

ICAO Action

The safety recommendations addressed to ICAO are very broad in scope, and essentially address aspects of a State's oversight of its aviation operations. As a result of the ICAO safety oversight audit programme, ICAO is aware of many of the issues raised in the recommendations and has begun work to address these issues through a series of different programmes. As paragraph 4.2 of the referenced accident report notes, the ICAO unified strategy is one of the main vehicles ICAO is using to address these issues.

The unified strategy, which has a high priority in ICAO, comprises two main elements. The first aims to provide assistance to States, or groups of States, in resolving safety-related deficiencies by the process of gathering and analyzing safety-related data from different groups of States in order to determine potential areas of application. It should be noted that Contracting States also have a responsibility to assist in the global safety oversight effort by increasing vigilance and taking appropriate action. The second strategy aims to support this increased vigilance by raising the level of transparency and sharing of safety information by States when they perform their safety oversight functions. The unified strategy also establishes systems to ensure that those States that are unable to meet their safety oversight obligations receive the support that they require. These systems will focus the resources of the international civil aviation community towards the most urgent requirements. This will involve partnerships between ICAO, States, industry, financial institutions, airspace users and others.

Experience has shown that States that cooperate and share resources through regional and sub-regional organizations can make progress towards the resolution of safety-related deficiencies. Accordingly, ICAO will continue to foster and support such sub-regional organizations. Most recently, during the Global Summit on Regional Aviation Safety Oversight from 1 to 3 February 2005 in Washington, D.C., ICAO played a prominent role. Furthermore, a Unified Strategy Seminar on regional cooperation for safety oversight is planned for September 2005 in Cairo, Egypt, under the auspices of ICAO.

As the report of the Benin accident clearly illustrates, the proliferation of differing types of commercial aviation operations can provide difficulties for States in determining the roles and responsibilities for providing effective safety oversight of such operations. Accordingly, the Secretariat will consider the role of the State of the Operator and the distinction between scheduled and charter flights when related Standards and Recommended Practices are reviewed. Where necessary, the matter will be brought to the attention of the Air Navigation Commission.

Finally, with respect to providing guidance to States on their safety oversight responsibilities, the ICAO *Safety Oversight Manual*, Part B (Doc 9734), is currently being finalized and will be issued in 2006. The manual will provide guidance on the establishment of Regional Safety Oversight Organizations (RSOO) and outline the duties and responsibilities of ICAO Contracting States, individually and/or collectively, with respect to the establishment and management of a regional safety oversight system. The manual is addressed to high-level government officials and will provide information and guidance to assist States in fulfilling their safety oversight-related obligations.