



## General Assembly: Improving Cooperation in Airline Safety Policies

Hello delegates, my name is Yilin Huo and I will be your Head Chair for the MVHS 2018 MUN Conference. I am a senior and this is my second year in MUN. Besides MUN I am also part of various organizations on campus, including Academic Decathlon, National Honors Society, and Key Club. I play the clarinet and piano with my school orchestra. I enjoy watching movies and trying out new foods. I hope we have a great time in conference this year! If you have any questions please email me at: [mvhsmundisc@gmail.com](mailto:mvhsmundisc@gmail.com)

### I. Background:

Approximately 30 years ago, people expected 20 jetliner losses per year, but the statistics have improved and air travel has become safer. These improvements are caused by better technology, improvements in air control, and improvements in pilot training. However, even though fatality rate is decreasing among air travel, there is still a lot to be addressed. For example, in 2013 there were 210 fatalities. Airline safety is a global issue, whether it's about the safety of passengers aboard airlines or enhancing competitiveness of businesses. It can minimize resources that airline companies spend on redundant regulatory procedures. Pilots and passengers assume more risk when traveling to less developed regions due to a lack of infrastructure and regulatory frameworks. According to the International Civil Aviation Organization, only 63% of nations have implemented the international safety standards in civil aviation in 2016.

A lot of aviation safety improvement in recent years have been done on the ground and as a result of 9-11. For example, ID checks are now required and other security examinations, such as pat downs and removal of jackets and shoes, are implemented to prevent any unwanted material or persons onboard. Onboard a plane, cockpit doors have been put into place to protect pilots. Another improvement was the quality of safety personnel. More training and scrutiny was put into place.

Aviation safety is an important issue because more and more people are traveling worldwide so accidents are more likely to happen than in the past. International cooperation is



needed because there are people from many different states on a flight that needs to ensure their safety. While many have tackled problems with security in airports, we also need to tackle problems in flight, whether by having more air marshals or trained professionals to analyze issues. Sometimes the issues, such as weather or foreign debris, are unavoidable and we need to develop quick responses to these situations.

## **II. United Nations Involvement:**

The UN is particularly affected by airline safety policies. In peacekeeping missions, the UN aircraft are flown by personnel from a large variety of backgrounds. Some may be from less developed regions with less emphasis on safety. This becomes an issue when the UN is transporting millions of dollars of equipment or food. The World Health Organization, Department of Field Support, and Department of Peacekeeping Operations have been working with ICAO to establish common aviation standards in its transport operations. According to the UN Aviation Standards, in the field there needs to be Air Safety Management to identify safety hazards, analyze and issue of safety recommendations as part of ground support. It requires pilots to have specific training, certificates, and documentation to serve in the peacekeeping missions.

The International Civil Aviation Organization strives to improve safety of airlines through cooperation yet maintaining a high level of efficiency. It wants to implement strategies, such as standardizing regulations and technology and information exchange between states after an accident, found in the Global Aviation Safety Plan and the Global Air Navigation Plan. ICAO also conducts audits on its Standard, Recommended Practices and Procedures using the Universal Safety Oversight Audit Programme to oversee the progression of states compliance to aviation standards and the ICAO's own role in standardization. It uses safety programs to address lack of infrastructure and respond to natural disaster or conflicts. It also encourages stakeholders in aviation to take a bigger role in making sure that all aircraft is safe and safely managed.

The European Union, for example, believes that it is a joint responsibility for nations to help states that are having trouble implementing the standards and have provided technical



assistance and cooperated with airline companies to improve safety in regions where it is the worst. The EU wants to establish cooperative efforts with the United States, Canada, Brazil and other nations to ensure a high level of safety worldwide. It also works with ICAO to implement standards and perform auditing services. They also work together to gather data to determine the state of implementation of the policies in the region. The European Aviation Safety Agency works with countries like Bangladesh, Tajikistan, and Burundi to implement safe procedures.

### **III. Possible Solutions:**

Delegates, in this committee, you will have to address airline safety cooperation between more developed countries and less developed regions. Give solutions such as building or improving infrastructure and airports in less developed nations and give ideas for how to do that. The solution section is a vital part of the paper and should be the longest section. Please create comprehensive, creative solutions to allow for a great day of committee. Creative and novel procedures are needed that would reduce the risk of a malfunction. Describe an approach to determine the cause of an airplane failure or accident since many accidents have multiple potential causes.

For example, the Safer Skies initiative proposed by the Clinton administration in the US addresses uncontained engine failures, controlled flight into terrain, approach and landing, loss of control, and runway incursions weather. Airlines can work together to determine more efficient air routes so that time in air and emissions are reduced. This will also reduce the risk of airplanes running out of oil. Furthermore, address the issue that recently, the rate of improvement of airline safety has been slowing down. There should also be performance test for pilots to provide fatigue management and analysis so that we can prevent pilot fatigue in flight. More workshops should also be implemented to instruct pilots and crew on how to respond when there is loss of control of the aircraft, whether it's because of terrorist activities and electronics malfunctions. Runway safety can also be improved by improving infrastructure to address increasing airplane traffic and ground



congestions. Improvements on the ground in airports, such as security procedures, should be improved.

#### **IV. Guiding Questions:**

1. How can nations improve on providing vital flight information like weather conditions?
2. How can technology assist in determining the cause of a failure or malfunction?
3. Are there any international laws or regulations on commercial airline traffic that can be added or amended?
4. How can we increase security to deter terrorism and hijacking planes?
5. Overall, how do we implement the goals and procedures worldwide to ensure cooperation to improve aviation safety?

#### **V. Country Bloc Positions:**

**Western Bloc:** Many large airlines in the US and other countries are one of the safest. However, many smaller regional airlines have inexperienced pilots who are also being paid much less than their larger airline counterparts.

**Eastern European Bloc:** This region has ahead many instances of airlines safety issues, ranging from infrastructure issues to terrorism. Airlines in this area are subjected to the EU's regulations and may be banned if the regulations aren't followed.

**Asian Bloc:** Many recent crashes (Malaysia Airlines, AirAsia, TransAsia) have happened in Asia. Many countries such as Indonesia have not met the requirements set by the ICAO. One of the most major problems in Asian Aviation is the lack of training.

**Latin American Bloc:** Although there have been accidents in South America, airline standards there are often on par with those found in Europe. The most important causes for accidents include weather, especially in the Andes region. It's safety is still improving, but there are still many accidents in this region.



**African Bloc:** The African Bloc wants to improve the infrastructure of its major airports. Many airlines have older aircraft that cannot make a profit off of going on profitable routes since European laws have deemed them unsafe. Many reports of crashes are also not reported nationwide so few people know of the situation.

#### **VI. Sources:**

“Strengthening Aviation Safety through International Cooperation - Mobility and Transport - European Commission.” *Mobility and Transport*,  
[ec.europa.eu/transport/modes/air/safety/international\\_en](http://ec.europa.eu/transport/modes/air/safety/international_en).

<https://www.icao.int/safety/Pages/default.aspx>

Jr., Clinton V. Oster, John S. Strong, and C. Kurt Zorn. "Improving Air Safety: Long-Term Challenges." *Issues in Science and Technology* 17, no. 2 (Winter 2001).