



**Keynote Address by the President of the Council of
the International Civil Aviation Organization (ICAO),
Mr. Roberto Kobeh González,
at the Strategic Aviation Safety Summit in Indonesia**

(Bali, Indonesia – 2 July 2007)

I would like to sincerely congratulate Indonesian authorities for organizing the present Strategic Aviation Safety Summit and for inviting a broad range of national and international aviation stakeholders to discuss and propose long-lasting measures for improving the safety and efficiency of the air transport system of Indonesia.

I share the view of the organizers of the Summit that there is an urgent need to implement a concrete, realistic and achievable plan of action. Since the beginning of 2007, there have been two fatal accidents and at least one serious accident resulting in a hull loss. This has led several States to take measures that restrict the activities of Indonesian carriers. Indonesia must act quickly and decisively to regain the confidence of the world aviation community and the travelling public.

Part of the problem stems from the exponential growth of traffic in this country over the past five years or so, both in the number of airlines and the number of passengers. This has exerted tremendous financial, technical, legal and political pressure on your ability to keep pace with the demands of a rapidly expanding market.

I must emphasize, however, that Indonesia is not alone in this situation. To varying degrees, many other countries have to manage sustained growth of their civil aviation and, for the most part, they are doing so in a systematic and orderly manner, ensuring the safety, security, sustainability and efficiency of operations.

What is required first and foremost is political will. This Summit, as well as recent discussions we have had with government officials, are indications of a willingness to move forward in making the structural changes required to support a safe and efficient air transport industry. I commend Indonesia for this openness and I wish to assure its authorities that ICAO is itself committed to doing all it can to support your drive to improve safety. Safety is fundamental to a healthy air transport system which, in turn, is key to the economic and social development. It must be preserved at all cost.

The strategy of ICAO for assisting its 190 Member States in the pursuit of optimum safety begins with the understanding that a root cause of accidents is the lack of implementation and diligent enforcement of the global regulatory framework established by the *Convention on International Civil Aviation* and the Standards and Recommended Practices, or SARPs, contained in the 18 Annexes to the Convention. The regulatory provisions, along with the safety-related Resolutions of the ICAO Assemblies, are critical to aviation safety.

In 1999, ICAO launched the Universal Safety Oversight Audit Programme to help States assess the safety oversight capability of their civil aviation administrations and to support them in correcting deficiencies identified through the audits. The Programme has already contributed to improving safety around the world. In March of last year, a Conference of Directors General of Civil

Aviation held at ICAO Headquarters in Montreal unanimously decided to allow the Organization to post results of the audits on its public website. The deadline for posting these results has been set for 23 March 2008.

This was an unprecedented development in terms of increasing transparency and sharing of information among States, as well as with the industry and the travelling public. This should encourage States to correct more quickly the safety deficiencies that remain in their aviation systems, while making it easier for States and donors to provide more rapid and more effective assistance to those that require much-needed financial or human resources. At present, more than 88 States have authorized ICAO to publish the information on audits carried out in their territory. I would encourage Indonesia to join those States and authorize ICAO to publish the results of its audit as soon as possible.

Transparency and sharing of information are also at the heart of the *Unified strategy to resolve safety-related deficiencies* adopted by the 35th Session of the ICAO Assembly in 2004. The strategy emphasizes that free-flow of safety-related information must be embraced by everyone involved in air transport, at every level and across every discipline, with regulators and industry alike. Safety has to become second nature, part of the culture of all organizations and persons involved. This is an essential condition for creating or strengthening partnerships to resolve deficiencies.

The other vital element of our global safety strategy is the implementation of Safety Management Systems (SMS). SMS responds to the need for a comprehensive approach to safety. A rapidly expanding industry and its increasing complexity make it difficult to sustain an approach to safety exclusively based upon regulatory compliance. It is essential to complement the regulatory approach to safety with a proactive approach. SMS is also the most effective way of responding to the need for results-based supervision with a relatively small workforce. Ultimately, it is the effective synergy between safety audits, the Unified Strategy, and the growing application of SMS worldwide that will best lead to sustained improvements.

All of these elements are part of ICAO's Global Aviation Safety Plan, or GASP which is designed to focus on achieving the greatest return on investment of human and financial resources in terms of sustained safety improvements. The GASP is fully integrated with the industry Global Aviation Safety Roadmap, developed under the guidance of ICAO by the Industry Strategy Safety Group. The Roadmap marks the first time that governments and industry have jointly developed a unified and coordinated approach to reducing accident rates, particularly in developing regions of the world. The Representative of the Industry Strategy Safety Group will be making a presentation on the Roadmap later at this Summit.

Another element I would like to raise about the GASP is the establishment of autonomous regulatory authorities. Each State has the responsibility to objectively evaluate any given safety-critical aviation activity within its jurisdiction and require that the activity adhere to standards designed to ensure an acceptable level of safety. This is done through autonomous regulatory authorities. These authorities must be independent in the exercise of their safety functions, competent and adequately funded. Funding must increase to match the growth of the air transport industry. And there must be a mechanism to monitor the competency and effectiveness of the authority.

The Global Aviation Safety Plan contains many more measures designed to improve aviation safety. I want to emphasize that the most effective way to deal with problems, whether technical, operational or political, is through cooperation among all stakeholders. I am pleased to report that, under the auspices of ICAO, a number of international organizations have manifested their willingness to help and discussions have already taken place with various Indonesian authorities on a systemic reform that will ensure durable improvements in safety.

In a few minutes, I will have the privilege of signing with His Excellency Jusman Sayfi'l Djamal, Minister for Transportation of Indonesia, a Declaration relating to eight essential steps to be taken by Indonesia and that together will create a framework for profound, systemic improvements to aviation safety. The first three steps deal with changes necessary to create a robust safety oversight structure. They are:

- enacting legislation necessary to support effective safety oversight activities;
- ensuring the required level of financial and human resources; and
- correcting deficiencies identified during the ICAO Safety Oversight Audit or other internal and external audits.

The next five deal with the implementation of a proactive and systemic management of safety based on:

- full compliance with applicable national requirements, ICAO Standards and best practices;
- implementation of a safety programme in accordance with provisions of ICAO Annexes and establishment of acceptable levels of safety indicators and targets;
- implementation of Safety Management Systems (SMS) in all sectors of the air transport system;
- commitment by government authorities and industry to foster transparency and a just culture; and
- promoting the sharing and use of safety data to support the safety management process.

Ladies and gentlemen, the global air transport system provides a gateway to international markets. It stimulates tourism and business travel. And yet people will not travel to places that are not perceived as safe. This Summit is a unique opportunity for Indonesia to turn the tide and tell the world that it is determined to transform its civil aviation into a model of safety and efficiency. By committing to this goal, it will find all the help and encouragement it needs.

I thank you for your attention and wish you a most productive Summit.