



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

Montréal, 20 to 22 March 2006

SUMMARY OF DISCUSSIONS

THEME 2: IMPROVING 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 WP/31 Revised DGCA/06-IPs/16, 18, 31, 45 and 47

1. DGCA/06-WP/7 titled “Unified Strategy to resolve safety-related deficiencies” was 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 Corrigendum No. 1) 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 twenty-one 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) web site launched by ICAO.

2. During the ensuing discussion, support was voiced for the Unified Strategy Programme (USP), the well-established COSCAP programme, the formation of regional and sub-regional safety oversight organizations (RSOOs) and the ICAO Flight Safety Information Exchange (FSIX), all of which had been highlighted in WP/7. The value of coordinating assistance to States through the USP was recognized. Such coordination would ensure that optimum assistance was provided where needed. It was felt that ICAO was best suited to facilitate an exchange of information through FSIX. There was a suggestion that FSIX include a listing of international air operator certificates (AOCs). RSOOs were seen to be a good approach for States in fulfilling their safety oversight obligations and it was noted that existing regional institutions should be taken into account.

3. Several other issues were discussed, including the role of the industry and such financial institutions as the World Bank in funding safety-related projects. There were different views regarding the International Financial Facility for Aviation Safety (IFFAS). Some Delegates indicated that IFFAS was a useful financial mechanism that should be promoted. Others stressed that the mechanism should remain independent so as not to impact upon the resources of ICAO. There were reservations regarding a proposal for a more decentralized regional approach in the execution of audits; it was recalled that the

Assembly had stressed that audits should be on a global basis. A final issue raised was the importance of the autonomy of Civil Aviation Authorities for successful safety oversight.

4. In summarizing the discussion, the Chairman emphasized that the proposals and the discussion regarding the USP were within the framework of Assembly Resolution A35-7. He noted that the Conference had indicated its full support for all of the action items in paragraph 6.1 of WP/7. The following additional actions were put forth by the Chairman: based on A35-7, resolving clause 14, that the Conference be invited to recommend that States promote further development of regional and sub-regional organizations to strengthen safety oversight capabilities; based on WP/11, that ICAO encourage States to better cooperate bilaterally and at the regional level to make the appropriate arrangements in order to fulfil their obligations under the Chicago Convention particularly when they do not deem it possible or appropriate to allocate the required human, technical and financial resources to perform safety oversight adequately; based on resolving clause 12 of A35-7 and on WP/11, that ICAO improve the effectiveness of technical assistance tools, including IFFAS, and increase the coordination with and involvement of its Regional Offices so as to provide more effective technical support; and, based on A35-7 and WP/11, that ICAO adapt its working methods to allow full involvement of regional organizations responsible for safety oversight in its technical work. In addition the Chairman proposed that an action item be added to emphasize the importance of the autonomy of Civil Aviation Authorities and, in this regard, he urged States to take appropriate legislative measures as soon as possible.

— END —