

EC/ICAO SYMPOSIUM ON REGIONAL ORGANISATIONS

Montreal, 10-11 April 2008

SUMMARY OF CONCLUSIONS

1. On 10-11 April 2008, 168 delegates, from 48 Contracting States and 38 observer organizations and associations from around the world, gathered at ICAO headquarters, Montréal, to discuss the experiences of regional civil aviation bodies, their contributions to international civil aviation, and how to strengthen their relationship with ICAO.
2. The Symposium was jointly organised by ICAO and the European Commission (EC) and was opened by Dr Taïeb Chérif, Secretary General of ICAO, and Mr Daniel Calleja, Director of Air Transport at the EC.
3. The moderators of the three panel sessions were: Ms. Nancy Graham (Director, Air Navigation Bureau, ICAO), Professor Brian Havel (DePaul University, Chicago), and Professor Michael Milde (McGill University, Montreal).
4. The three panel discussions were highly stimulating and of high quality. Panel 1 examined regulatory cooperation at regional level, notably in the field of safety. Panel 2 discussed regional initiatives to remove economic barriers to air transport. Panel 3 studied the legal implications of regional governance and proposed ways to facilitate the contribution of regional bodies to ICAO, within the international legal framework for civil aviation.
5. On the basis of these discussions, as referred to in the conclusions presented by the moderators of each panel, it proved possible to draw a number of Symposium conclusions.
6. The Symposium came to the conclusion that regional organisations in civil aviation are a positive reality today and that a clear trend towards regional governance can be observed. However, there are many different kinds of ROs: there is no “one-size-fits-all”. They vary in degree of integration – the extent of powers or tasks that have been transferred to them by States (e.g. rule-making, enforcement, harmonisation), and they vary in their scope of activity (safety, air traffic management, security, economic regulations).
7. The Symposium was able to identify responses to a number of important questions and issues, including why States join together as ROs in civil aviation. The political will to cooperate is always fundamental. In addition, many States have discovered that, in view of lower levels of aviation activity and/or limited resources there are many benefits to close cooperation at regional level, for example in the field of safety oversight.