



International Civil Aviation Organization

**Second Meeting of the Middle East Regional Aviation Safety Group
(RASG-MID/2)**

(Abu Dhabi, UAE, 12 - 14 November 2012)

Agenda Item 2: Global Developments related to Aviation Safety

OUTCOMES OF THE SYMPOSIUM ON RSOOs

(Presented by the Secretariat)

SUMMARY

This paper presents the outcomes of the Symposium on Regional Safety Oversight Organizations (RSOOs) held in Montréal, Canada, from 26 to 28 October 2011.

Action by the meeting is at paragraph 2.

REFERENCES

- State Letter Ref.: AN 20/8-12/37 dated 22 May 2012

1. INTRODUCTION

1.1 The Symposium on Regional Safety Oversight Organizations (RSOOs) was held at ICAO Headquarters in Montréal, Canada, from 26 to 28 October 2011. The State Letter Ref.: AN 20/8-12/37 at **Appendix A** to this information paper was issued on 22 May 2012 to provide States with the outcomes of the Symposium.

2. ACTION BY THE MEETING

2.1 The meeting is invited to note the information contained in this paper and its Attachments.



International
Civil Aviation
Organization

Organisation
de l'aviation civile
internationale

Organización
de Aviación Civil
Internacional

Международная
организация
гражданской
авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

Tel.: +1 514-954-8157

Ref.: AN 20/8-12/37

22 May 2012

Subject: Discussion Outcomes of the Symposium
on Regional Safety Oversight Organizations
(RSOOs)

Action required: To note the information and,
where applicable, to collaborate with ICAO on
completion of actions

Sir/Madam,

I have the honour to draw your attention to the decision taken by the Council at its fourth meeting of the 195th Session to endorse the discussion outcomes of the Symposium on Regional Safety Oversight Organizations (RSOOs) held at ICAO Headquarters in Montréal, Canada, from 26 to 28 October 2011. An overview of the Symposium is presented in Attachment A to this letter and full details on each of the outcomes are found in Attachment B.

The effective and timely implementation of the work plan outlined in Attachment B will depend on close collaboration between ICAO and the aviation community, to include States, RSOOs, other international organizations and industry partners. To that end, I would like to kindly call upon your continuing support in order that ICAO can successfully complete the required actions before the prescribed deadlines.

I also wish to take this opportunity to thank all those who actively participated in the symposium and helped to make it a success.

Accept, Sir/Madam, the assurances of my highest consideration.



Raymond Benjamin
Secretary General

Enclosures:

- A — Overview of the Symposium
- B — Discussion outcomes of the Symposium on
Regional Safety Oversight Organizations
(RSOOs) and resulting ICAO actions

SYMPOSIUM ON REGIONAL SAFETY OVERSIGHT ORGANIZATIONS (RSOOS)

OVERVIEW

The Symposium on Regional Safety Oversight Organizations (RSOOs) was held with the objective of bringing together all parties that have a stake in the establishment and management of RSOOs, including the Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs), to promote the concept of regional cooperation for enhancing safety oversight activities in the regions. Discussions at the Symposium were held on topics that included:

- the purpose and classification of RSOOs;
- the benefits of regional cooperation; enablers and obstacles and lessons learnt;
- the establishment of funding mechanisms to ensure the sustainability of an RSOO;
- the promotion of financial and technical assistance from the international aviation community; and
- the roles of RSOOs in relation to new ICAO strategies and programmes and in the management of safety information and/or data.

On the basis of the outcomes of the discussions held, ICAO has established a new work plan specific to RSOOs. The foremost element of the plan is the development of additional guidance on the sustainable funding of RSOOs, to include funding options not addressed by current ICAO policies and guidelines. Another important element is the development of systems for regularly evaluating RSOOs in respect to their capabilities to implement their work programmes and meet established performance targets and the expectations of their Member States. Other areas requiring a concerted effort include, inter alia:

- the establishment of collaboration networks for RSOOs for sharing outputs and/or best practices;
- the promotion of synergy between RSOOs and regional aviation safety groups (RASGs); and
- the development of guidance material to assist the States that wish to be a member of more than one RSOO. ICAO encourages a State to be a member of only one RSOO, so that optimum use of resources is made. However, if membership of multiple RSOOs is pursued, close coordination between the State, the RSOOs concerned and the ICAO Regional Offices would be required to avoid duplication of effort by the RSOOs.

ATTACHMENT B to State letter AN 20/8-12/37

DISCUSSION OUTCOMES OF THE SYMPOSIUM ON REGIONAL SAFETY OVERSIGHT ORGANIZATIONS (RSOOs) AND RESULTING ICAO ACTIONS

Discussion outcomes	ICAO actions	Implementing agencies	Deliverables	Deadlines for completion of actions
1. There is a need to properly define and classify RSOOs and establish an inventory of existing RSOO functions and responsibilities, and develop corresponding guidance materials and tools.	ICAO, in collaboration with RSOOs, will finalize work that has already begun on a classification of RSOOs. The classification will be incorporated in the Second Edition of Doc 9734, <i>Safety Oversight Manual</i> , Part B — <i>The Establishment and Management of a Regional Safety Oversight System</i> as additional guidance material.	ICAO in collaboration with RSOOs	Guidance material	July 2012
2. There is a need for ICAO to develop guidance material to indicate that, in the event of a State being a member of more than one RSOO, the mandate and functions delegated by the State to each RSOO should not be the same.	ICAO will develop additional guidance, to be incorporated into the current edition of Doc 9734, Part B, on the factors that should be considered by a State when deciding to join an RSOO. The guidance will address the advantages of aligning the establishment of RSOOs with already existing economic and political regional groups and the need to avoid establishing RSOOs within the same region with duplicating or overlapping mandates.	ICAO	Guidance material	July 2012
3. ICAO needs to develop guidance material on the sustainable funding of an RSOO that should describe the possible sources of revenue, including the use of funds generated from levies such as a passenger safety levy, currently not covered by existing ICAO policies or guidance on user charges.	Additional guidance material will be incorporated into Chapter 5 of Doc 9734, Part B specifically addressing cost-recovery of RSOOs through revenues from various sources, including State contributions/subsidies, fees for products and services, and the possibility of using funds generated from levies, such as a passenger safety levy.	ICAO, including the Air Navigation Services Economics Panel (ANSEP) and the Airport Economics Panel (AEP), in consultation with other international organizations and industry partners	Guidance material	December 2012

Discussion outcomes	ICAO actions	Implementing agencies	Deliverables	Deadlines for completion of actions
4. There is need for a global project to be developed for the purpose of ensuring adequate and sustainable funding for RSOOs.	ICAO will work closely with RSOOs, funding agencies, such as the World Bank, and other stakeholders, to complete a study on the feasibility of developing a global project for the adequate and sustainable funding of RSOOs.	ICAO in collaboration with RSOOs, funding agencies and other stakeholders	Feasibility study	July 2012
5. An RSOO has to demonstrate good governance and the ability to effectively implement its mandate to attract funding. A system therefore needs to be developed to regularly evaluate the capability of an RSOO to meet its objectives, performance targets and the expectations of its member States.	ICAO will establish a system for conducting independent evaluations on a regular basis of the progress made by an RSOO in the execution of its work plans and programmes, and the extent to which it contributes to the implementation of regional and State-specific safety programmes. Such evaluations may be conducted on a voluntary basis.	ICAO in collaboration with RSOOs	Evaluation criteria, procedures and programme	July 2012
6. Collaborative networks need to be developed to enable RSOOs to share outputs and best practices.	ICAO will intensify its current initiatives to ensure that quality guidance on best practices is made more widely available to RSOOs in a timely manner. At the same time, ICAO is already working on improving channels of communication to facilitate the sharing of guidance material and information.	ICAO in collaboration with RSOOs	Guidance material and best practices	Ongoing
7. ICAO needs to assess the resource impacts of all ICAO outputs on safety oversight systems and identify champions to develop models that can be readily adapted to implement the requirements in areas where their impact is significant.	ICAO will develop a system for identifying and working with champions within the RSOO community to, on the basis of the SARPs, develop model requirements for implementation by RSOOs. This would facilitate the process to ensure timely delivery of the outputs and lead to less duplication of effort between RSOOs.	ICAO in collaboration with RSOOs	Framework for the development and sharing of model requirements	July 2012
8. There is a need to ensure that appropriate dialogue and synergies are established between RSOOs and regional aviation safety groups (RASGs), and that there is no duplication of effort between them.	ICAO will develop a framework that clarifies the role to be played by RSOOs in the RASGs, and ensures that no duplication of effort exists between them.	ICAO in collaboration with RSOOs	Framework for the active participation of RSOOs in the RASGs	July 2012

Discussion outcomes	ICAO actions	Implementing agencies	Deliverables	Deadlines for completion of actions
9. There are benefits to be derived from the establishment of functionally independent regional accident and incident investigation organizations (RAIOs), and close collaboration and coordination between RSOOs and RAIOs.	ICAO will assist RSOOs in their efforts to collect, store, analyse and exchange safety data and information, and encourage the establishment of close collaboration between RSOOs and RAIOs.	ICAO in collaboration with RSOOs and RAIOs	Guidance material, seminars and other forms of training and meetings	Ongoing
10. There is value in holding a meeting on RSOOs on a regular basis. The Symposium therefore requested ICAO to give this due consideration.	ICAO, in collaboration with the RSOOs, will promote regular meetings, specifically on a regional basis, on RSOOs.	ICAO in collaboration with RSOOs	Meetings, to include seminars, symposiums, and workshops	Ongoing

— END —