5.1 The most significant result of IAC's international cooperation in the sphere of flight safety and airworthiness is the conclusion of the Interstate agreements in this field with the United States, India, China, as well as with the aviation administrations of Brazil, Canada, Indonesia, Mexico, Egypt, Republic of South Africa and other countries.

2.5.2 The above-mentioned agreements have great importance not only for ensuring a high flight safety level, but also for the international cooperation of the aviation industry within the framework of international projects and diminution of the economic load on industrial enterprises and civil aviation enterprises, connected with duplicating functions while conducting aircraft certification, technical evaluations, tests and studies.

2.5.3 Agreement in the field of airworthiness between regional organizations, IAC and the European Aviation Safety Agency (EASA), signed in 2004, is of particular importance. In January 2006, IAC and EASA signed Procedures of the realization of this Agreement.

2.5.4 Thus, IAC and EASA have practically activated not only the mechanism of joint certification of new aircraft from the European Union (EU) and CIS States, but also the mechanisms of solving some very important issues for the States of Eastern Europe – members of the European Union, that is the issues of further operation in these countries of the aging fleet of the Soviet-manufactured aircraft.

2.6 The result of the above-mentioned complex of work, carried out by the aviation administrations of the member-States of the Agreement and IAC, has been a stable and rather high, for

the course of many years (corresponding to the average world level) flight safety index in regular passenger operations conducted by the airlines of the member States of the Agreement.

2.7 In order to further improve flight safety within the framework of the ICAO Global Strategy, the following measures shall be taken:

- a) continue the work aimed at the reduction of the “Human Factor” influence on the accident rate in air transport in all aspects of its manifestation (flight operations, air traffic management and control, aircraft maintenance, manufacture and overhaul);
- b) pay special attention to the organization and carrying out of the flights under the conditions of mountainous terrain, icing, other extreme operating conditions, as well as to solve the controlled flight into terrain (CFIT) problem;
- c) ensure continuing airworthiness of the old aircraft operated in different regions of the international aviation community;
- d) aircraft manufacturers in close interaction with the aviation administrations shall carry out effective following of aircraft operation; and
- e) continue within the framework of the global conference of the aircraft airworthiness authorities and appropriate ICAO structures a joint process of development, improvement and harmonization of requirements to aircraft airworthiness.

3. CONCLUSION

The Conference is invited to take into consideration information on the role of a regional international civil aviation organization in improving flight safety and measures aimed at enhancing flight safety.

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