



WORKING PAPER

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

Montréal, 20 to 22 March 2006

Theme 1: The status of aviation safety today

Topic 1.3

INITIATIVES BY STATES AND INDUSTRY

(Presented by the Secretariat)

SUMMARY

This paper discusses the various multinational and regional aviation safety initiatives in use and the development of a global safety management system to coordinate and guide safety policies and initiatives.

Action by the Conference is in paragraph 5.

1. INTRODUCTION

1.1 In the past few years a large number of aviation safety initiatives have been introduced. These have been developed by State regulatory authorities, groups of States, international organizations, other organizations, as well as by operators in all aspects of civil aviation, flight operations, air traffic management, airport management, communication and navigation systems, aeronautical information systems, and training, to name some aspects. This has inevitably led to duplication in the effort applied and in the solutions developed.

2. DISCUSSION

2.1 An example of a comprehensive and highly successful initiative by a State has been the United States' Commercial Aviation Safety Team (CAST) Programme, formed in 1997, involving industry and regulators, with the objective of reducing the fatal accident rate by 80 per cent by 2007 if adopted worldwide. This regional plan projects a 73 per cent fatality risk reduction by 2007 through a programme of prioritized safety enhancements. The characteristics of the CAST Programme are being used in the South American Region by the Pan American Aviation Safety Team (PAAST) and, more recently, by the African Safety Enhancement Team (ASET) and by many other initiatives.

2.2 In Europe the Joint Aviation Authorities (JAA) is sponsoring the JAA Safety Strategy Initiative (JSSI). The JAA Future Aviation Safety Team (FAST) is analyzing future hazards based on studying areas of change in the industry especially in relation to technology. The FAST initiative has developed action plans for safety improvements, some of which are now being implemented by the European Aviation Safety Agency (EASA). The CAST and JSSI/FAST Programmes are already highly integrated and play a leading role globally in aviation safety.

2.3 A cooperative State effort, assisted by industry, and in cooperation with ICAO through its Technical Cooperation Programme, has been the formation of the cooperative development of operational safety and continuing airworthiness programmes (COSCAP), which have now extended to nine regional or sub-regional organizations. These programmes involve the sharing between States, of regulatory oversight functions and capabilities, to obtain complete coverage of these aspects for all the States in the group. They also involve the objective of establishing permanent regional safety oversight organizations (RSOOs) with common regulations and inspections.

2.4 The United States also introduced its International Aviation Safety Audit (IASA) to cover States whose operators intend to conduct operations into the United States. This initiative by the United States has been followed by the European Union (EU) with the Safety Assessment of Foreign Aircraft (SAFA) Programme. State Civil Aviation Authorities participating in SAFA publish on their websites the names of operators whose access to their States' airspace and destinations is prohibited. Recent EU proposals for common criteria for the qualification of foreign operators to operate into the airspace of and to destinations within EU member States will codify the procedures and extend entry restrictions to the airspace of all EU member States.

2.5 An example of an industry initiative has been the introduction by the International Air Transport Association (IATA) of its Operational and Safety Audit Programme (IOSA), initially for applicants for IATA membership and ultimately for all IATA member airlines. Successful conduct of this audit guarantees a minimum acceptable standard of safe airline operation. There has also been direct input by the major manufacturers.

2.6 Other combined efforts have involved the development and introduction of line operational safety audit (LOSA) and flight data monitoring/analysis (FOQA), both of which imply the need for detailed analysis and the sharing of information and operational solutions.

2.7 A highly successful combined initiative has been the Flight Safety Foundation and ICAO programme for the prevention of controlled flight into terrain (CFIT). This programme involved the development and introduction of publicity and training material with coordination on a worldwide basis and the adoption by ICAO of new requirements for equipment.

2.8 This non-exhaustive overview shows that safety programmes exist in all fields of the aviation system. The multinational and regional initiatives presented in this paper are complemented by numerous initiatives taken at the national level on a bilateral basis.

3. CURRENT DEVELOPMENTS

3.1 It has been realized that the ever-increasing scope of safety initiatives worldwide justifies a higher level of coordination to ensure that the benefits are shared and duplications in effort are reduced on a worldwide basis. IATA, at the request of ICAO, led a group of industry stakeholders in the development of a Global Aviation Safety Roadmap. The need for a roadmap for aviation safety was

identified during an ICAO Air Navigation Commission informal consultation meeting with industry that took place in May 2005. ICAO called upon those industry partners who were in a position to do so to work together to develop a common roadmap for aviation safety. The primary objective of the Roadmap is to provide a common frame of reference for all stakeholders, including States, regulators, airline operators, airports, aircraft manufacturers, pilot associations, safety organizations and air traffic service providers. The Roadmap is intended to address the near term, middle term and long-term safety situations to coordinate and guide safety policies and initiatives. It is intended to address the accident risk in a proactive manner rather than the reactive system that has been in use, with the major objectives of ensuring consistency, reduced duplication of effort and the improved communication of results. Part 1 of the Roadmap was presented to ICAO during December 2005.

3.2 Another global initiative is the ICAO Unified Strategy Programme that has the aim of providing assistance to States in the implementation of their corrective action plans where deficiencies have been found in ICAO universal safety oversight audits, and also to promote regional cooperation and the greater sharing of safety-related information. (See DGCA/06-WP/7).

4. CONCLUSIONS

4.1 It is encouraging to see a vast body of worldwide knowledge and experience actively improving safety. However, the full potential of these initiatives are not always realized due to a lack of prioritization, duplications of effort and shortfalls in communication. There is a risk that lessons learnt and solutions found in different locations that involve knowledge, procedures and techniques may not be shared in a way that can provide benefits to all. Coordinated efforts and improved communications are the keys to achieve optimum aviation safety benefits through reductions of inconsistencies and duplications in effort. Further initiatives need to be widely publicized and coordinated so that maximum advantage of the work can be taken. To this end, there is a need to more closely coordinate safety initiatives underway by States and industry stakeholders through an integrated approach.

5. ACTION BY THE CONFERENCE

5.1 The Conference is invited to:

- a) encourage States, as well as industry stakeholders, to more closely coordinate their safety initiatives to ensure optimum benefits to global aviation safety and reduce duplications in effort; and
- b) note the progress towards the development of an integrated approach to safety initiatives through the Global Aviation Safety Roadmap.

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