



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

Montréal, 20 to 22 March 2006

SUMMARY OF DISCUSSIONS

THEME 3: BEYOND THE CURRENT FRAMEWORK

Topic 3.1: Safety framework for the 21st century DGCA/06-WPs/10, 11 (and Corr. No. 1), 17, 20 and 31 Revised DGCA/06-IPs/10 and 35

1. DGCA/06-WP10 titled “Safety framework for the 21st century” was presented for the consideration of the conference. The subject was also addressed in four working papers (WPs/11 (and Corrigendum No. 1), 17, 20 and 31 Revised) presented by: Austria, on behalf of the EC and its Member States, other States Members of ECAC and by EUROCONTROL; Members of the Governing Body of IFFAS; the World Tourism Organization; and the twenty-one Member States of LACAC, respectively. In addition, two information papers were associated with this topic (IPs/10 and 35).
2. There was general support for the recommendations advanced in DGCA/06-WP/10. It was acknowledged that the definition of “State of the Operator” should be considered in light of present-day commercial arrangements and practices, and in particular that the meaning of the term “principal place of business” should be reviewed in the context of where operational control is carried out.
3. The conference then exchanged views on improving the framework of ICAO, provided by the Convention, to meet future challenges. The possible benefits and drawbacks of expanding the current framework to include enforcement capabilities and to encompass an independent inspection organization were discussed. Views were noted that promoting a worldwide safety culture should be intrinsic to all future safety initiatives and that a global register of AOC data was an idea worthy of further exploration.
4. In offering a summary of the discussions, the Chairman confirmed that the delegates had accepted the recommendations in DGCA/06-WP/10. In addition, he stated that the recommendations relating to the development and assessment of SARPs put forward in DGCA/06-WP/11. These recommendations were specifically to assess the impact of future SARPs on industry and other parties, to make more systematic use of the recommendations published by accident investigation bodies, to define SARPs of critical importance, and to create new SARPs to address safety management and safety oversight. He agreed with the view expressed that there were lessons to be learned from the experience of ICAO’s sister organization, the International Maritime Organization, with the issue of “flags of convenience”.

5. The Chairman observed that that the 21st century heralded an era of globalization that would be felt not only the in the aviation community, but in economic, cultural and social spheres as well. He offered that, while globalization had been welcomed as an opportunity to improve safety and expand air transportation, it was essential to continue to safeguard the rights of all who were involved in civil aviation.

6. The Chairman thanked the conference for its cooperation and hard work as it looked to the future of aviation in the 21st century.

Any other business

7. One delegate presented an overview of the status of civil aviation in his State.

8. In response to a question from the floor regarding guidance to assist DGCAs in planning measures to be taken in the event of an avian flu epidemic, the conference was informed that a brief on the subject had been prepared and would be made available to delegates.

9. The Secretary General informed the conference that, in view of the importance of the implementation of SMS for flight safety, the electronic version of the *ICAO Safety Management Manual* (Doc 9859) could be downloaded from the ICAO public web site free of charge and the printed version purchased at a nominal cost.

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