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Federal Department of the Environment, Transport, Energy and
Communications DETEC

Federal Office of Civil Aviation FOCA
Directorate

FOCA, CH-3003 Bern

International Civil Aviation Organization
Secretary General
Mr Taïeb Chérif
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Reference: AN3/43-IND/06-14

Your reference:

Our reference: 72-00.07

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Ittigen, 6 September 2006

Ref.: Publication of USOAP reports

Dear Secretary General,

In response to your above referenced letter regarding the publication of safety oversight audit results, we are pleased to be able to provide you with the FOCA comments in the attached table. These comments address, in general terms, the progress that FOCA has made with regards to the findings identified during the initial and follow-up audits.

As indicated in your letter, we agree to the publication of these comments, together with the audit reports, on the ICAO FSIX website.

We thank you for your consideration and support the ICAO's efforts to promote the sharing of safety information.

Sincerely

Raymond Cron
Director General

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Head Safety Risk Management

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ATTACHMENT to State letter AN 3/43-IND/06-14 > FOCA response

TEMPLATE FOR PROVIDING COMMENTS ON THE PROGRESS MADE SINCE THE SAFETY OVERSIGHT AUDIT OR AUDIT FOLLOW-UP MISSION, AS APPLICABLE

State:	Switzerland
Date:	04.Sept.2006
General comments	<p>In Jan. 2005 the FOCA was completely re-organized in order to be better prepared for the future challenges facing aviation in Switzerland. In addition to the separation of policy making activities from safety related responsibilities, the FOCA has now introduced a Safety Risk Management organization, including a modern safety management system (SMS) as an integral part of its management processes. In preparation for the new cycle audits under the ICAO USOAP, the FOCA has completed all relevant Annex compliance checklists and has included the results of this review in its internal improvement program.</p>
Progress on the implementation of the recommendations related to the primary aviation legislation and specific operations regulations	<p>The Swiss Parliament has issued an Aviation Policy Report which provides the necessary political commitment towards improving the aviation legislature. Based on the clear political mandate, the FOCA has now established a "roadmap" for legislative changes and revisions. The roadmap also takes into account the European developments and in particular the participation of FOCA in the EASA framework. Amongst other improvements to operational legislature, this commitment foresees the introduction of a "non-punitive" reporting system, which is seen as a significant contribution towards improving aviation safety.</p>
Progress on the implementation of the recommendations related to the DGCA 's organizational structure	<p>As mentioned in (1) above, the FOCA has been fully reorganized, It is now comprised of three "Safety" Divisions (Technical, Operations, Infrastructure), a separate "Policy/Development" Division and a commonly shared Resource & Logistics Division. The Directorate is supported by a Staff Office an independent Safety Risk Management Office. Coincident with the reorganization has been an increase of staffing by 60 employees, for a total staff of 230. The majority of these additional resources are dedicated to strengthening the agency's surveillance activities.</p>
Progress on the implementation of the recommendations related to personnel licensing and training	<p>The FOCA has made considerable efforts in standardizing its internal processes and procedures to provide a more robust surveillance regime. The legislative roadmap includes various regulatory activities related to personnel licensing and training, including compatibility with European requirements.</p>

<p>Progress on the implementation of the recommendations related to the certification and supervision of aircraft operations</p>	<p>The FOCA's capacity to conduct effective operational oversight has been improved by the reorganization, both in numbers of available resources as well as in training and tooling of those involved. Formal cooperation with other National Authorities has been established to assure adequate capability for type specific activities, so that all aircraft types utilized by Swiss operators are inspected. The surveillance concept is now supported by the safety risk management system which allows for a risk based focus of activities.</p>
<p>Progress on the implementation of the recommendations related to airworthiness</p>	<p>The FOCA's airworthiness surveillance capabilities have been strengthened through improved training of personnel resources, standardization of internal processes, procedures and tools, and the integration of risk based decision making concepts.</p>