

# Forum

## On Regional Safety Oversight Organisations (RSOOs) For Global Aviation Safety

22 – 24 March 2017  
Ezulwini, Swaziland

# Practical Aspects of Operating Regional Mechanisms

- Views from State – DGAC France
  - ▶ Bertrand de LACOMBE, Director of International cooperation

- **A long tradition** of European regional cooperation in the aviation safety domain through first the JAA.
- Establishment of EASA in 2002; 32 members (28+4).
  - ↳ **a political achievement** in the framework of EU;
  - ↳ **a common concrete tool** in order to avoid duplications and have harmonized regulations, to improve regulatory performance, to optimise distribution of resources and reinforce administrative capacities for some States.

- **Conditions for success:**
  - ✓ A sufficient and stable **funding** (EASA > 150 M€, 68% industry, 32% EU budget and others);
  - ✓ A **network of cooperation** between EASA-NAA ...
    - ⇒ *regionalisation ≠ renunciation of responsibility.*
  - ✓ ... as well as a NAA-NAA cooperation.
- **Criteria of success:**
  - ✓ “No country left behind” at a regional scale;
  - ✓ Concrete realisations (e.g. TCO, “safety list”);
  - ✓ Benefits also recognised by industry.

## Conclusion:

- ✓ Regionalisation is an appropriate way to enhance and harmonise global safety level and also face new challenges (e.g. FPP, UAV);
- ✓ Its benefits need to be better taken into account in ICAO provisions and practices (see *A39-14 resolution*).

**Thank you for your attention !**

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