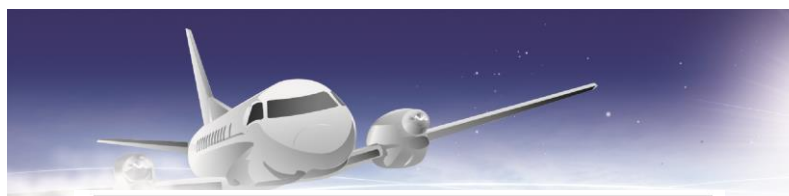


Recommendations issued by "Aviation Safety & Sustainability Conference" Cairo, Egypt on April 19th, 2015

The rich discussions and valuable brainstorming triggered by the presentations and panel discussion on the conference theme have resulted in generating the following recommendations all of which are directed towards the ultimate goal of attaining and sustaining the highest level of aviation safety:

1. Operators and service providers shouldn't consider the cost of quality provisions of products or services as an extra cost. It should be seen as a necessary investment that is required for ensuring sustainability of their business.
2. Aviation industry stakeholders should contribute to the sustainable development in the industry through engagement and communication.
3. Aviation regulatory bodies of each state are required to support and provide active and sufficient participation to the Universal Safety Oversight Audit Program – Continuous Monitoring Approach (USOAP-CMA), so as to ensure international aviation safety.
4. Regulatory authorities are encouraged to adopt IATA Operational Safety Audit (IOSA) as an acceptable means of compliance to complement the state audit programs in order to ensure greater global standardization, increase usability of the program, gain more industry support and continuously improve aviation safety.
5. Top management of operators and service providers should be committed to achieving high level of safety performance not only through documents' compliance but also through the non-punitive reporting by enhancing company safety culture.
6. Operators and service providers are required to encourage their work force to voluntarily report abnormal issues affecting safety in order to promote safety culture.



7. Service providers are required to raise awareness of their top management about value proposition & value adding to business and adopt operational excellence principles.
8. Aviation stakeholders are invited to contribute to the enhancement of human factors guidance materials as well as the dissemination of knowledge pertaining to best practices.
9. Operators and service providers are invited to place more emphasis on developing organizational knowledge related to human factors.
10. Regulators are invited to adopt independency, transparency, accountability and efficient processes as good governance practices in their continuous efforts for improving aviation safety.
11. All the elements of safety culture must be actively promoted and demonstrated by the operators and service provider leaders on a regular basis through targeting safety characteristics: ***Commitment, safety behavior, alertness, adaptability, information and justness.***
12. The availability of comprehensive and specific information about the worldwide level of implementation of ICAO Standards and Recommended Practices (SARPS) derived from the implementation of USOAP/CMA should be utilized to the maximum extent for the benefit and the enhancement of global aviation safety. This objective requires integrated and joint efforts of all concerned stakeholders and in particular: Governments, ICAO, IATA and aviation NGO's in order to close the identified non-compliance gap.
13. Stakeholders of the aviation industry should encourage the Non-Governmental Organizations (NGO's) by availing experts and funds .The efforts of the NGO's should have the blessing of the governments so as to enhance safety culture and accountability.

