



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 2.5: Enhancing safety oversight

DEVELOPMENT OF REGIONAL SAFETY SOLUTIONS

(Presented by African States)²

SUMMARY

This paper discusses regional initiatives and solutions to facilitate and enhance sustainable safety oversight functions.

Action by the Conference is in paragraph 6.

1. INTRODUCTION

1.1 Results of the first audit cycle of the Universal Safety Oversight Audit Programme (USOAP) revealed that a number of States continue to experience difficulties in implementing Standards and Recommended Practices (SARPs) and maintaining adequate levels of safety oversight.

1.2 Although corrective action plans are being developed by States, some do not have the requisite human, technical and financial resources to adequately implement these plans and the critical elements of a safety oversight system.

1.3 An analysis of identified deficiencies show, in some cases, a misunderstanding of the SARPs and lack of appropriate practices within the regulatory organization leading to non-compliance.

¹ English and French provided by African States.

² Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cap Verde, Central African Republic, Chad, Comoros, Congo, Cote d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libyan Arab Jamahiriya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, Sudan, Swaziland, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe.

1.4 It is necessary that ICAO reviews its work programme to place less emphasis on developing SARPs and focus more on the development of guidelines and on acceptable means of compliance that take into account the specific situations in the regions.

2. ROLE OF SPECIALIZED AGENCIES IN SAFETY AUDITS

2.1 Taking into account the peculiarities of regions, solutions involving States within a region should be considered in order to resolve deficiencies in safety oversight. Moreover, ICAO Regional Offices are closer to States and have better appreciation of the State's level of aviation activities, and should therefore, be more involved in the implementation of safety improvement initiatives.

2.2 Experts from ICAO Regional Offices participate in the USOAP activities. However, the Regional Organizations (African Civil Aviation Commission (AFCAC), Arab Civil Aviation Commission (ACAC), Latin American Civil Aviation Commission (LACAC), European Civil Aviation Conference (ECAC), etc.) are not directly involved in these activities. Neither are they invited to attend or participate in other safety audits. This is likely to result in:

- a) poor coordination and communication of information on the audits results at a regional level;
- b) absence or limitation of experience sharing, lessons learnt, best practices to enhance safety oversight;
- c) duplication of efforts on safety oversight programmes and audits;
- d) non-effective follow-up, monitoring and coordination of the proposed corrective actions plans at a regional level;
- e) difficulties to implement the corrective actions plans due to lack of resources; and
- f) absence of interregional coordination and processes of harmonization and mutual recognition of safety oversight programmes and activities.

3. REGIONAL GROUPS

3.1 The Planning and Implementation Regional Groups (PIRGs) of air navigation plans play a fundamental role in the development of regional solutions for communications, navigation, and surveillance/air traffic management (CNS/ATM) systems, interregional coordination and harmonization of systems.

3.2 These groups review, periodically, deficiencies in air navigation fields and gather information on the state of implementation of the agreed programmes and plans.

3.3 To fulfil their duties, PIRGs establish specialized sub-groups and task forces to ensure a detailed analysis of the different air navigation domains and identify the appropriate solutions of planning and implementation. Since their establishment a considerable progress has been recorded in air navigation fields.

4. IMPROVING SAFETY VIA REGIONAL SOLUTIONS

4.1 The African States are of the opinion that the enhancement of safety oversight should consider regional solutions. These solutions can comprise:

- a) **involvement of the specialized regional organizations in the activities of safety oversight programmes of ICAO and all other Safety audits:** This approach to facilitate a better coordination, sharing of information and data and general applications of best practices allowing consolidation of expertise. In this case, it is proposed that the regional organizations should participate in all the safety audits; and
- b) **unified strategy:** The African States support the initiative to establish regional or sub-regional Safety Oversight Organizations (RSOOs) and urge ICAO to advise on the progress of implementation.

5. CONCLUSION

5.1 The regional solutions will facilitate sustainable solutions to safety oversight.

5.2 The African States are of the view that regional safety oversight will lead to enhanced safety oversight in the regions.

6. ACTION BY THE CONFERENCE

6.1 The Conference is invited to:

- a) review and discuss the proposals of regional solutions made in paragraph 4.1 of this paper; and
- b) request ICAO and other parties to study the proposal to involve regional organizations in the safety audits planned in Contracting States.

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