



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

Montréal, 20 to 22 March 2006

Theme 2: Improving aviation safety

Topic 2.1: Transparency and sharing of safety information

SHARING OF INFORMATION REQUESTED BY STATES THAT ALLOWS REAL-TIME ACCESS TO UPDATED DATA ON AIRCRAFT CONDUCTING INTERNATIONAL OPERATIONS

(Presented by Colombia)

SUMMARY

In this working paper, Colombia raises the possibility of implementing an expanded database application, shared and secure, between ICAO Contracting States desiring to voluntarily share information on aircraft conducting regular and non-regular operations between those States, which information may be accessed through a secure private network.

Action by the Conference is in paragraph 4.

1. INTRODUCTION

1.1 The Directors General Conference has been convened due to the need for transparency and sharing of information as a means of promoting operational safety. New and innovative approaches are required if this new element of cooperation is to be used between States.

1.2 To ensure the effective sharing of information on operational safety and the status of each aircraft, the computers tools that allow such sharing must be used to guarantee timely information so that each State may effectively conduct its monitoring functions.

1.3 The ICAO *Airworthiness Manual*, (Doc 9760), Section 5.3.1, establishes that the exporter of an aircraft or of aeronautical products must normally have obtained an export airworthiness approval from the aeronautical authority of the State in which the aircraft is registered or, in the case of a

¹ English version provided by Colombia.

new aircraft or aeronautical product, the State of Manufacturer. The export approval is normally monitored on a continuous basis by the aeronautical authority of the importing State.

1.4 It is imperative that all Contracting States and interested parties have access to the information of the importing State that is carrying out the continuous monitoring, as this is essential to adequate management of operational safety. Coordination of this expanded operational control can therefore only be achieved through a mutual cooperation programme with a view to real-time sharing of updated information on aircraft conducting international operations.

1.5 ICAO Doc. 9760, Section 5.3.1 also indicates that some States have established certain special requirements or conditions that must be met by aircraft or aeronautics products prior to validating the export approval issued by the exporting State. In many cases, the information corresponding to those special requirements or conditions is not available, therefore it is important for the exporter to obtain the necessary information on any special requirement or condition on the part of the civil aeronautics authority of the importing country.

2. BACKGROUND

2.1 We can observe at present that the established information exchange mechanisms do not contribute to an immediate response from the various States with respect to requirements for the export or import of aircraft.

2.2 It is currently difficult for each State to obtain information on the background of all operators who conduct special operations or over flights in the airspace of each State.

2.3 At present, information on the qualifications, restrictions or penalties applied to operators conducting international operations does not flow freely or quickly enough. Such information, where available, would allow the respective aeronautical authority to act promptly in regard to a special condition or to mitigate a potential risk.

2.4 The value of timely information with respect to the operational safety status of those who conduct international operations between various States, referred to here as expanded, would help provide background information on the operator, dissemination of local knowledge or specific requirements in regard to this operator, ensure clear information of persons responsible for the operations and share the type of authorizations that have been granted to a specific operator by each State.

3. DISCUSSION

3.1 The experience of the Special Administrative Unit of Civil Aeronautics of the Republic of Colombia with implementing a database application that contains information corresponding to various aircraft registered in the country, which is updated on an ongoing basis and which allows the legal and technical status of some to be determined at any time and from any location, has proven to be an invaluable tool in the exercise of continued monitoring of operational safety.

3.2 The implementation of an expanded shared and secure database system, between ICAO Contracting States desiring to voluntarily share information on aircraft conducting regular and non-regular operations between those States, which they could access through a secure private network, would add value to the capacity for expanding the monitoring of operational safety.

3.3 The foregoing would allow timely and streamlined compliance with the terms of Doc 9760, Section 5.3.1, above-mentioned and will mitigate risks and reduce efforts by providing information on the operating condition and modality of the foreign aircraft that operate on a sporadic or permanent basis in our countries.

3.4 This would help to ensure smooth authorizations for special operations, such as charters, by allowing database verification of approvals by licensing States with respect to this special operation or providing information on the background of the operator in terms of penalties or warnings.

3.5 The benefits of this updated, streamlined and timely information would be reflected in decentralization, increased safety, ongoing communication to increase knowledge, and consolidation of criteria as a result of this continuing relationship and of the exchange of information.

3.6 The system should allow appropriate management of the information without involving the operator of the aircraft and the respective privacy by means of agreements in which States commit to participating in this expanded information network.

3.7 Management of the database could be centralized and administered by ICAO or could be distributed amongst States, because there are developments in this area by some States, under this framework. A standard protocol would have to be developed that would ensure the capacity to interact with other applications for the purpose of sharing information when requested.

4. ACTION BY THE CONFERENCE

4.1 The Conference is invited to:

- a) take note of the information contained in this working paper and of the benefits that such an exchange would mean for air safety;
- b) recommend that the ICAO Council study the possibility of structuring an expanded database application, shared and secure, between Contracting States desiring to voluntarily share information related to the aircraft that conduct regular operations;
- c) urge States that have still not done so to implement electronic systems to manage information on the airworthiness status of their aircraft by means of database applications with the capacity for storing and sharing information related to all aircraft registered in each State; and
- d) encourage States to provide information on their specific management of this information in order that ICAO might initiate the blue print that would help assess the resources required for developing and completing the proposed initiative and that would involve the issuance of standards and recommendations on this exchange of information.