



International Civil Aviation Organization

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WORKING PAPER

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

Montréal, 20 to 22 March 2006

**AGENDA WITH EXPLANATORY NOTES
WORKING SCHEDULE
RULES FOR THE CONDUCT OF THE CONFERENCE**

(Presented by the Secretariat)

Attached are the agenda with explanatory notes, the working schedule and the rules of conduct of the conference.

APPENDIX A

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

Montréal, 20 to 22 March 2006

AGENDA WITH EXPLANATORY NOTES

THEME 1: THE STATUS OF AVIATION SAFETY TODAY

The global aviation system continues to be fundamentally safe. However, there is a need to further improve aviation safety through coordinated action by all Contracting States and the aviation industry. This will help to maintain public confidence in the safety of air transport, which is essential for the aviation industry to flourish.

Topic 1.1 Worldwide and regional trends in aviation safety

The significant variation in the level of safety from one region to the other, the challenges created by the increase of traffic and the globalization of the industry, the continuing difficulties of States in establishing and maintaining an efficient safety oversight system, and the limitations of an oversight system exclusively based on compliance are examples of topics that should be addressed to ensure that aviation safety continues to improve. An overview of current trends will be presented.

Topic 1.2 The status of safety oversight

The initial audits under the ICAO Universal Safety Oversight Audit Programme (USOAP) in 181 States were conducted from 1999 to 2001. Follow-up audits were conducted in 162 States from 2001 to 2004. ICAO has now begun its systematic audit of all safety-related provisions of safety-related Annexes with a focus on the eight critical elements of a State's safety oversight systems. As a result of the ICAO safety oversight audits, Contracting States and ICAO have learned a great deal concerning the status of States' safety oversight systems. Under this agenda topic, the results, observations and trends will be presented.

Topic 1.3 Initiatives by States and industry

International cooperation is the key to building a safer air transport system and to maintaining the public's confidence in its safety. States and industry have a shared interest in seeing the air transport system flourish and have taken many initiatives aimed at safety enhancement. However, there are numerous occasions in which the initiatives benefit only a single State or grouping of States at one time and the products of the work are not shared beyond that. To achieve optimum results, significant duplications in effort, inefficiencies and instances in which safety-related materials are not available to States in need, should be avoided. The nature of these safety initiatives will be presented under this agenda topic.

THEME 2: IMPROVING AVIATION SAFETY

The conference will review potential solutions to the challenges identified during the first part of the agenda. The need for transparency and sharing of safety information will be at the core of the

discussions. Substantially improving safety levels, while using existing regulatory approaches in an environment in which resources are limited, is becoming increasingly difficult. Therefore, new and innovative approaches are required.

Topic 2.1 Transparency and sharing of safety information

Transparency and sharing of safety information are among the fundamental tenets of a safe air transportation system. It should be recognized that the sharing of safety-related information between Contracting States would assist each State in effectively performing its safety oversight functions. The conference will examine impediments to the free flow of safety information. The need to keep the industry and the public appropriately informed will also be discussed.

Topic 2.2 Management of aviation safety

Compliance with safety-related Standards and Recommended Practices (SARPs) is the cornerstone of international civil aviation safety. A rapidly expanding industry and resource limitations within oversight authorities make it increasingly difficult to efficiently and effectively sustain an approach to the management of safety exclusively based upon regulatory compliance. It is essential to complement the regulatory approach to the management of safety with a performance-based approach. This approach is best exemplified by safety management systems (SMS) and, based on the maturity achieved by the SMS concept, its implementation on a global basis should be promoted. Under this topic, the conference will discuss and recommend ways forward for States to complement their existing regulatory approaches to the management of safety with a performance-based SMS approach. The conference will also discuss the critical link between the regulator and operator in an SMS environment.

Topic 2.3 Unified strategy to resolve safety-related deficiencies

Many States are in need of assistance to strengthen their safety oversight capabilities. The ICAO unified strategy to resolve safety-related deficiencies, established through Assembly Resolution A35-7, aims to harness the resources of ICAO, the donor community and Contracting States to strengthen safety oversight globally and resolve safety-related deficiencies through technical cooperation and commitment. The unified strategy is focussing much of its work on facilitating regional and sub-regional cooperative efforts to implement sustainable solutions to assist States in this regard. The conference will seek a commitment from States and industry to support the establishment of regional and sub-regional safety oversight organizations.

The safety-related deficiencies identified through the USOAP will be analysed under the Unified Strategy Programme to assist States that are not able to adequately resolve their safety-related deficiencies. Assistance may be provided by identifying individual States or groups of States that may lead to the establishment and management of regional or sub-regional safety oversight organizations with the support of various stakeholders. This will require the commitment of States to support these initiatives for effective and sustainable safety oversight remedies. Assistance will also be available through the Technical Cooperation Programme of ICAO. Thus, ICAO facilitates the resolution of safety oversight shortfalls in States and promotes compliance with safety-related provisions.

Topic 2.4 Mutual recognition

The conference will discuss effective implementation of mutual recognition under the Convention (Article 16: *Search of Aircraft*, Article 21: *Report of registrations*, and Article 33: *Recognition of certificates and licenses*) and related provisions. Under this topic, the conference will

consider guidelines for common criteria for use by States in determining whether applicable Standards and other conditions for recognition are met.

Topic 2.5 Enhancing safety oversight

One of the main pillars of ensuring and enhancing safety depends considerably on the ability of States to establish and maintain effective safety oversight over the industry. With an expanding industry, it is important that regulatory safety oversight keeps pace with its growth. Efficiency and effectiveness of safety oversight has benefited from the conduct of mandatory safety oversight audits by ICAO. With the expansion of USOAP to address all safety-related provisions in all safety-related Annexes, its optimum functioning depends upon the commitment of Contracting States to fully participate and to accept on-site audits as scheduled by ICAO.

In the case of a State with significant safety oversight shortfalls, in particular in the areas of continued surveillance and resolution of safety issues, there is an increased risk that air operators authorized by such a State do not comply with the requisite safety provisions and that aircraft registered in that State are not maintained in an airworthy condition. If the safety oversight shortfalls cannot be remedied in the short term, transfer of safety oversight duties from the State of the Operator or State of Registry to another authority may be arranged on the basis of a bilateral agreement which should be registered with the Council. This approach could be taken to ensure that essential international air services can be safely maintained until such time as the State concerned can overcome its safety oversight shortfalls. It aims to meet the needs of the world for safe, regular, efficient and economical air transport and at the same time, ensure that the rights of Contracting States are fully respected and that every Contracting State has a fair opportunity to operate international airlines.

Based on the foregoing, the conference will discuss a direct role for ICAO in ensuring effective and sustainable safety oversight and full compliance with safety-related provisions.

THEME 3: BEYOND THE CURRENT FRAMEWORK

Topic 3.1 Safety framework for the 21st century

Liberalization has become one of the defining features of modern-day aviation and it requires that the relationship between the industry and its governmental authority be redefined. Under such a regime of increasing liberalization, all parties, governments, service providers and airlines alike must fully understand and fulfil their respective obligations for safety and security oversight and compliance. This is particularly important in situations where an airline operation involves multiple parties from different States, or where an aircraft is based and operated from States other than the State of Registry or the State of Operator of that aircraft. Yet the ultimate responsibility for safety and security remains with States, irrespective of changes in economic regulatory arrangements. In that context, it is important to ensure that the safety framework continues to meet the evolving needs of international civil aviation.

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APPENDIX B

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

WORKING SCHEDULE

SESSION	TIME	MONDAY, 20 MARCH 2006	TUESDAY, 21 MARCH 2006	WEDNESDAY, 22 MARCH 2006
1	9:00 to 10:30	- Opening 1. The status of aviation safety today 1.1: Worldwide and regional trends in aviation safety 1.2: The status of safety oversight 1.3: Initiatives by States and industry	2. Improving aviation safety (continued) 2.4: Mutual recognition	Approval of conclusions and recommendations
10:30 to 11:00 COFFEE BREAK				
2	11:00 to 12:30	2. Improving aviation safety 2.1: Transparency and sharing of safety information	2.5: Enhancing safety oversight	- Approval of conclusions and recommendations (continued) - Any other business - Closing
12:30 to 14:00 LUNCH BREAK				
3	14:00 to 15:30	2.2: Management of aviation safety	2.5: Enhancing safety oversight (continued)	
15:30 to 16:00 COFFEE BREAK				
4	16:00 to 17:30	2.3: Unified strategy to resolve safety-related deficiencies	3. Beyond the current framework 3.1: Safety framework for the 21st century	
Evening schedule		Reception		

APPENDIX C

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

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RULES FOR THE CONDUCT OF THE CONFERENCE

1. The organization of the conference does not contemplate oral opening general statements by participants. Written statements are permissible, provided that they are made available in advance for distribution at the conference.
2. Working papers prepared by the Secretariat will be action oriented and are expected to form a sound basis for discussions and deliberations on all agenda topics. Working papers by Contracting States should also be action oriented. Information papers will not be introduced but they will form part of the meeting documentation. Papers submitted by States before 4 February 2006 will be made available in all languages. Papers presented after this date or papers submitted by international organizations will only be distributed in the language or languages in which they were submitted.
3. In line with the policy of the Organization to reduce the volume of printed documentation, the primary means of distribution for documents prior, during, and after the conference will be through the ICAO website. Printed documentation will be distributed on request. In addition one complete set of printed documents will be provided to each delegation at registration.
4. Interventions from the floor are encouraged, but will need to be brief, to allow for broad participation and the determination of a consensus.
5. The meeting shall endeavour to reach unanimous agreement on the substance of all items on its agenda. Should it not be possible to do so, the meeting shall reach a decision by taking a vote (*Directives to Divisional-type Air Navigation Meetings and Rules of Procedure for their Conduct* (Doc 8143), Part II, paragraph 4.1 refers).
6. A summary of discussions will be produced daily for information purposes only and will not identify individual interventions. Conclusions and recommendations emanating from the discussions of the conference will be presented for review and approval on the morning of the third day.
7. Interpretation and translation will be provided in six languages.

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