



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 2.5: Enhancing safety oversight

CONCLUSIONS AND RECOMMENDATIONS

(Presented by the Secretariat)

REFERENCES

DGCA/06-WPs/9, 11 (and Corr. No.1), 14^{Revised}, 25, 28^{Revised}, 33 and 35
DGCA/06-IPs/5, 6, 19 and 42

1. CONCLUSIONS

1.1 The Conference agreed to the following conclusions:

a) *USOAP*

- 1) full cooperation by States is required for optimum functioning of USOAP. To this end, acceptance of on-site audits as scheduled by ICAO is essential; and
- 2) an additional mechanism to rapidly resolve significant safety concerns identified under USOAP should be developed to require States to address these concerns in a timely manner agreed by the Secretariat and the Generic Memorandum of Understanding (MOU) amended accordingly.

b) *Unified strategy*

The unified strategy to resolve safety-related deficiencies requires an ongoing effort by all stakeholders to ensure effective and sustainable safety oversight solutions and full compliance with safety-related provisions; and

c) *Direct assistance*

Interim measures are required to ensure that every Contracting State has a fair opportunity to operate international airlines. An active role is envisaged for ICAO to identify States where immediate action is required to initiate safety oversight enhancements and consult with the States concerned to implement an immediate interim solution for their air operators. A pool of international safety inspectors and other safety oversight experts could be established to this end. Generous cooperation by States and other stakeholders in a position to do so would be required. A scheme for ICAO to manage direct assistance to States and air operators could be developed accordingly.

2. **RECOMMENDATIONS**

2.1 The Conference agreed to the following recommendations:

a) *USOAP*

- 1) States should fully cooperate with USOAP, including acceptance of on-site audits as scheduled by ICAO; and
- 2) ICAO should develop an additional mechanism to rapidly resolve significant safety concerns identified under USOAP and amend the Generic Memorandum of Understanding (MOU) accordingly.

b) *Unified strategy and direct assistance*

- 1) ICAO should consider the feasibility of a scheme, to be approved by the next Session of the Assembly, for ICAO to manage direct assistance to States having inadequate safety oversight capability and to air operators of such States, based on a pool of international safety inspectors and other safety oversight experts made available by States and other stakeholders. Such a scheme should take into account issues raised in DGCA/06-WP/28 as well as possible legal and financial difficulties; and
- 2) ICAO should consider the allocation of funds for the unified strategy programme and direct safety oversight assistance within the Programme Budget for the triennium 2008-2009-2010.

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