



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

Montréal, 20 to 22 March 2006

SUMMARY OF DISCUSSIONS

THEME 2: THE STATUS OF AVIATION SAFETY TODAY
Topic 2.5: Enhancing safety oversight
DGCA/06-WPs/9, 11 (and Corr. No. 1), 14 Revised, 25, 28 Revised, 33 and 35
DGCA/06-IPs/5, 6, 19 and 42

1. DGCA/06-WP/9 was presented for the consideration of the conference. Also related to the topic of safety oversight enhancement was WP/11 (Proposals for further improvement of aviation safety worldwide), WP/14 (State safety oversight obligations), WP/25 (Development of regional safety solutions), WP/28 (Fulfilment of State obligations: Cooperation between States: A necessity to enhance aviation safety), WP/33 (Improving aviation safety through the ICAO unified strategy and transparency) and WP/35 (Improving aviation safety).

2. The conference discussed the proposal, in WP/9, regarding a pool of international safety inspectors and other safety oversight experts made available by States and other stakeholders. There was general support for a more complete examination of this issue, taking into account, *inter alia*, operational, legal and financial considerations.

3. Regarding the role of regional organizations in the audit process, raised in WP/11, it was pointed out that the ICAO USOAP process had been established based on the principle of universality, with the same audit methodology applicable to all States. In this regard, the impact of the involvement of regional organizations on the audit process would have to be carefully considered. Another subject for consideration was the categorization of USOAP findings. There was support for a further examination of this idea; but concern was also expressed.

4. With regard to the division of responsibilities for safety oversight between the State of Registry and the State of the Operator, it was recognized that this created a problem of continuity in the oversight of the operations of an airline and also raised the question of the liability of the aviation authorities in this type of situation.

5. The Chairman, providing a summary of the discussion, noted the full support for paragraph 6.1 of WP/9. He emphasized that the allocation of funds for the unified strategy programme and the management of direct assistance to States would be discussed by the Council of ICAO as part of the consideration of the programme budget for the next triennium. He suggested that the issues raised in paragraph 3.12 of WP/28 regarding the management of an operational assistance programme would be taken into account when considering direct assistance to States based on a pool of international safety

inspectors and other safety oversight experts. The Chairman referred to paragraph 6.1 f) of WP/11, which urged the Council to make use of its obligatory functions described in Article 54 j) and k) of the Chicago Convention. He recalled that the Council had developed a procedure with regard to Article 54 j) that could be implemented after extensive investigation of identified cases had been undertaken. If such cases arose, they would be brought to the attention of the Contracting States.

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