



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

Montréal, 20 to 22 March 2006

Theme 2: Improving aviation safety

Topic 2.1: Transparency and sharing of safety information

TRANSPARENCY AND SHARING OF SAFETY INFORMATION

(Presented by the Secretariat)

1. INTRODUCTION

1.1 DGCA/06-WP/5 (revised) encourages the Directors General of Civil Aviation to sign a release consent form that would authorize ICAO to publish on its ICAO Web Site information on the Safety Oversight Audit Report from the initial audit cycle for their own States. The purpose of this information paper is to provide additional information on the nature of the information that will be published under option 2 (Executive summary and graph depicting the lack of effective implementation of the eight critical elements of a safety oversight system).

Location of the information

1.2 The information will be posted on the public domain of the ICAO Flight Safety Information Exchange (FSIX) website.

Information that will made public

1.3 The following information will be made available on the public domain of FSIX:

- a) name of the State and date and type of audit (initial or follow-up);
- b) executive summary of the safety oversight audit follow-up report. For States that have not had a follow-up audit, the general section of the summary of findings of the safety oversight audit;
- c) the appendix of the summary report presenting in a graphic form the lack of effective implementation of the eight critical elements (i.e. Primary Aviation Legislation, Specific Operating Regulations, CAA Structure and Safety Oversight Function,

Technical Guidance Material, Qualified Technical Personnel, Licensing and Certification Obligations, Continuing Surveillance Obligations and Resolution of Safety Issues); and

- d) complementary information provided by the State. This information will be posted as provided to ICAO by the State. It will be possible for the State to update it whenever necessary. If the information could be misunderstood or could be misleading, ICAO will resolve the matter with the State before posting it.

1.4 The Appendix gives an example, using a fictional executive summary, of the information that will be posted on FSIX for States that have authorized release of the executive summary and graph depicting States' level of implementation of the eight critical elements of a safety oversight system.

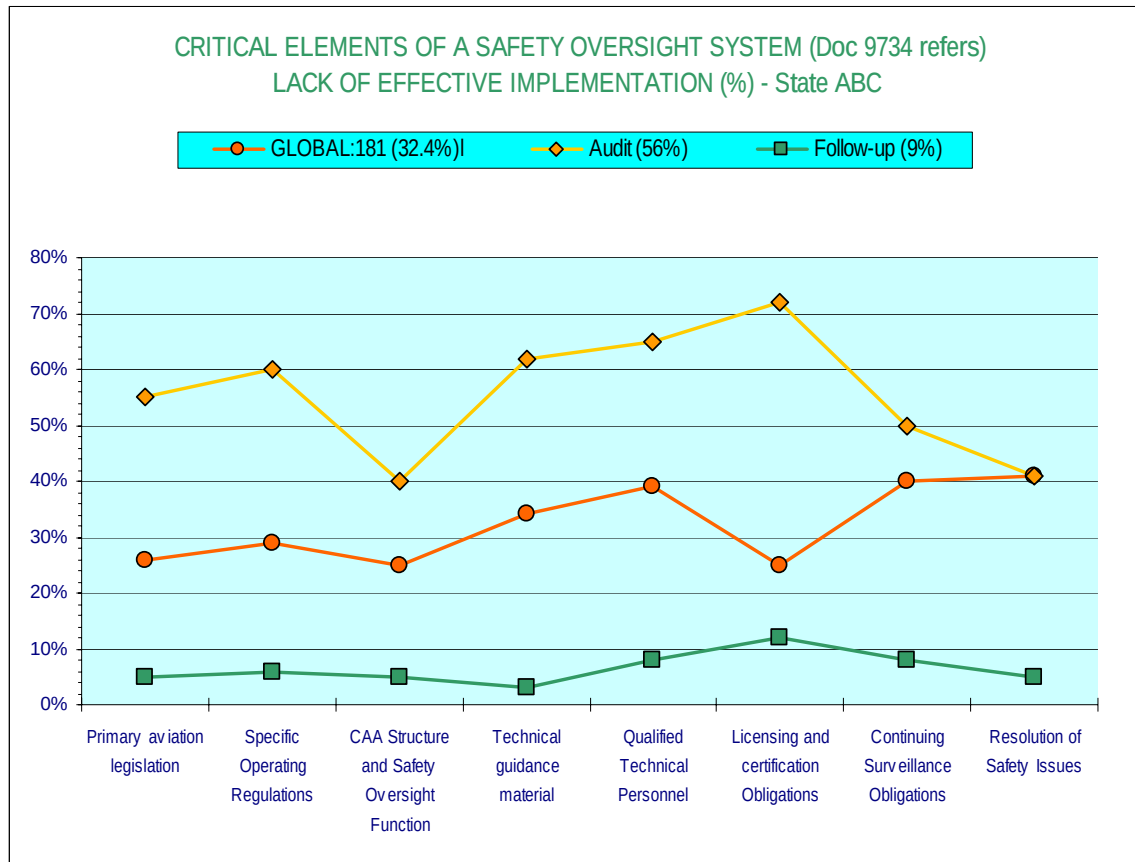
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APPENDIX

EXAMPLE OF INFORMATION TO BE PROVIDED

(Executive summary and graph depicting States' level of implementation of the eight critical elements)

1	State ABC Follow up Audit conducted from (5 to 7 June 2003)	
2	Executive Summary The primary aviation legislation of State ABC is satisfactory and vests in the DGAC the necessary powers to maintain an adequate level of safety oversight. On this basis, State ABC has promulgated a regulatory framework and has adapted it to the current requirements of modern aviation. The process had been completed by the time the audit follow-up was conducted. However, the Legislative Assembly of State ABC has not yet ratified Article 83 <i>bis</i> of the Chicago Convention, as it was proposed in the action plan of the DGAC. Nevertheless, the Legislative Assembly is expected to debate the ratification of Article 83 <i>bis</i> in October. The DGAC's organizational structure meets the minimum requirements established by ICAO in terms of safety oversight. The selection, training and maintenance of competency of operations and airworthiness inspectors are generally satisfactory. The DGAC has complied with all of the recommendations related to personnel licensing and training made during the audit. The personnel licensing and rating system has been consolidated with the promulgation of the State ABC Aeronautical Regulations – Aeronautical Technical Personnel Licensing and with the creation of the Licensing Department, which is staffed with competent personnel, well organized and properly equipped. The procedures established to issue and validate licences meet ICAO requirements and ensure an adequate and reliable level of control by the staff of the Licensing Department. The DGAC has established a system of theoretical and practical examinations to ensure that licence and rating applicants are adequately tested on their capability and knowledge. The DGAC has complied with all of the recommendations related to the certification and supervision of aircraft operations made during the audit. The DGAC has established an air operator certification and supervision system that meets the requirements of Annex 6 and the guidance material included in ICAO <i>Manual of Procedures for Operations Inspection, Certification and Continued Surveillance</i> (Doc 8335) Operations inspectors are qualified for the tasks they carry out and, in the case of flight operations inspectors, keep their ratings valid. The DGAC has developed the procedures required to ensure adequate control of aviation activities and has developed the <i>Operations Inspector Manual</i> to conduct air operator certification and supervision activities in an orderly manner. Certification and supervision tasks are supplemented with ongoing advisory services provided to the DGAC by qualified staff. There has been ongoing progress in terms of airworthiness since the last audit. New procedures have been developed, and previously implemented procedures have been enhanced. New executive orders ensure that aeronautical products are certified in conformance with the ICAO SARPs. ICAO documentation is processed adequately, and the new policy documents define the objectives of the DGAC. The new regulation, currently approved under a ministerial order, outlines the requirements for the approval of aeronautical products and sets the procedures for the management of the Service Difficulty Reporting System.	
3	Graph on the lack of effective implementation of the critical elements See overleaf	
4	Information and comments provided by State ABC	
	1 Oct. 2004	The Legislative Assembly has ratified Article 83 <i>bis</i> on 6 July. 2004



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