



International Civil Aviation Organization

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ROLE OF THE REGIONAL INTERNATIONAL ORGANIZATION OF CIVIL AVIATION IN ENSURING FLIGHT SAFETY

(Presented by the Interstate Aviation Committee²)

EXECUTIVE SUMMARY

This paper presents information on the role of the regional international organization of civil aviation in enhancing the flight safety level of the member-States and proposes ways of solving problems at the regional level.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective A (<i>Safety – Enhance global civil aviation safety</i>).
<i>Financial implications:</i>	Not applicable.
<i>References:</i>	Doc 9756, <i>Manual for Aircraft Accident and Incident Investigation</i>

1. INTRODUCTION

1.1 The Interstate Aviation Committee (IAC), being an international organization which unites twelve States in accordance with the authorities granted to it by its member-States on the basis of the Agreement on Civil Aviation and Airspace Use (international agreement signed in December 1991 and registered in ICAO), it realizes along with its other functions, aircraft accident investigation and develops recommendations to prevent aircraft accidents involving civil aircraft of these States. This ensures the implementation of the principles of independent and objective systems analysis of the accident rate factors recognized in the world aviation community, and development of recommendations aimed at improving flight safety.

¹ English and Russian version provided by the Interstate Aviation Committee.

² Interstate Aviation Committee (IAC) is the executive body of the interstate Agreement on Civil Aviation and Airspace Use (international agreement, participants of which include Azerbaijan Republic, Republic of Armenia, Republic of Belarus, Georgia, Republic of Kazakhstan, Kyrgyz Republic, Republic of Moldova, the Russian Federation, Republic of Tajikistan, Turkmenistan, the Ukraine, Republic of Uzbekistan).

1.2 IAC plays a special role of international cooperation in the field of aircraft accident investigation and prevention.

2. ROLE OF THE REGIONAL ORGANIZATION OF CIVIL AVIATION IN IMPROVING FLIGHT SAFETY

2.1 Supporting ICAO efforts to develop regional and sub-regional interaction of the States in solving flight safety oversight problems, following the conclusions and recommendations of the Directors General of Civil Aviation Conference on a Global Strategy for Aviation Safety held from 20 to 22 March 2006, IAC proceeds from the fact that establishing regional and sub-regional organizations in this sphere of activity has a considerable potential for rendering practical and effective assistance to States.

2.1.1 The need to combine efforts of the international aviation community is to a large degree conditioned by the fact that solving flight safety problems demands not only special knowledge in certain spheres of activity, but also substantial financing, combining resources and the experience of unique specialists.

2.1.2 At present, aircraft accident investigation cannot be mono-national in essence, as it involves participation of not only the States of Design, Manufacture, the Operator and Registry, but also the States whose citizens were killed in the accident. The multinational character of investigation is largely determined by the intensive migration of the population in the world as well as in the member States of the Agreement.

2.1.3 IAC has been consistently pursuing the policy of deepening international cooperation in the sphere of improving flight safety. Its specialists are members of the International Society of Air Safety Investigators (ISASI) and are working in the study groups of ICAO and other international organizations.

2.1.4 IAC has signed agreements of cooperation in the field of aircraft accident investigation and prevention with Australia, France, Germany, Iran, Mongolia, Norway, South Africa, the United Kingdom, the United States, etc.

2.1.5 At present there are seven scientific and technical centres in the world which are able to carry out the required complex of works in full measure while conducting aircraft accident investigations (Australia, Canada, France, Germany, the United Kingdom, the United States and IAC).

2.1.6 The experience of IAC's long-term international cooperation in the field of aircraft accident investigation and prevention, including cooperation with the above-mentioned centres, confirms high efficiency and obvious advantages of international cooperation.

2.1.7 For the fifteen years of IAC activity (1991 – 2006) over 380 aircraft accident investigations have been conducted, including a considerable number of international investigations. More than 3 000 preventive recommendations have been worked out. During this period IAC has been interacting in its aircraft accident investigation activity with the aviation administrations and investigation bodies of fifty-one countries of the world, eighty-eight investigations have been conducted beyond the borders of the region.

2.1.8 These are the examples of effective interaction:

- a) a large volume of work was realized with the Aircraft Accident Investigation Bureau (B.E.A.) of France. One should specially note a unique complex of joint work carried out in the Black Sea to discover and extract the A-320 aircraft flight recorders; and
- b) over thirty accident investigations were conducted with the United States National Transportation Safety Board. In the course of these investigations close interaction of specialists at a high professional level made it possible to achieve a considerable contribution to enhancing flight safety – recommendations have been developed and measures realized to improve the production technology of aircraft structural elements from composition materials, new constructive schemes of control systems have been developed, airworthiness standards and certification procedures are being perfected.

2.1.9 Operational and timely information about the circumstances of aircraft accidents, received by IAC within the framework of international cooperation is being immediately brought to the notice of the aviation administrations of the member States of the Agreement on a confidential basis in order to take urgent preventive measures. Such cooperation and interaction have become a rule. This approach fully meets the requirements of the ICAO *Manual for Aircraft Accident and Incident Investigation* (Doc 9756).

2.2 With the aim of improving flight safety in the region, beginning in 2001 within the framework of the ICAO/IAC Project, aviation administrations are being rendered practical assistance in the introduction of aviation rules, based on the ICAO Standards and Recommended Practices (SARPs), training specialists from inspections, flight and engineering services (over 1 600 specialists have received such training), establishing training centres for the aeronautical specialists training according to the ICAO TRAINAIR Programmes, holding conferences, and distribution of flight/methodical and technical materials.

2.3 A sharp rise in the accident rate in the region in 2006 caused a serious concern for the aviation administrations. In order to improve flight safety the following measures are being taken:

- a) continuation of the research aimed at reducing the influence of the “human factor” problem, which is the main accident rate factor in air transport in all aspects of manifestation (flight operations, air traffic management and control, aircraft maintenance, manufacture and overhaul);
- b) development of special flight personnel training and educational programmes for the pullout of aircraft from a complicated attitude;
- c) bringing the level of the preparation and execution of charter flights to the level of the scheduled flight support;
- d) paying special attention to the organization and execution of flights under mountainous conditions, solving the CFIT problem;

- e) development of the continuing airworthiness programme for the ageing aircraft fleet (more than 30 years), which is being operated in different regions of the world aviation community;
- f) ensuring effective author's oversight and control of the safe aircraft operation on the part of the aircraft and aeronautical equipment manufacturers in close cooperation with the aviation administrations;
- g) development of the regional Safety Management Manual with the account of Doc 9859, regional system of the audit control of flight safety and maintaining aircraft airworthiness; and
- h) measures are taken to improve the operation of the aircraft, having a foreign registration, in the States of the region.

2.4 IAC supports ICAO efforts to hold a regular Accident Investigation and Prevention (AIG) Divisional Meeting in 2008 and is preparing the appropriate proposals for improving the normative base of the aircraft accident investigation. the above-mentioned information.

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