ICAO/ATAG/WB Development Forum
Maximizing Civil Aviation's Economic Contribution

Safe, Secure and Sustainable Air Transport in Open Skies –
Challenges and Potential

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Working Group 3 – Safety and Security

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KEY QUESTIONS AND ANSWERS

1.   Why should the rest of the world care for regions with a low safety record?

- International obligations
- Passengers come from around the world are accident victims in poor safety regions
- Business needs confidence in air travel to invest and advance their opportunities in those regions
- Airplanes and pilots are exportable. If a country has poor oversight of airworthiness or licensing, they can thereby negatively affect safety in other countries.
- To accelerate improvements the rest of the aviation world needs to see the regional safety problem as the larger "us" and not just "them." We are one industry.

2.　　　　　What is needed to convince governments to support the development of strong regulatory oversight?

- Political will is the key ingredient!
- Most African DGs are true aviators but they need higher level ministerial support.
- Strong political will is often driven by adequate knowledge, but many ministers are politicians who lack such knowledge. So aviation leaders need to develop the messages to convince them to have the will. They must create a message that ministers can understand in terms of the financial benefits that arise from developing a civil aviation authority that follows and enforces international standards. International conferences enable them to contact industry people who can help develop such messages.
- Aviation leaders must develop better and more appropriate frameworks or models to measure the economic benefits so that politicians they will agree to support regulatory funding if those measures are met. One example is Surinam's "8 golden rules" that got them to Category 1.
- Governments must understand that they need to meet standards in order to participate in the liberalization of aviation.
- Global industry stakeholders need to meet with the ministers and higher levels in government.

3.　　　　　What kind of policies would have to be in place so that sound safety oversight can be self-sustaining?

- If possible, the aviation regulators should be removed from the civil service so they are not caught in political pressures when making safety decisions. They should be independent so they can be responsible for safety.
- Independence requires budgets derived from aviation generated fees. Some countries do not have enough traffic to generate enough autonomous fees, so they need to expand their fee structure by including departure tax, licenses, AOC fees, etc.
- Need good staff and that requires funds to pay adequate salaries so they are not poached by more advanced countries.
- Standards being used in a developing country should not just copy the FAA or JAA verbatim but should try to meet the standards at the ICAO level in a manner tailored to their local situation.
- ICAO must keep pressure on the governments even after they start to change.

4.　　　　　How can regional collaboration on sharing resources be achieved and coordinated?

- A regional approach to oversight enables moving expertise around. AXA has been able to act as a regulatory agency in Central America because governments agreed to let AXA act across borders in accordance with the Convention under institutional umbrella of COSESNA. Other regions can copy this approach.
- "Safe Skies" has brought the East African community to Costa Rica to facilitate adoption of the AXA approach in Africa through sharing the approach.
- Regions need the same type of regional cooperation for Security as they do for Safety.

Major Findings:

- African aviation is still in the first half of the 20th century. We need to rapidly move them to the 21st century.
- Political will is the key factor in enabling effective regulatory oversight.
- The Global Safety Roadmap provides an integrated way to address global safety improvements where needed across industry and government.

Other Findings:

Government
- Donors need to share and coordinate better so they don't duplicate efforts and dilute their effectiveness in lobbying for change at the highest levels of government.
- World Bank already has donor meetings, but we need to take these to the next level, i.e., ministerial level.
- The African Union is committed to making the needed changes to improve Safety Culture

Airlines
- IOSA is a great way to educate airline managers about their responsibilities and how to accomplish them
- Most mgrs come up through the ranks (often military or legacy carrier) and are not aware of how to implement integrated safety mgt systems. SMS tools should help to enable this if accompanied by proper training.
- SMS at regulatory level will further reinforce this change, and ICAO has launched an intensive SMS training program.

Conclusions:

- The World Bank should investigate how it can use its donor meeting process to have donors meet with senior ministers to build stronger political will for supporting aviation safety and security.
  - During state by state donor meetings prioritized on basis of safety need and fertile ground, or
  - Under the auspices of the African Union as a multi-country meeting so that the AU can press states to commit then!
  - This process could be repeated in other developing regions with poor safety.

- The World Bank has the opportunity to enhance the effectiveness of the joint approach provided by the Global Safety Roadmap.
  - The WB needs to recognize the power that effective processes can have to improve safety.
  - In order to enable self-sustainable improvements in aviation safety the WB and its constituent entities need to join with ICAO, industry participants, and individual states by making a 10 yr commitment to support development of the Roadmap and the future implementation of its elements based upon the Phase II report.
  - The WB, ICAO, and industry need to set meaningful deadlines for actions and accomplishments.

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