



**WORKING PAPER**

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

**Montréal, 20 to 22 March 2006**

**Theme 3: Beyond the current framework**

**Topic 3.1: Safety framework for the 21st century**

**CONCLUSIONS AND RECOMMENDATIONS**

(Presented by the Secretariat)

**REFERENCES**

DGCA/06-WPs/10, 11 (and Corr. No. 1), 17, 20 and 31<sup>Revised</sup>  
DGCA/06-IPs/10 and 35

**1. CONCLUSIONS**

1.1 The Conference agreed to the following conclusions:

- a) economic liberalization has become one of the defining features of modern-day aviation and it is having a major impact on the aviation industry. There is a need to ensure that the safety framework continues to meet the requirement for the safe and orderly development of international civil aviation;
- b) there is a need to clarify the concept of the operator and the relationship with the State responsible for its safety oversight;
- c) the content, nature and structure of the Annexes to the Chicago Convention should be reviewed to ensure that ICAO Standards focus on safety objectives, while giving more flexibility to Contracting States in deciding the means of implementation;
- d) there is a need for a higher level of coordination in technical cooperation activities to reduce duplications in effort and benefit as many States as possible; and
- e) flags of convenience exist in civil aviation today and should not be tolerated.

## 2. RECOMMENDATIONS

2.1 The Conference agreed to the following recommendations:

- a) the Council should consider amplification to the definition of “State of the Operator” and “operator” by further specifying the necessary correspondence between the “principal place of business” and the location where “operational control” is exercised as a means to identify the State responsible for safety oversight;
- b) Contracting States should fulfil their obligation under Article 83 to register all agreements related to civil aviation safety;
- c) ICAO should develop guidance material to be used by States to implement coherent economic and technical policies by their civil aviation authorities;
- d) ICAO should consider improvements in the process developing and adopting Standards and Recommended Practice by:
  - 1) assessing systematically their impact on the industry and other interested parties;
  - 2) making more systematic use of recommendations published by accident investigation bodies; and
  - 3) developing criteria for determining which Standards are of critical importance for ensuring global safety and for which notifying differences would be acceptable only exceptionally and which Standards are of a detailed technical nature should be changed into Recommended Practices or removed from ICAO Annexes and turned into guidance material.
- e) ICAO should complement the set of Annexes to the Chicago Convention with a new Annex on safety oversight, safety assessment and safety management;
- f) all stakeholders engaged in devising and financing projects aimed at increasing aviation safety in low income countries, should strengthen their cooperation and exchange information and experience to avoid duplication of effort; and
- g) the Council should study the issue of flags of convenience taking into account the experience gained by the International Maritime Organization in dealing with this issue in the maritime area.

— END —