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## **IFALPA states that international oversight and coordinated international pressure are the keys to Global Flight Safety**

CHERTSEY 8 SEPTEMBER: Recent aircraft accidents have raised both public and governments' concerns regarding the safety of modern commercial aviation. This has prompted some countries to publish 'Airline Blacklists', which ban certain airlines from flying in their airspace.

IFALPA welcomes the opportunity to discuss the issue of international safety standards; however, we do not believe blacklists are the solution. The only real answer is effective international oversight of countries and their Civil Aviation Authorities.

Since it was first formed in 1944, the International Civil Aviation Organization (ICAO) has developed comprehensive international Standards and Recommended Practices (SARPs) *"in order that international civil aviation may be developed in a safe and orderly manner and that international air transport services may be established on the basis of equality of opportunity and operated soundly and economically"*.

Over 180 countries have signed the Convention on International Civil Aviation, to which these SARPs are annexed, however, they are of no use if they are not implemented or enforced. Each signatory country has committed to adopting these SARPs into national law and they must do so. They must then establish a robust Civil Aviation Authority, with the resources, skills and powers of enforcement to ensure that the airlines based within their borders are operating in compliance with these rules and standards. To this end, the Convention states that *"Each contracting State undertakes to insure the prosecution of all persons violating the regulations applicable."*

What is also clearly required, however, is transparency and external oversight, to ensure all countries are fulfilling these commitments.

The international standards we expect the industry to operate to have already been agreed and laid down, what is lacking is the international will to enforce them. Those countries that have put a great deal of resources and effort into fulfilling their obligations must collectively put pressure on those that have not. Without this pressure, we shall not achieve the aims of the Convention.

To attempt to address non-compliance, ICAO has in place a Safety Oversight Audit Programme. However, its findings carry little weight, since ICAO has no powers to enforce compliance or threaten sanctions. What is urgently needed is international cooperation and a will to take action. Europe is already looking at a combined approach to the issue, recognising the potential of collective pressure. The potential is even greater when considered globally.

IFALPA calls upon governments to take positive action on this issue and to unite in taking responsibility for global enforcement of the International Convention on Civil Aviation. To ignore this fundamental necessity is to condone inadequate safety standards in commercial aviation. The industry has spent over 60 years developing these standards; let us start insisting they are used by all.

*Notes to Editors*

*The International Federation of Air Line Pilots' Associations represents in excess of 100,000 pilots in more than 95 countries world-wide. The mission of IFALPA is to be the global voice of airline pilots, promoting the highest level of aviation safety and security world-wide and providing services, support and representation to all of its Member Associations. See the Federation website [www.ifalpa.org](http://www.ifalpa.org)*

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