



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

Topics 1.1: Worldwide and regional trends in aviation safety

1.2: The status of safety oversight

1.3: Initiatives by States and industry

CONCLUSIONS AND RECOMMENDATIONS

(Presented by the Secretariat)

REFERENCES

DGCA/06-WPs/2 (and Corr. No. 1), 3, 4, 11 (and Corr. No. 1), 16, 18, 21,
23^{Revised}, 36 and 37
DGCA/06-IPs/1^{Revised}, 7, 11, 12, 13, 14, 15, 17, 24, 27, 32, 33, 36, 37, 38, 41
(and Corr. No. 1), 46 and 48

1. CONCLUSIONS

1.1 The Conference agreed on the following conclusions:

a) *Aviation safety*

Even though air transport is a very safe mode of transportation, there is a need to achieve a further reduction in the number of accidents and especially fatal accidents to maintain the public confidence in the safety of the global air transport system;

b) *Safety oversight*

- 1) the first cycle of the ICAO Universal Safety Oversight Audit Programme (USOAP) has demonstrated that most of the ICAO Contracting States have made progress in improving their safety oversight capability. However, several States still do not have the capacity to exercise properly their safety oversight responsibilities and it is not certain that some of them will ever have the human and financial resources and the volume of activity necessary to support an

independent safety oversight system. It is therefore necessary to promote approaches such as a Safety Oversight Regional Organization that are allowing States to share the resources necessary for discharging their individual safety oversight obligations; and

- 2) the fact that a small number of States have not yet submitted their action plan or information on the status of implementation of their action plan is a source of concern. These States should cooperate fully with ICAO and take the requisite action.

c) *Initiatives by States and industry*

- 1) it is encouraging to see the numerous initiatives taken by States and the industry to improve aviation safety. The Conference noted with interest the initiatives presented such as the various regional safety groups (CAST, PAAST, JSSI, ASET, NARAST, SARAST and SEARAST) and the various industry activities such as the IOSA programme of IATA, the IS-BAO of IBAC, and including the programme developed by the Republic of Korea to assist in the monitoring of compliance with SARPs. The Conference also noted that the safety data collected by such initiatives can be very useful to States when developing or performing their safety oversight activities or developing safety activities;
- 2) while initiatives by States or the industry to improve aviation safety are useful, and effective, their full potential is not always realized due to a lack of prioritization, to the duplication of effort and to 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. In that context, the Conference welcomes the development of the Global Aviation Safety Roadmap by the industry at the request of ICAO which will provide that basis for development by ICAO of a global framework for the coordination of safety policies and initiatives;
- 3) where further initiatives result in additional regulation proposed regulations should be subjected to risk assessment and cost-benefit analysis to establish their full validity;
- 4) ICAO should analyse recommendations of the various regional safety groups and assess whether some aspects could be incorporated in ICAO SARPs and guidance material; and
- 5) the Conference also reaffirmed the central role of ICAO in securing the necessary coordination of efforts across the whole spectrum of involvement of States and industry.

2. **RECOMMENDATIONS**

2.1 The Conference agreed on the following recommendations:

a) *Aviation safety*

Further improvement of aviation safety and the reduction of the number of accidents, fatal accidents and fatalities should continue to be an objective of the highest priority for ICAO, which will require a comprehensive and proactive approach coordinated among ICAO, industry and service providers;

b) *Safety oversight*

Proper safety oversight by States is one of the basic tenets of aviation safety. In view of the continuing difficulties faced by several States and the resulting need for assistance, ICAO, industry, and donor organizations should redirect resources towards the establishment of sustainable safety oversight solutions; and

c) *Initiatives by States and industry*

ICAO, in collaboration with all stakeholders, should continue the development of an integrated approach to safety initiatives based on the Global Aviation Safety Roadmap which would provide a global framework for the coordination of safety policies and initiatives.

— END —