



WORKING PAPER

**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 2.3: Unified strategy to resolve safety-related deficiencies

CONCLUSIONS AND RECOMMENDATIONS

(Presented by the Secretariat)

REFERENCES

DGCA/06-WPs/7, 11 (and Corr. No. 1), 17, 23^{Revised}, 28^{Revised}, 29 (and
Corr. No. 1) and 31^{Revised}
DGCA/06-IPs/16, 18, 31, 45 and 47

1. CONCLUSIONS

1.1 The Conference agreed to the following conclusions:

a) *Assistance to States*

- 1) despite the audits and follow-up missions conducted by Universal Safety Oversight Audit Programme (USOAP) a significant number of States have not been able to implement their corrective action plans and fulfil their safety oversight obligations;
- 2) The ICAO Unified Strategy Programme (USP) is valuable for coordinating assistance to Contracting States and establishing regional safety oversight initiatives; it could help ensure that optimum assistance is provided;
- 3) special emphasis is placed on the importance of having autonomous civil aviation administrations, the absence of which is a serious obstacle to implementing safety oversight in certain States;
- 4) regional partnerships and the regional safety oversight organizations or initiatives represent good vehicles for enabling States to fulfil their safety

oversight obligations and, with the support of various stakeholders, would achieve long-term sustainable results;

- 5) IFFAS as a funding mechanism (not an implementation tool) and other international donor funding should be coordinated for optimum results; and
- 6) there is a need for ICAO to improve the effectiveness of its technical assistance tools and to increase involvement of its Regional Offices so as to provide a more effective technical support and training of national experts.

b) *Information Exchange*

- 1) sharing of critical safety information among Contracting States performing safety oversight functions enhances standardization, improves implementation of safety measures, and reduces duplication of efforts; and
- 2) the Flight Safety Information Exchange (FSIX) which was launched by Organization as a portal website is a practical means to facilitate the sharing of safety-related information among member States as well as the industry.

2. **RECOMMENDATIONS**

2.1 The Conference agreed to the following recommendations:

a) *Assistance to States*

- 1) contracting States are encouraged to promote further development of regional and sub-regional organizations to strengthen safety oversight capabilities;
- 2) in order to fulfil their obligations under the Chicago Convention, Contracting States are encouraged to better cooperate both bilaterally and at the regional level to make appropriate arrangements to perform their safety oversight obligations when they do not individually possess adequate human, technical and financial resources;
- 3) Contracting States in need of assistance should coordinate with the Unified Strategy Programme Unit to validate that their action plans are likely to achieve desired results, and to identify the most appropriate assistance mechanisms. Assistance can be channelled through various options to include the Technical Cooperation Programme;
- 4) ICAO should improve the effectiveness of technical assistance tools and funding mechanisms for the correction of safety-related deficiencies, including the International Financial Facility for Aviation Safety (IFFAS);
- 5) ICAO should increase the involvement of its Regional Offices so as to provide a more effective technical support for Contracting States;

- 6) ICAO should adapt its working methods to allow full involvement of regional organizations responsible for safety oversight and technical work and request the Secretary General, in accordance with clause 7 of Resolution A35-7, to continue to foster coordination and cooperation between USOAP and audit programmes of other organizations related to aviation safety and specifically with IATA and EUROCONTROL;
- 7) contracting States should be encouraged to take appropriate legislative measures to provide autonomy to their Civil Aviation Administration as soon as possible; and
- 8) States as well as other stakeholders that are in a position to do so, make financial contributions and/or contributions in kind to support States in need of assistance to rectify their safety oversight deficiencies through the Unified Strategy Programme.

b) *Information Exchange (FSIX)*

Contracting States and associated industry and professional organizations are encouraged to provide guidance material and relevant safety-related information to the international civil aviation community through the ICAO Flight Safety Information Exchange (FSIX) website.

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