



WORKING PAPER

ASSEMBLY — 36TH SESSION

TECHNICAL COMMISSION

Agenda Item 25: Follow-up of the DGCA/06 Conference on a Global Strategy for Aviation Safety

ENHANCEMENT OF ICAO ROLE FOR AVIATION SAFETY

(Presented by Pakistan)

EXECUTIVE SUMMARY

The main objective of this paper is to confirm our commitment for aviation safety, security and passenger comfort under the umbrella of ICAO and explore an innovative approach to civil aviation safety oversight in the 21st century. Due to globalization, geopolitical problems, polarization of commercial aviation and formation of many regional groups and audit bodies, adoption of a standardized strategy for surveillance of aircraft by ICAO is considered essential. It is suggested that with consensus of Contracting States such regulations are to be formulated which can enhance the role of ICAO and set up a standardized system of surveillance better than existing standards of regional and individual States. Such a formula can offer to the international community satisfactory assurances that the required level of safety will be maintained by all Contracting States.

Action: The Assembly is invited to:

- a) note the contents of this paper; and
- b) request all the Contracting States to consider the proposal for enhancement of an ICAO role in supporting the Contracting States which are in compliance with ICAO Standards but are in disagreement on Standards with other regional authorities.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective A.
<i>Financial implications:</i>	
<i>References:</i>	

1. INTRODUCTION

1.1 ICAO, in its 35th Session of the Assembly, endorsed a new unified strategy to resolve identified safety-related deficiencies. One of the major features of this concept is transparency and increased disclosure with respect to important safety-related information. Despite this new strategy, and in the presence of the ICAO Universal Safety Oversight Audit Programme (USOAP), the regional groups and individual States are developing their own procedures and standards for surveillance of aircraft. It is our apprehension that if appropriate steps are not taken by ICAO at this stage, it will undermine the role of ICAO in future. Due to different standards of aviation safety and rapid changes in global politics the developing countries are facing difficulties in fulfilling their international obligation.

1.2 In the absence of innovative solutions it is highly probable that situation will further deteriorate in the 21st century and an increasingly wide divergence will emerge between different states, especially with the increasing globalization of air transport, which will make national safety oversight tasks more and more complex. In order to improve the existing situation and to overcome the difficulties of future adoption of a common strategy by all States to strengthen the role of ICAO in aviation safety will help in improving the standard of aviation safety especially in developing countries.

2. REASONS FOR ENHANCEMENT OF ICAO ROLE

2.1 The main reason for enhancement of ICAO role in aviation safety is rapid development of regional groups and formulation of many regulatory bodies in different continents. Many auditing bodies have been developed and they are setting their own standards for aviation safety. Underdeveloped and developing countries are facing great challenges in achieving the required standards set by different regulatory authorities existing today and others which may arise in the future.

3. PROPOSED ENHANCED ROLE OF ICAO

3.1 In view of the prevailing situation around the world, and keeping in view the difficulties faced by the Contracting States of developing countries, the following measures are suggested for enhancement of ICAO's role in aviation safety:

- a) on behalf of all Contracting States and in support of national regulatory authorities standardized rules and procedures are to be developed for conducting the surveillance of aircraft. If any regulatory body or regional group has better suggestions they should be presented in the appropriate forum of ICAO. After discussion and suggestions, better regulations may be introduced for implementation by all Contracting States;
- b) in case a Contracting State has a complaint that due to different interpretation of ICAO regulations or due to any reasons its status has been degraded by another State or regional group, the ICAO decision on the issue should have final verdict; and
- c) develop a uniform system of training and provide equal opportunities to all Contracting States.

4. **ADVANTAGES OF STANDARDIZATION**

- a) An independent body like ICAO would have the merit of developing standardized procedures for surveillance of aircraft and its implementation without any influence and political differences among different States;
- b) The introduction of a uniform system of training of inspectors would offer a positive guarantee in respect of safety standards at both national and international levels;
- c) It could offer incentives to States which are unable to resolve their discrepancies due to paucity of resources. Recommendations can be given to the ICAO International Financial Facility For Aviation Safety (IFFAS) for allocation of funds; and
- d) Development of an appropriate forum for resolution of disputes will minimize the differences among Contracting States.

5. **CONCLUSION**

5.1 ICAO Standards and Recommended Practices should be the universal benchmark. The States which comply with, and satisfy the various audits and oversight/surveillance programmes conducted by ICAO, should be given due weightage in any disagreements with other regional authorities or agencies. ICAO should play a more active and supportive role.

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