



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

Montréal, 20 to 22 March 2006

SUMMARY OF DISCUSSIONS

Opening of the Conference

1. Dr. Assad Kotaite, the President of the Council of ICAO, as Acting Chairman, declared the conference open.

Introduction of the Officers of the ICAO Secretariat

2. Dr. Taiëb Chérif, the Secretary General, introduced the Officers of the ICAO Secretariat who would be assisting in the deliberations of the conference.

Election of the Chairman of the Conference

3. Dr. Kotaite was elected as Chairman of the Conference by acclamation.

4. The Chairman highlighted that delegates from 124 Contracting States and observers representing 17 international organizations had thus far registered for the conference, bringing the total number of participants to 460.

Adoption of the agenda and approval of the working schedule

5. The conference adopted the agenda proposed in Appendix A to DGCA/06-WP/1.

6. The working schedule set forth in Appendix B to DGCA/06-WP/1 was accordingly approved by the conference. The rules for the conduct of the conference proposed in Appendix C to the paper were duly noted.

THEME 1: THE STATUS OF AVIATION SAFETY TODAY

Topic 1.1: Worldwide and regional trends in aviation safety DGCA/06-WPs/2 (and Corr. No. 1), 11 (and Corr. No. 1), 18 and 23 Revised DGCA/06-IPs/36 and 48

7. DGCA/06-WP/2 and Corrigendum No. 1 was presented for the consideration of the conference. Also related to the topic being discussed was WP/11 (Proposal for further improvement of

aviation safety worldwide) and Corrigendum No. 1, WP/18 (The status of aviation safety in Africa) and WP/23 Revised (Preparing for future air traffic demands in the Asia/Pacific Region). Two information papers, IPs/36 and 48, were also associated with this agenda topic.

8. It was noted that WP/2 set the tone for the conference. In considering the proposed action, as outlined in section 4 of the working paper, it was suggested that, in paragraph 4.1 b), the comprehensive and proactive approach to aviation safety mentioned therein should be a joint effort between ICAO, States and industry. With regard to paragraph 4.1 c), it was felt that the conference should agree that all those involved, which included States, industry and service providers, were responsible for such an approach.

9. Several delegates remarked on the difficulties, in terms of resources, training and organizational culture, faced by the African States in working to comply with the Annexes to the Convention.

10. It was clarified that the IATA Operational Safety Audit (IOSA) programme was complementary to ICAO's Universal Safety Oversight Audit Programme (USOAP). On this point, the Chairman concurred, noting the close cooperation between the two organizations with regard to the audits. However, he emphasized that, ultimately, the responsibility for aviation safety remained with the States.

11. In summarizing the discussion, the Chairman noted that in the four working papers presented, there were several common topics. One was the issue of regional and sub-regional safety oversight organizations and their advantages, which would be examined later in the meeting (Topic 2.3). A second related to the principle of increased transparency, which was addressed in Assembly Resolution A35-7, resolving clause 13. With regard to the conclusions outlined in WP/2, the Chairman indicated that changes suggested during the discussion (paragraph 8 above) would be incorporated.

Topic 1.2: The status of safety oversight
DGCA/06-WP/3
DGCA/06-IPs/7 and 32

12. DGCA/06-WP/3 titled "The status of safety oversight" was presented for the consideration of the conference. Two information papers (IPs/7 and 32) were associated with this topic. During the introduction of WP/3, updated information was provided regarding, *inter alia*, the forthcoming audits, under the comprehensive systems approach, of three States which had not yet been audited under the Universal Safety Oversight Audit Programme (USOAP).

13. In the course of the discussion, a number of delegates outlined the safety-related problems which their States were encountering, the efforts being made to rectify them and the assistance which was required.

14. Offering a summary of the exchange of views, the Chairman observed that the comments made had been very interesting. Drawing attention to paragraph 4 of WP/3, he invited those States which had not been audited by ICAO under the USOAP, those States which had not submitted a corrective action plan and therefore could not be visited for an audit follow-up and those States which had submitted a corrective action plan but in which an audit follow-up mission could not be conducted, for a variety of reasons, to cooperate fully with ICAO and take the requisite action. The Chairman suggested, and it was agreed, that the action proposed in paragraph 5.1 of the paper would form part of the conference's conclusions and recommendations on this topic. He noted that some of the points raised in WP/3 and in the discussion would be taken into account in considering other relevant papers.

Topic 1.3: Initiatives by States and industry
DGCA/06-WPs/4, 16, 21, 36 and 37
DGCA/06-IPs/1 Revised, 7, 11, 12, 13, 14, 15, 17, 24, 27, 32, 33, 37, 38, 41 (and
Corr. No. 1) and 46

15. DGCA/06-WP/4 titled “Initiatives by States and industry” was then presented for the consideration of the conference. The subject was also addressed in five working papers (WPs/11, 16, 21, 36 and 37) presented by the United States, IAOPA, the twenty-one Member States of LACAC, and the Republic of Korea, respectively. In addition, sixteen information papers were associated with this topic (IPs/1 Revised, 7, 11, 12, 13, 14, 15, 17, 24, 27, 32, 33, 37, 38, 41 (and Corrigendum No. 1) and 46). During the introduction of WP/4, the attention of the conference was drawn to IP/1 Revised presented by the Secretariat on the Global Aviation Safety Roadmap which had been developed for ICAO by the Industry Safety Strategy Group (ISSG) under the leadership of IATA. It was noted that ICAO, through the Air Navigation Commission (ANC) and the Council, was working to implement the Roadmap.

16. In summarizing the discussion, the Chairman noted that a number of good papers had been presented which had been the subject of some very constructive comments. WP/4 had been well-accepted, with special emphasis having been placed on the need for ICAO to play a coordinating role with regard to the various multinational and regional aviation safety initiatives. He retained the suggestion that the conference should reaffirm that ICAO should play a major role in coordinating efforts to allow member States to realize the full potential of available and future aviation safety initiatives in order to ensure optimum benefit therefrom. Strong support had been expressed for the said Global Aviation Safety Roadmap.

17. Another point which had been highlighted was the need for ICAO to continue incorporating the results of the various regional safety groups into the Organization’s SARPs and associated guidance material and for the Council and ICAO Contracting States to remove legal barriers and establish protections for the de-identification and sharing of information on aircraft operations and incidents, as called for in paragraph 4.1 b) and c) of WP/16 presented by the United States. As suggested, the action proposed in paragraph 5.1 b) of WP/21 presented by IAOPA on the potential negative effects on general aviation safety of, *inter alia*, added regulation should be reworded to avoid any misunderstanding.

18. In observing that another point which had been made by LACAC in WP/36 was the need for ICAO Regional Offices to provide assistance to States in resolving their safety-related deficiencies, the Chairman emphasized that the Regional Offices were fully integrated with ICAO Headquarters and that the Organization as a whole should provide all the assistance that was required. In noting WP/37 presented by the Republic of Korea on the ICAO SARPs Tracking System which the latter had developed, he underscored that SARPs implementation was indispensable for the safety of civil aviation.

— END —