



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

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Theme 2: Improving aviation safety

Topic 2.2: Management of aviation safety

TRANSPARENCY AND PROTECTION OF SAFETY INFORMATION AGAINST IMPROPER USE

(Presented by twenty-one² Member States of the Latin American Civil Aviation Commission)

SUMMARY

This Paper analyzes the importance of transparency and sharing of information on aviation safety surveillance among the Contracting States and the need to protect the public against improper use of this information.

Action by the Conference is in paragraph 4.

1. INTRODUCTION

1.1 Systematic increase of aviation safety during ICAO's sixty years of existence has resulted in a reduction of the accidents and casualties rate although the traffic has increased in a vertiginous fashion.

1.2 Starting by the very existence of ICAO, as the ruling organization of civil aviation worldwide, and passing through the constant updating of Annexes regulating the operation of civil aircraft, many have been the initiatives contributing to the remarkable achievements in this field for decades.

1.3 A proactive approach on the initiatives related to accidents prevention is now possible thanks to the development of science addressed to human factors, evaluation of risks and the means for the collection and analysis of operational data; among other things.

¹ English and Spanish versions provided by LACAC.

² Argentina, Aruba, Bolivia, Brasil, Chile, Colombia, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, México, Nicaragua, Panamá, Paraguay, Perú, República Dominicana, Uruguay y Venezuela.

2. DISCUSSION

2.1 During the last decade, one of the initiatives substantially contributing to increase operational safety has been the audits to surveillance of aviation safety. Progressive disclosure of results and experiences among the Contracting States has been equally important, for which transparency addressed to promote mutual confidence is essential.

2.2 These authorities also are depositaries of people's confidence who expect the assurance of safety and efficiency in the service received. Such authorities organized at ICAO, working coordinated with the industry and other entities forming part of the civil aviation system, have to increase communication and exchange of information on experiences, findings and results, as well as the coordination and taking of actions addressed to an even safer air transport system for the travelling public to enjoy.

2.3 At the same time, we have the responsibility to protect this same public against improper use of information on aviation safety. The idea is not to provide information just for the sake of it, or placing information on the web site which could be manipulated with evil intentions for economic, commercial or other interests, taking advantage of the lack of technical knowledge of users. We must keep in mind the fact that an audit final report is not a document primarily destined to the general public and, due to its nature and specific language, could be subject to misinterpretations by the general layman, as well as to any ill-intended interpretation.

2.4 Information on aviation safety must be transparent and disclosed among civil aviation members who use it for improving safety and, above all, hold themselves responsible for their citizens.

2.5 The responsible inclusion of information in a safe website of ICAO where Contracting States have access to information on the results of audits and follow-up missions and comments of such states in this reference, as well as the database on contracts and discrepancies arisen from audits (AFDD), are important issues of transparency and sharing of information required at the present times. Also, it is useful to have the possibility of access to reliable and well-timed information on the registration, ownership and control of aircraft used for international navigation.

2.6 On the other hand, ICAO has to increase the requirements and undertake the responsibility to disclose those states substantially not complying with aviation safety surveillance, subject which, however, is generally due to the lack of adequate resources. ICAO must assume a proactive position in the management of support for these states in need, without conditioning, under any circumstance, this support to the attitude of these states in need in reference to the transparency and sharing of information related to aviation safety.

3. CONCLUSION

3.1 Aviation safety surveillance is a system where various components, regulations, evaluations, initiatives, experiences and actions converge. Responsible disclosure of these among the Contracting States through a safe ICAO website makes the role of this ruling institution stronger in the context of international civil aviation and concentrates training efforts on those having this possibility.

3.2 For economic, commercial and other reasons, the public should be protected against improper use of information on aviation safety, on account that this could be counter-productive for the travelling public and the industry.

4. **ACTION BY THE CONFERENCE**

4.1 The Conference is invited to:

- a) urge ICAO to establish a safe website accessible for all Contracting States where results of audits to aviation safety surveillance and follow-up missions, comments of the states and database of verifications and discrepancies arisen of these audits (AFDD) are published, and watch over any improper use of information on aviation safety surveillance; and
- b) urge ICAO to increase its requirements and undertake a proactive role in managing support to obtain the resources for those states in need.

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