



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

Montréal, 20 to 22 March 2006

SUMMARY OF DISCUSSIONS

Attendance at the Conference

1. The Chairman indicated that delegates from 151 Contracting States and observers representing 25 international organizations had thus far registered for the conference, bringing the total number of participants to 560. The participation of so many States and international organizations illustrated the high degree of importance of the conference, not only to the civil aviation community but to the international community as a whole. Recalling that airlines had carried some two billion passengers in 2005, the Chairman underscored that close attention was being paid to the conference's deliberations and to the conclusions and recommendations which it adopted to protect the lives of passengers.

THEME 2: IMPROVING AVIATION SAFETY

Topic 2.2: Implementation of safety management systems (SMS) in States DGCA/06-WPs/6, 12, 15, 19, 24 Revised, 32 and 38 DGCA/06-IPs/2, 3, 4, 8, 9, 20, 21, 22, 23, 30, 43 and 44

2. DGCA/06-WP/6 titled "Implementation of safety management systems (SMS) in States" was presented for the consideration of the conference. The subject was also addressed in seven working papers (WPs/11, 12, 15, 19, 24 Revised, 32 and 38) presented by: Austria, on behalf of the EC and its Member States, other States Members of ECAC and by EUROCONTROL; the United States; Canada; IBAC, the African States; the twenty-one Member States of LACAC; ACI; and Japan, respectively. In addition, twelve information papers were associated with this topic (IPs/2, 3, 4, 8, 9, 20, 21, 22, 23, 30, 43 and 44). During the introduction of WP/6, it was noted that copies, in English, of the new *ICAO Safety Management Manual* (Doc 9859) had been distributed to participants and that the manual had been posted on the ICAO-Net. Although Doc 9859 was currently available only in the English language, it would be available in all language versions by the end of May 2006 at the latest. Additional information was provided regarding, *inter alia*, the programme of SMS training courses in 2006 and 2007, with it being indicated that the first such course would be given in Nairobi on 15 May 2006. Participants were invited to notify the Secretariat if they wished additional courses to be given and to provide the requisite resources. Attention was drawn to the SMS booth located in the lobby, with participants being encouraged to inform the Secretariat if their States either required or could sponsor training. An overview was then given of the other working papers which had been submitted under this topic, all of which were very supportive of the Organization's activities relating to the implementation of SMS in States as outlined in WP/6.

3. During the ensuing discussion, numerous offers were made to host SMS training courses or to otherwise provide training, training materials and expert advice. Several participants emphasized the need to modernize Annex 6 (*Operation of Aircraft*), Part II (*International General Aviation — Aeroplanes*) as proposed in WP/19 to reflect the reality of general aviation operations. A number of speakers expressed support for the proposal made in WP/11 for the creation of a new Annex relating specifically to safety processes. One view was expressed, however, that ICAO should instead develop comprehensive guidance material on SMS implementation. The need to develop specific guidance material for small operators was emphasized by a few participants.

4. In offering a summary of the exchange of views, the Chairman noted that unanimous support had been expressed for WP/6 on ICAO's activities to support SMS implementation in States. He underscored the benefits to be derived from SMS implementation, as illustrated in WP/15. The Chairman recalled the comments made by the Observer from EUROCONTROL regarding the provision by that organization of expert advice to ICAO's regional SMS seminars and workshops and the sharing of its experience of risk assessment and mitigation. Referring to the suggestion made by the Observer from EUROCONTROL (*cf.* WP/11) and other speakers that ICAO develop a new Annex dedicated to safety processes, including provisions on safety oversight, safety assessment and safety management, the Chairman noted that, during the last session of the Council (177/11), he had, in his capacity as President of the Council, suggested that consideration should be given to the development of such an Annex on SMS and safety oversight. Referring to the comments made during the present discussion that the Organization should instead develop comprehensive guidance material on SMS with the aim of fully integrating the SMS concept into Annexes as they were amended into a performance-based format, the Chairman indicated that the development of the said new Annex and the development of additional guidance material were not mutually exclusive. Both actions would be considered in due course by the Secretariat and the Council. Recalling the point made regarding the need to harmonize safety rules worldwide, the Chairman observed that the Air Navigation Commission was considering such harmonization. Referring to the comments made on the need to continue developing guidance material for SMS implementation, such as specific guidance material for small operators, he indicated that the existing guidance material would be reviewed on a continuous basis and updated as necessary in order to further improve the implementation of SMS, which, as many speakers had underscored, was an important tool for enhancing aviation safety.

**Topic 2.3: Unified Strategy to resolve safety-related deficiencies
DGCA/06-WPs/7, 11 (and Corr. No. 1), 17, 23 Revised, 28 Revised, 29 (and
Corr. No. 1) and 31 Revised
IPs/16, 18, 31, 45 and 47**

5. DGCA/06-WP/7 titled "Unified Strategy to resolve safety-related deficiencies" was then presented for the consideration of the conference. The subject was also addressed in six working papers (WPs/11 and Corrigendum No. 1, 17, 23 Revised, 28 Revised, 29 and 31 Revised) presented by: Austria, on behalf of the EC and its Member States, other States Members of ECAC and by EUROCONTROL; Argentina, Chile, Egypt, France, India, the Netherlands, Nigeria and Pakistan, Members of the Governing Body of IFFAS; the Group of Asia/Pacific States on the Council of ICAO; the African States; the World Bank; and the 21 Member States of LACAC, respectively. In addition, five information papers were associated with this topic (IPs/16, 18, 31, 45 and 47). During the introduction of WP/7, a demonstration was given of the Flight Safety Information Exchange (FSIX) launched by ICAO.

6. At the time of adjournment, the various working papers had been presented.