



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

INTERNATIONAL FINANCIAL SUPPORT TO RESOLVE SAFETY-RELATED DEFICIENCIES

(Presented by the Republic of Korea)

SUMMARY

This paper highlights the overriding priority on global financial support in helping States resolve their deficiencies in the aviation safety system. It is also to emphasize the importance of providing assistance to States in the ICAO Unified Strategy Programme.

1. INTRODUCTION

1.1 The air transport system has become a principal means of facilitating the international trade of goods and the free-travel of humans around the world. The integrity of the system is based on mutual trust between States in ensuring that the minimum safety requirements are being met. However, it was not until ICAO introduced the Unified Safety Oversight Audit Programme (USOAP) that we could measure in an objective manner the capability of the States to ensure aviation safety. The outputs from USOAP have revealed that many States are lacking the capability to fulfil their obligations in providing safety oversight.

1.2 Recognizing that the findings and deficiencies identified through the USOAP should be promptly remedied to enhance global aviation safety, ICAO has implemented a unified strategy which has two main pillars: facilitating the use and sharing of safety-related information among States and providing assistance to State's civil aviation authorities while encouraging partnerships and regional cooperation. Moreover, there have been diverse initiatives from all sectors of the aviation community on either a global, regional or bilateral basis to support those States in need of assistance.

1.3 The purpose of this working paper is to highlight the important role of global financial support to assist the States in resolving their deficiencies in their aviation system as well as developing their legal, technical, and human resources infrastructure.

2. INTERNATIONAL FINANCIAL FACILITY FOR AVIATION SAFETY

2.1 The need for a financial mechanism to assist States has long been discussed in ICAO and recognized by all Contracting States. Originating from the concept of a common fund for the provision of airports and air navigation facilities in 1946, the application of the aeronautical monetary fund has been extended to support the global implementation of CNS/ATM with the introduction of the concept in the 1980s, and now to help States to correct safety-related deficiencies identified through the ICAO USOAP.

2.2 Endorsed by the 33rd Session of the Assembly, the International Financial Facility for Aviation Safety (IFFAS) was set up in 2003 with the goal of financing safety-related projects for which States cannot otherwise obtain the necessary financial resources. Thanks to the various contributions to IFFAS, totaling approximately US\$ 2.9 million, IFFAS assistance has been offered to five sub-regional safety-related projects benefiting twenty-five States. It is said that the estimated funds for 2006 amount to approximately US\$ 369 918 either received or pledged by States and international organizations.

2.3 IFFAS has also been requested to offer grant assistance by three sub-regional organizations involving seventeen States for their COSCAP activities and preparation for the ICAO USOAP. Such requests are likely to continue to increase. To accommodate the continuing request for such assistance, IFFAS should make an effort to secure more sustainable and increased funding.

3. VOLUNTARY CONTRIBUTIONS BY ALL AVIATION STAKE HOLDERS

3.1 Public confidence and mutual recognition, which are the cornerstones for the continued prosperity of air transportation, are based on aviation safety worldwide, not just confined to a specific region. Bearing this in mind, each and every stakeholder that is in position to do so should support and assist the States by making financial contributions to the extent possible, which will ultimately return to them as increased demand for travelers and goods to transport.

3.2 In strong belief of the value of IFFAS in the harmonized development of aviation safety, the Republic of Korea has secured US\$ 100 000 to make as a contribution to IFFAS in 2006, which will be officially notified to IFFAS shortly through the representative of the Republic of Korea on the ICAO Council. Moreover, we are making efforts to make additional contributions for the next two years in due consultation and cooperation with the Ministry of Planning and Budget.

4. CONCLUSION

4.1 In addition to globally coordinated efforts by all sectors of aviation community to assist those States in need of technical and financial assistance, there should be sustainable financing fund.

4.2 For sustainability of the fund, it is desirable to link it to the continued demonstrable needs with appealing initiatives, which could continue to attract the contributions from the various donors.

Furthermore, the IFFAS governing body might seek other measures to strengthen the programme by establishing very attractive projects for the donors.

4.3 Recognizing the importance of the sustainable monetary fund and recognizing the long-term benefit to the aviation system, all aviation stakeholders should consider making a voluntary contribution to the extent possible.

4.4 The Conference is invited to conclude that:

- a) all the aviation stakeholders recognize the importance of a sustainable international monetary fund for aviation safety to make financial contribution and contributions in kind to IFFAS;
- b) IFFAS governing body continues to undertake promotional activities in close cooperation with regional or sub-regional organizations; and
- c) ICAO and IFFAS study the possibility and benefit of connecting IFFAS and technical cooperation projects, USP and future activities.

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