



# ICAO NEWS RELEASE

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**“IMPLEMENTING SARPs - THE KEY TO AVIATION SAFETY AND EFFICIENCY”  
THE THEME FOR THE 2000 EDITION OF  
INTERNATIONAL CIVIL AVIATION DAY**

**Montreal, 06 December 2000** – “Implementing SARPs - the key to aviation safety and efficiency” is the theme of the 2000 edition of the International Civil Aviation Day celebrated annually to mark the creation of the International Civil Aviation Organization (ICAO) on 7 December 1944.

SARPs stands for the Standards and Recommended Practices contained in the 18 Annexes to the Convention on International Civil Aviation. Universally accepted by the 185 Contracting States of ICAO, they cover all operational and technical aspects of aviation, including the many facilities and services required in support of international aircraft operations. Collectively, they form the basis for the safe and orderly development of international civil aviation.

“Civil aviation is extremely safe. When accidents occur, however, it is often because the rules and procedures outlined in the SARPs and related guidance material developed by ICAO are not adhered to properly”, said Dr. Assad Kotaite, President of the Council of ICAO.

ICAO’s Universal Safety Oversight Audit Programme assists Contracting States to identify and correct deficiencies in the implementation of ICAO SARPs and relevant, associated procedures, guidance material and safety-related practices. It also provides for action plans to address identified deficiencies and direct assistance, when required, to carry out corrective measures.

“This ground-breaking programme has proven extremely effective in solidifying safety oversight programmes of Contracting States. Compliance with ICAO SARPs will save lives and will contribute substantially to ensuring the safety of our skies in the 21<sup>st</sup> century” Dr. Kotaite added.

The Secretary General of ICAO, Mr. Renato Cláudio Costa Pereira, indicated that all Contracting States will have been audited by the end of 2001. He also pointed to additional benefits flowing from the safety audits.

“In the process, we have built a unique pool of talent, a dedicated team of experts in the field of aviation safety audits that will remain a valuable resource for our Contracting States. In addition, this growing expertise will make it easier for us to meet any additional challenge resulting from the possible expansion of the Programme, to be determined by the 33<sup>rd</sup> Session of the ICAO Assembly in 2001. Our aim is to reduce the rate of accidents, to save human lives and to make the skies safer”, he said.

ICAO was created in 1944 to promote the safe and orderly development of civil aviation in the world. A specialized agency of the United Nations, it sets international standards and regulations necessary for the safety, security, efficiency and regularity of air transport and serves as the medium for cooperation in all fields of civil aviation among its 185 Contracting States.

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**Message from the President of the Council of the  
International Civil Aviation Organization (ICAO),  
Dr. Assad Kotaite,  
for the worldwide celebration of  
International Civil Aviation Day on 7 December 2000**

Modern civil aviation is an extremely complex, global system of interaction between human beings and machines. Appropriately, universally accepted and implemented standards are essential for transporting passengers and merchandise by air safely and efficiently around the world. Without such uniform rules and procedures, aviation would be at best chaotic and at worst unsafe.

The Standards and Recommended Practices (SARPs) contained in the 18 Annexes to the Convention on International Civil Aviation of 1944 have made it possible for global air transport to flourish for more than half a century, in a safe and orderly manner. Collectively, they provide an effective and comprehensive regulatory framework for all aspects of civil aviation, from air traffic management and flight operations, to accident prevention and the environment.

Civil aviation is extremely safe. When accidents occur, however, it is often because the rules and procedures outlined in the SARPs and related guidance material prepared by ICAO are not adhered to properly. Today, as always, the safety of civil aviation depends on the relevance and level of implementation of SARPs by ICAO's 185 Contracting States.

A primary task of ICAO is to continually revise SARPs, so that regulations keep pace with the rapid technological and operational transformation of civil aviation. This process involves a broad consultative process with Contracting States, international aviation organizations and industry representatives alike, culminating in a broad consensus on new or updated SARPs.

Equally critical, ICAO assists Contracting States to identify and correct deficiencies in the implementation of SARPs, primarily through the ICAO Universal Safety Oversight Audit Programme. This mandatory, ground-breaking initiative assesses a State's implementation of safety oversight and relevant ICAO SARPs, associated procedures, guidance material and safety-related practices. It provides for action plans to address identified deficiencies and direct assistance, when required, to carry out corrective measures.

At present, the Programme is limited to legislation, procedures and practices as they relate to personnel licensing, and the operation and airworthiness of aircraft. Subject to a decision by the 33<sup>rd</sup> Session of the ICAO Assembly in 2001, the Programme may be expanded to cover air traffic services, aerodromes, and aircraft accident and incident investigation.

ICAO's Universal Safety Oversight Audit Programme has proven extremely effective in solidifying safety oversight programmes of Contracting States. I have no doubt that it will save lives and that it will contribute substantially to ensuring the safety of our skies in the 21<sup>st</sup> century.

**Message from the Secretary General of the  
International Civil Aviation Organization (ICAO),  
Mr. Renato Cláudio Costa Pereira,  
for the worldwide celebration of  
International Civil Aviation Day on 7 December 2000**

I believe that ICAO's Universal Safety Oversight Audit Programme (USAOP) will usher in a new era in aviation safety around the world. I also believe that it has ramifications far beyond the systemic application of the Standards and Recommended Practices (SARPs) of the Convention on International Civil Aviation.

In January 1997, the President of the Council of ICAO, Dr. Assad Kotaite, initiated the creation of the USAOP by suggesting that the time had come for ICAO to play a more active role in the uniform implementation of SARPs. Within two short years, under the guidance of the Council, the 185 Contracting States of ICAO have reviewed, endorsed and gave life to the concept. The Programme was officially launched on 1 January 1999 and has since effectively broadened the scope and activities of the Organization.

We are enthusiastically committed to the success of the USAOP. From the outset, a special section was created within the Secretariat to administer the Programme. Appropriate financial and human resources were quickly allocated to the unit, to expedite its work during the formative stages. Due to the overwhelming support of Contracting States, we are meeting our objectives. By the end of 2001, all States will have been audited.

In the process, we have built a unique pool of talent, a dedicated team of experts in the field of aviation safety audits that will remain a valuable resource for our Contracting States. In addition, this growing expertise will make it easier for us to meet any additional challenges resulting from the possible expansion of the Programme, which will be determined by the 33<sup>rd</sup> Session of the ICAO Assembly in 2001.

The men and women of ICAO devoted to USAOP will make it easier for Contracting States to fulfill their responsibilities under the Convention for the safe and efficient development of their civil aviation, and to do so in a spirit of global cooperation, global not only in geographic terms but in terms of involvement and responsibility of each of the members of the global aviation community.

In my view the USAOP binds all nations of the world in a unanimous recognition of the value of human life. In my view, no other programme says, and acts, on the notion that human life is what we value most.

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