



ASSEMBLY — 35TH SESSION

EXECUTIVE COMMITTEE

- Agenda Item 16: Improvement of safety oversight**
16.2: Transition to a comprehensive systems approach for audits in the ICAO Universal Safety Oversight Audit Programme (USOAP)

FURTHER DEVELOPMENT OF THE COMPREHENSIVE SYSTEMS APPROACH FOR THE CONDUCT OF SAFETY OVERSIGHT AUDITS

(Presented by the Russian Federation)

SUMMARY

This paper contains a proposal for the further development of the comprehensive systems approach for ICAO safety oversight audits, involving the future transition to monitoring the level of safety in States.

Action by the Assembly is in paragraph 3.

REFERENCES

A35-WP/7
Doc 9828

1. INTRODUCTION

1.1 During its review of the proposals for the development of the general concept of safety oversight, the 32rd Session of the ICAO Assembly established the need to develop a long-term implementation programme within the framework of ICAO.

1.2 The Russian Federation is very pleased to note that ICAO has made considerable progress in this direction in the last three years.

1.3 The comprehensive systems approach proposed by ICAO in WP/7, for the conduct of safety oversight audits in States, presents new opportunities for improving the auditing methods and reducing the costs to States in the programme.

2. DISCUSSION

2.1 The draft resolution contained in A35-WP/7 provides for the expansion of the safety oversight audits in States to include the safety-related provisions contained in all safety-related Annexes to the Chicago Convention.

2.2 The Russian Federation supports this approach to implementing the ICAO Universal Safety Oversight Audit Programme (USOAP). It considers it to be the next step in the evolution of USOAP towards audits of States' compliance with the target level of safety, as provided for, in particular, in the future global ATM operational concept adopted by the Eleventh Air Navigation Conference.

2.2.1 Such a transition to audits of States' compliance with a directly assigned target level of safety recommended for States should take place starting in 2011, upon completion of the 2005-2010 six-year audit cycle to be conducted within the framework of USOAP's comprehensive systems approach, as provided for in WP/7.

2.3 The importance of the transition to audits of the target level of safety lies in the fact that international flight safety depends, amongst other factors, on the level of safety achieved in those States which are engaged in air services. If the levels of safety in these States are more or less at the recommended levels, then the safety of such international services will be favourable. If, however, the level of safety in one of the overflown States is twice as low as the recommended level, then studies have shown the total risk to passengers and, accordingly, to the international flight, to be 30% higher than the target level.

2.4 To provide for the transition to audits of the target level of safety, a whole series of studies have to be conducted to validate the target level of safety for a given State and within a specific time frame. Methods for monitoring States' compliance with the target level of safety will also have to be developed and all the work should, ideally, be completed by no later than 2010.

2.5 Once ICAO has made the transition to audits of the target level of safety, starting in 2010, safety oversight audits in States based on the comprehensive systems approach to States' compliance with the safety-related SARPs contained in ICAO Annexes and other documents should be conducted by the States themselves with the participation of representatives of the ICAO Regional Offices. Such audit reports should then be submitted to ICAO for review and necessary action.

2.6 To our mind such a concept of future audits would scarcely require increasing the amount of funding for ICAO in this area and would provide ICAO with comprehensive information on the levels of safety achieved at the State, regional and global levels.

3. **ACTION BY THE ASSEMBLY**

3.1 The Assembly is invited to:

3.1.1 Note the information contained in Section 2 of this paper;

3.1.2 Support the draft resolution contained in WP/7, with the addition in the operative clauses of an additional clause after paragraph 10, which would read as follows:

“*Requests* the Secretary General to study and develop the necessary documentation for the transition, at an appropriate time, to audits of States’ compliance with the level of safety recommended by ICAO.”

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