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REGIONAL SAFETY OVERSIGHT ORGANIZATIONS
AVIATION SAFETY CAMPAIGN



Regional Cooperation Regional Safety Oversight Organizations

Aviation Safety Campaign
Miami, Florida
11- 12 July 2019



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Outline

- State of aviation safety
- Regional Cooperation: background
- RSOOs today: overview, challenges, opportunities
- RSOO Cooperative Platform
- Conclusion

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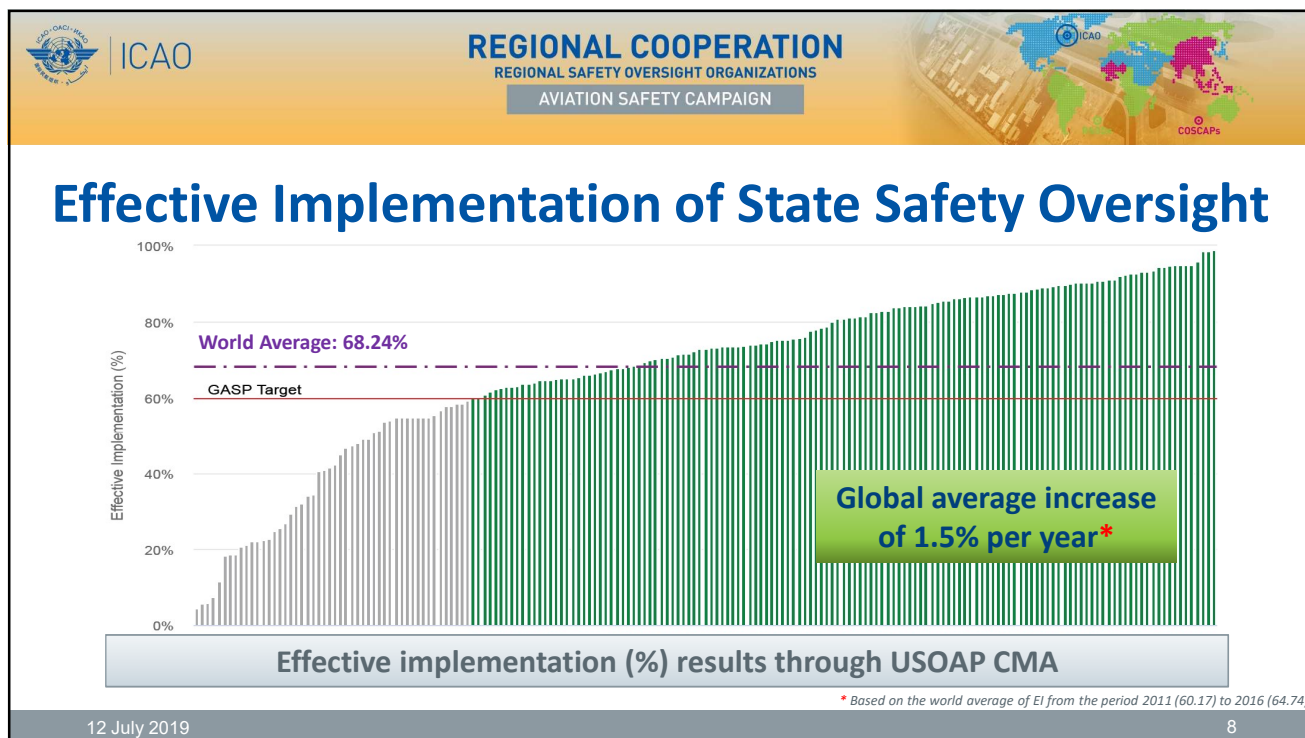


Risks/Barriers to Achieve our Goal

- Effective Implementation of SARPs
- ICAO's Safety priorities:
Operational Risks
- Current and emerging issues



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The Current Situation

- States are responsible for their safety oversight
- Some States are not and may never be able to, at least not in a cost-effective way, fulfil all their aviation safety oversight obligations adequately
- Limited human and financial resources
- New and emerging technologies
- Need to work together to achieve our goals

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Regional Cooperation: Background

- States are facing increasing challenges
- Increasing awareness of the potential benefits of regional cooperation
- Most of RSOOs were started within last 15 years
- Recommendation 3/1 of the Second High-level Safety Conference (2015)
- Assembly Resolution A39-14 (2016)
- Global Forum on RSOOs in Swaziland (March 2017)
- RSOO Cooperative Platform (December 2017)

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Assembly Resolution A39-14

“Recognized that the establishment of sub-regional and regional aviation safety and safety oversight bodies, including regional safety oversight organizations (RSOOs), has great potential to assist States in complying with their obligations under the Chicago Convention through economies of scale and harmonization on a larger scale resulting from the collaboration among Member States in establishing and operating a common safety oversight system”

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Assembly Resolution A39-14

*“Directed the Council to take the appropriate actions to ensure the specificities of a **regional aviation system established by a group of Member States are recognized and integrated in the ICAO framework**”*

*“Directed the Council to continue to **partner with Member States, industry and other aviation safety partners** for coordinating and facilitating the provision of financial and technical assistance to States and subregional and regional safety and safety oversight bodies, including RSOOs and RASGs, in order to enhance safety and strengthen safety oversight capabilities”*

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Assembly Resolution A39-14

*“Directed the Secretary General to continue to **foster coordination and cooperation between ICAO, RASGs, RSOOs** and other organizations with aviation safety-related activities in order to reduce the burden on States caused by repetitive audits or inspections and to decrease the duplication of monitoring activities”*

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What is an RSOO?

- RSOOs includes a number of legal forms and institutional structures that range from highly formalized intergovernmental organizations to less institutionalized projects.

- ICAO Assembly Resolutions essentially leave it up to each group of States to determine the legal form and institutional structure that best fits the needs and characteristics of their specific region.

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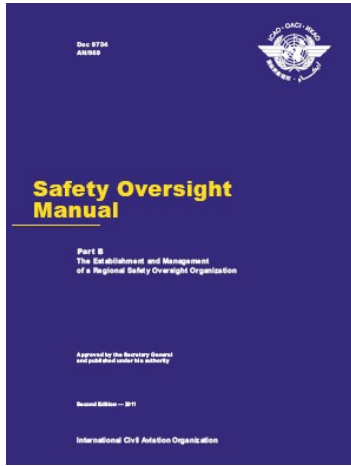
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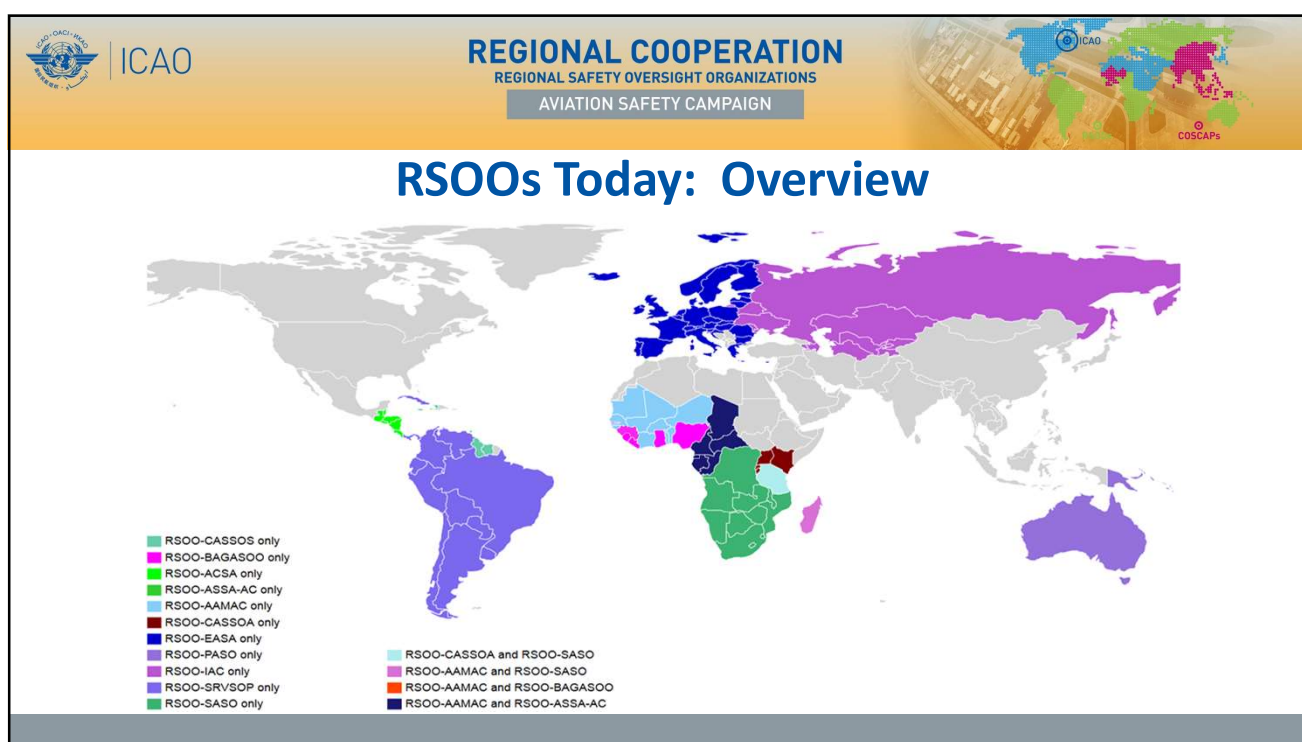
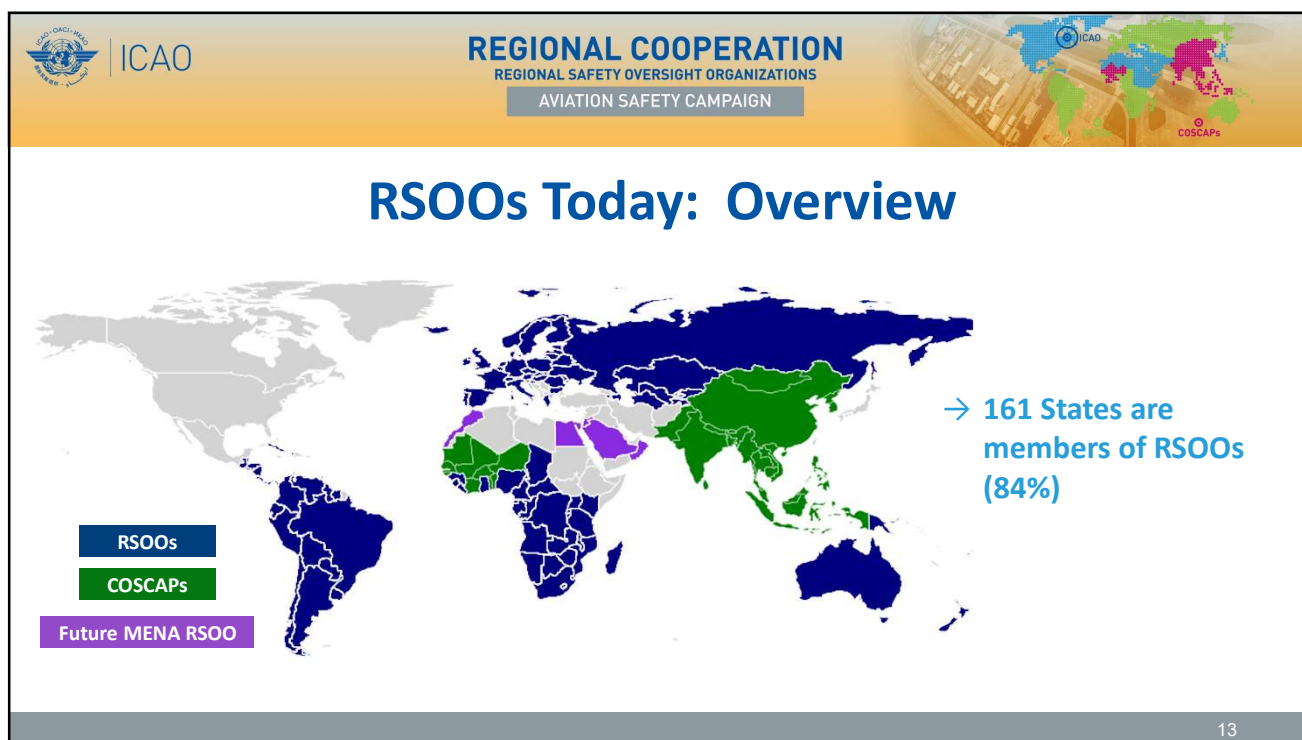
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- Guidance on the establishment and management of a Regional Safety Oversight System; and

- Duties and responsibilities of States, individually and/or collectively, with respect to the establishment and management of a regional safety oversight system.



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RSOOs today: Overview		
RSOO	Member States	Functional Areas (active/foreseen)
AAMAC	Benin, Burkina Faso, Cameroon, Chad, Central African Republic, Comoros, Congo, Cote d'Ivoire, Gabon, Guinea Bissau, Equatorial Guinea, Madagascar, Mali, Mauritania, Niger, Senegal	PEL, OPS, AIR, AGA, ANS, SMS
ACSA	Belize, Guatemala, El Salvador, Costa Rica, Nicaragua, Honduras	PEL, OPS, AIR, AGA, ANS, SMS, AIG, AVSEC
ACSAC	Benin, Burkina Faso, Côte d'Ivoire, Guinea Bissau, Mali, Niger, Senegal, Togo	PEL, OPS, AIR, AGA, AVSEC
ASSA-AC	Cameroon, Central African Republic, Congo, Gabon, Equatorial Guinea, Chad	PEL, OPS, AIR, AGA, SMS
BAGASOO	Cabo Verde, Gambia, Ghana, Guinea, Liberia, Nigeria, Sierra Leone	PEL, OPS, AIR, AIG, ANS, SMS
CASSOA	Burundi, Kenya, Rwanda, South Sudan, Tanzania, Uganda	PEL, OPS, AIR, AGA, ANS, SMS, AVSEC
CASSOS	Barbados, Guyana, Haiti, Jamaica, Suriname, Trinidad and Tobago, The OECS: Antigua and Barbuda, Dominica, Grenada, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and Grenadines	PEL, OPS, AIR, AGA, ANS, SMS, AIG, AVSEC, ENV/CORSIA

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RSOOs today: Overview		
RSOO	Member States	Functional Areas (active/foreseen)
EASA	Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, United Kingdom	PEL, OPS, AIR, AGA, ANS, SMS, ENV/CORSIA
ECCAA	Antigua and Barbuda, Dominica, Grenada, Montserrat, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and Grenadines, Anguilla, British Virgin Islands	PEL, OPS, AIR (TBC)
IAC	Azerbaijan, Armenia, Belarus, Kazakhstan, Kyrgyzstan, Moldova, Uzbekistan, Russian Federation, Tajikistan, Turkmenistan, Ukraine	PEL, OPS, AIR, AGA, ANS, SMS, AIG, AVSEC
ISASO	Angola, Botswana, Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, Tanzania, Zambia, Zimbabwe	TBC
PASO	Cook Islands, Kiribati, Nauru, Niue, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu, Vanuatu	PEL, OPS, AIR, AGA, ANS, AVSEC
SRVSOP	Argentina, Bolivia, Brazil, Chile, Colombia, Cuba, Ecuador, Panama, Paraguay, Peru, Uruguay, Venezuela	PEL, OPS, AIR, AGA, ANS



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And COSCAPs

COSCAP	Members
COSCAP-UEMOA (transitioning to ACSAC)	Benin, Burkina Faso, Côte d'Ivoire, Guinee Bissau, Mali, Niger, Senegal, Togo, Mauritania
COSCAP-NA	China, DPRK, Hong Kong China, Macao China, Mongolia, ROK
COSCAP-SA	Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan, Sri Lanka
COSCAP-SEA	Cambodia, Thailand, Brunei Darussalam, Timor-Leste, Malaysia, Indonesia, Myanmar, Viet Nam, Philippines, Lao People's Democratic Republic, Singapore

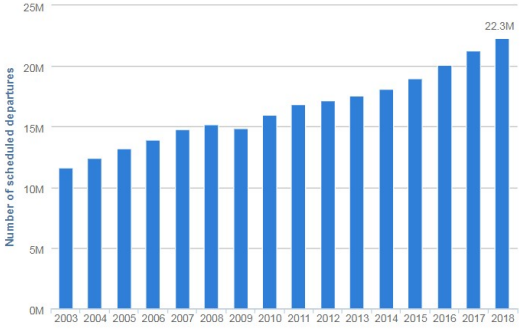


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Traffic History

Regional Mechanisms



Year	Number of scheduled departures (Millions)
2003	12.0
2004	12.5
2005	13.0
2006	13.5
2007	14.0
2008	14.5
2009	15.0
2010	15.5
2011	16.0
2012	16.5
2013	17.0
2014	17.5
2015	18.0
2016	18.5
2017	19.0
2018	22.3

- In 2018, States that were part of a regional mechanism represented **60%** of the global air traffic
- By 2033 regional mechanisms are expected to represent **44 Million departures**



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RSOOs Today: Challenges

- Mandate, empowerment and interfaces with member States
- Sustainable funding
- Human resources

(ICAO evaluation of RSOOs – November 2017)

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RSOOs Today: Opportunities

- Harmonized regulations
- Harmonized inspector handbooks / checklists
- Common inspector competency framework
- Coordinate common training of inspectorate personnel in the region
- Multinational certifications / approvals
- Assist States in preparing for external audits
- Safety management functions



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RSOO Cooperative Platform

- Establishment of RSOO CP
 - Facilitate exchange of information and best practices
 - Training coordination and guidance material
 - Interface with ICAO on topics of mutual interest for RSOOs
 - Strengthen RSOO support to States



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RSOO Cooperative Platform

- Membership: RSOOs, COSCAPs, ICAO HQ and ICAO regional offices
- Forum of exchange of information and knowledge
- One RSOO voice towards ICAO and vice versa
- Fosters dialogue and cooperation between RSOOs



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RSOO Cooperative Platform: Outcomes

- Facilitation of interface between ICAO and RSOOs
- RSOOs sharing experience on their achievements and challenges
- EAC-CASSOA pilot project and cooperation with EASA
- Examples of topics: inspector sharing scheme
- Common RSOO working paper and information paper for the 13th Air Navigation Conference (AN-Conf/13) and 40th ICAO Assembly

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RSOO Cooperative Platform: Next Steps

- 4th Face to Face meeting at 40th ICAO Assembly
- Improve library of sharing of documentation
- Sharing of experience on RSOOs (to continue)
- Sharing of experience on technical subjects (to continue)
- Providing support amongst RSOOs (to continue)



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Conclusion

- States are still responsible for their safety oversight
- States continue to have difficulties complying with ICAO SARPs
- States have limited financial and technical resources so external assistance is often needed
- Traffic growth and introduction of new technology brings new challenges to States and RSOOs

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Conclusion

- ICAO recommend States to work together on a regional level
- RSOOs are an excellent alternative for safety oversight.
- ICAO to partner with States, industry and other stakeholders to provide technical assistance to States and RSOOs

Questions

