

ELEVENTH AIR NAVIGATION CONFERENCE

Montreal, 22 September to 3 October 2003

Agenda Item 4: Capacity-enhancement measures

4.2 Regional measures

:

RECTIFICATION OF DEFICIENCIES IN THE AIR NAVIGATION FIELD

(Presented by Ethiopia)

SUMMARY

Although Article 28 of the Convention on International Civil Aviation clearly indicates the responsibility of Contracting States to provide air navigation facilities and services to facilitate international air navigation, deficiencies continue to persist. This paper proposes the need to examine whether the actions so far taken by ICAO were sufficient to assist Contracting States rectify deficiencies or additional rigorous measures are necessary.

1. INTRODUCTION

1.1 A lot of effort has been made by both Contracting States and ICAO to prepare and implement regional air navigation plans to improve the existing levels of Safety in the air navigation field.

1.2 The 32nd Session of the Assembly directed the Council to establish the ICAO Universal Safety Oversight Audit Programme (USOAP) to monitor the implementation of safety-related Standards and Recommended Practices (SARPs) mainly to Annex 1 — *Personnel Licensing*, Annex 6 — *Operation of Aircraft* and Annex 8 — *Airworthiness of Aircraft*.

1.3 Further more the 33rd Session of the Assembly resolved that the ICAO Universal Safety Oversight Audit Programme (USOAP) be continued and expanded to Annex 11 — *Air Traffic Services*, Annex 13 — *Aircraft Accident and Incident Investigation* and Annex 14 — *Aerodromes*.

1.4 Main users of air navigation facilities and services like the International Air Transport Association (IATA) and the International Federation of Air Line Pilots' Association (IFALPA) have been valuable sources to identify deficiencies and forward the information to the representative regional office for action.

2. DISCUSSION

2.1 Despite the efforts made by ICAO so far, and the clear responsibilities of States under Article 28 of the Convention on International Civil Aviation, deficiencies continue to persist. In some regions like AR the level of concern on deficiencies is relatively higher than other regions.

2.2 If the mechanisms devised by ICAO to eliminate deficiencies have not enabled the desired result, it is imperative to explore other options. This becomes even more valid when the focus is directed towards global air traffic management system.

2.3 In AN-Conf/11-WP/10 it is stated that one of the objectives of the ICAO Global Aviation Safety Plan (GASP) is to decrease worldwide accident rates particularly in those regions where they remain high. To achieve this objective a number of activities have been under taken including the completion of the first cycle of audits of Annexes 1, 6, and 8 under the Safety Oversight Audit Programme.

2.4 The Safety Oversight Audit Programme as we all know it allows states to identify deficiencies. However, to implement remedial actions by States on identified deficiencies it requires among other things qualified people, proper legal instrument, organization and funding together with the political will of States to do it. According to available information some Contracting States lack the above essential elements. Therefore, the completion of the first cycle of audits of Annexes 1, 6, and 8 or even the expansion of the programme to audit Annexes 11, 13 and 14 can only take us half of the journey.

2.5 Audits can only be considered to have the best potential to reduce the number of accidents if they are followed by appropriate mechanism to rectify the identified shortcomings. The global aviation safety plan (GASP) and the existing safety-related activities of ICAO can only enable States achieve a higher level towards eliminating deficiencies if we do more beyond auditing shortcomings.

2.6 The global air traffic management (ATM) operational concept and its acceptance by Contracting States are critical to improvements in safety, efficiency and related aspects. The success of such a concept greatly depends on how well it is designed to embrace all regional plans in the field of air navigation, which are at different levels.

3. CONCLUSIONS AND RECOMMENDATIONS

3.1 Rectification of deficiencies so far, is left to Contracting States. However, the pace at which States move towards this goal is slow. Therefore, ICAO needs to devise a better mechanism to ensure identified deficiencies are rectified in all its Contracting States.

3.2 The expansion of the Safety Oversight Audit Program to Annexes 11, 13 and 14 will reveal more concerns for the safety of international civil aviation. Therefore ICAO needs to prepare a better solution to quickly rectify deficiencies in the areas of expansion.

3.3 The global air traffic management system (ATM) operational concept needs to acknowledge the disparity in the levels of the different regional plans in the field of air navigation.

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