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EXECUTIVE COMMITTEE

Agenda Item 18: Cooperation with Regional Organizations and Regional Civil Aviation Bodies

COOPERATION WITH REGIONAL ORGANIZATIONS AND REGIONAL CIVIL AVIATION BODIES

(Presented by the Council of ICAO)

EXECUTIVE SUMMARY

At its 37th Session, the Assembly endorsed an ICAO Policy and Framework for Regional Cooperation. By Resolution A37-21 the Assembly requested that the Council deliver to the next ordinary session of the Assembly a report on the overall implementation of ICAO's Policy on Regional Cooperation and progress made.

Action: The Assembly is invited to note the information in this report set out in the Appendix to this working paper.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives and all Supporting Implementation Strategies.
<i>Financial implications:</i>	No additional resources required.
<i>References:</i>	Doc 9958, <i>Assembly Resolutions in Force (as of 8 October 2010)</i> A37-WP/28

1. BACKGROUND

1.1 The Assembly, at its 37th Session considered an ICAO Policy and Framework for Regional Cooperation, which commits ICAO to render assistance, advice and any other form of support, to the extent possible, in the technical and policy aspects of international civil aviation to Contracting States in carrying out their responsibilities pertaining to the *Convention on International Civil Aviation* (Chicago Convention) and ICAO's Strategic Objectives. The Policy further states that ICAO will promote regional cooperation through close partnerships with regional organizations and regional civil aviation bodies.

1.2 The Policy goes on to say that in implementing this Policy, ICAO will optimally use its resources both at Headquarters and its Regional Offices and apply the principles enunciated in the relevant ICAO Assembly Resolutions, guidance and policy and that overall responsibility for the implementation and continued evolution of this Policy shall devolve upon the Secretary General.

1.3 The Policy has been incorporated into the ICAO workplace through the Organization's Business Plan.

1.4 The Framework for Regional Cooperation, which contains a Strategic Plan of Action for ICAO Headquarters and Regional Offices, was developed to formulate and implement regional cooperation activities that enhance ICAO's role as the global forum for international civil aviation as well as further strengthen ICAO's regional activities with regional civil aviation bodies and regional organizations. It has eight strategic thrusts: common efforts at harmonizing, between States, operational regulations, requirements and procedures based on ICAO Standards and Recommended Practices (SARPs) implementation; understanding each other's roles and responsibilities; establishment of improved mechanisms for consultation and cooperation, including electronic information sharing; coordinated programme planning and implementation between ICAO and the regional civil aviation bodies; periodic review of regional issues; maximising the effective use of resources at ICAO; benefiting from each other's competence and expertise; and joint training and capacity building.

1.5 The Assembly requested, through Resolution A37-21 that: the Council ensure, through cooperative arrangements, that both ICAO and the regional civil aviation bodies encourage States to harmonize operational regulations, requirements and procedures based on Standards and Recommended Practices; the Secretary General implement the Action Plan approved by the Council to improve cooperation with regional organizations and regional civil aviation bodies; the Secretary General establish a synergy between ICAO and each regional civil aviation body in accordance with arrangements as reflected by Memoranda of Cooperation concluded by them, thereby obviating duplication of work; the Secretary General organize periodic meetings between ICAO and the regional civil aviation bodies and periodic examination of progress; and the Council deliver to the next ordinary session of the Assembly a report on the overall implementation of ICAO's Policy on Regional Cooperation and progress made.

1.6 The Appendix contains details of progress made in implementing the Policy.

2. RESULTS OF IMPLEMENTING THE POLICY

2.1 Collaboration between ICAO and the Regional Organizations and regional civil aviation bodies has brought States together in harmonizing between them operational regulations, requirements and procedures with a view to ensuring uniform implementation of SARPs for the sake of flight safety and efficiency.

2.2 ICAO's and each regional civil aviation body's and regional organization's role and responsibilities have been defined in arrangements of cooperation, and collaborative work has avoided duplication of efforts.

2.3 ICAO has taken the lead in developing an established periodic and ongoing planning programme with the regional civil aviation bodies with regard to regional events and regional programmes. In this regard, the Regional Offices have, inter alia, ensured ICAO's participation in the Assemblies of the regional civil aviation bodies or other relevant high level meetings of such bodies, with a view to seeking opportunity toward providing input to their work programmes. ICAO continues to encourage participation of the regional civil aviation bodies at relevant ICAO meetings.

2.4 ICAO has carried out reviews with the regional civil aviation bodies and Regional Organizations of regional issues within their purview covering safety, security, environmental protection and the sustainability of air transport.

2.5 In executing their work programmes, the Regional Offices use every opportunity in their regional cooperation to leverage the resources of the regional civil aviation bodies based on priorities and needs of the regions and States.

2.6 ICAO will continue to cooperate with the regional civil aviation bodies and Regional Organizations with a view to enhancing worldwide knowledge and the practical implementation of the principles enshrined in the Chicago Convention and its Annexes through awareness-raising and capacity-building activities, subject to the availability of resources. These issues will be discussed at periodic meetings between ICAO (HQ and the Regional Offices) and the regional civil aviation bodies.

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APPENDIX

REPORT ON IMPLEMENTATION OF THE POLICY ON REGIONAL COOPERATION

1. ICAO has implemented its Policy on Regional Cooperation during the triennium 2011-2013 through its seven Regional Offices, based on principles of cooperation contained in six Memoranda of Cooperation (MOCs) with the Arab Civil Aviation Commission (ACAC); African Civil Aviation Commission (AFCAC); African Union Commission (AUC); European Civil Aviation Conference (ECAC); European Union (EU); and the Latin American Civil Aviation Commission (LACAC). ICAO has also collaborated with regional bodies in the Asia Pacific region as well as with Regional Safety Oversight Organizations.

2. Cooperation with the Arab Civil Aviation Commission (ACAC)

2.1 A meeting was held between the ICAO Middle East (MID) Office and ACAC on 26 September 2011 in Cairo during which the implementation of the Strategic Plan of Action and joint activities were discussed and agreed. It was decided that both parties would exchange schedules of activities in order to support and coordinate each other's events. Both Organizations nominated focal points to accelerate the cooperation process. It was also agreed that yearly joint meetings will take place to agree on mutual subjects and enhance the cooperation and coordination.

2.2 In pursuance of the abovementioned agreement, three ACAC/ICAO joint workshops were organized as follows:

- a) A seminar/workshop on the new ICAO Flight Plan format (INFPL) was hosted by Saudi Arabia in Jeddah from 16 to 18 January 2012. The seminar/workshop was successful, particularly as testing plans with dates for the new format between States/air navigation services providers and also airspace users were developed;
- b) An Aviation System Block Upgrade (ASBU) workshop was held in Cairo from 30 September to 2 October 2012. The outcome of the workshop was fruitful since it developed a broad explanation of the new System and also prepared States for the 12th Air Navigation Conference held at ICAO Headquarters in November; and
- c) A seminar/workshop on Regional Safety Oversight Programmes was held in Rabat, Morocco from 10 to 12 December 2012. The seminar/workshop discussed the need to establish Regional Safety Oversight Organizations (RSOOs), as well as Regional Accident and Incident Investigations Organizations (RAIOs) for the ACAC and ICAO MID Member States, and associated technical, legal, institutional and financial aspects. A Strategy for the establishment of RSOOs and RAIOs has been developed.

2.3 In addition, ACAC/ICAO held from 1-2 July 2012 in Rabat, Morocco, a Regional Seminar in preparation of the Sixth Worldwide Air Transport Conference (ATConf/6). Also, ICAO organized a regional statistical hands-on training session in Montréal Canada from 26-30 November 2012.

2.4 In the area of aviation security, training assistance was given to the ACAC Member States jointly by ICAO and ACAC in Rabat, Morocco from 15-19 October 2012.

3. Cooperation with the African Civil Aviation Commission (AFCAC)

3.1 A meeting was held between ICAO and AFCAC on 20 May 2011 in Montréal with the participation of the ICAO Eastern and Southern African (ESAF) and Western and Central African (WACAF) Offices (via teleconference). The purpose of the meeting was to discuss the Implementation Plan already agreed between ICAO and AFCAC pertaining to the MOC.

3.2 With regard to communicating to each other their annual plans for meetings and other events to assist States in implementing Standards and Recommended Practices (SARPs) and ICAO policy, the ESAF and WACAF Offices have worked closely with AFCAC and accomplished or initiated numerous actions within the framework of the Africa-Indian Ocean (AFI) Plan, such as the appointment of a focal point of contact designated in each of the two Regional Offices to help facilitate coordination and provision of technical support to the project; support in the drafting of the initial AFI-CIS (Africa-Indian Ocean-Cooperative Inspectorate Scheme) Project proposal; support to AFCAC for the implementation of the AFI-CIS project; drafting of the MOC relating to the AFI-CIS project and of the Policy and Procedures Manual for the establishment and management of the Project.

3.3 Additionally, a training session of AFI-CIS Inspectors was conducted at the new WACAF office premises from 8-12 August 2011 followed immediately thereafter by an assistance mission to Gabon in which the Regional Office jointly participated with AFCAC in a monitoring role. AFCAC has actively participated in several ICAO initiatives, including the ICAO Hands-on Training Workshop for the African States' Action Plans on CO₂ Emissions Reduction Activities (Nairobi, 4-6 July 2011); the Third Pan-African Aviation Training Coordination Conference (Cape Town, 27-29 July 2011); and the AFCAC/ICAO Legal Seminar on the occasion of the AFCAC Air Transport Committee Meeting (Nairobi, 30 May 2011). In addition, AFCAC/ICAO held from 28-30 October 2012 in Dakar, Senegal, a Regional Seminar in preparation of ATConf/6. Also, ICAO organized a regional statistical hands-on training session in Montréal Canada from 18-22 June 2012.

3.4 ICAO and AFCAC share information with a view to better coordinating their partnership in the field of aviation security. The WACAF Office has coordinated support with AFCAC to a regional Aviation Security (AVSEC) capacity building project launched by the French government. This support provides the use of ICAO training materials, review of training programmes and utilization of ICAO certified instructors. There was also close collaboration in the organization of the Regional AVSEC Conference held in Dakar on 17-18 October 2011.

3.5 In 2012 and 2013, ICAO continued to provide support to AFCAC in the implementation of the AFI-CIS Project. ICAO Regional Offices (ESAF and WACAF) in collaboration with Headquarters assisted AFCAC in the identification of priority States, namely States identified with significant safety concerns (SSCs) as part of the development of the AFI-CIS work programme for the year 2012.

3.6 For the implementation of the work programme for the year 2012, technical support was provided in the following specific areas:

- a) Evaluation/selection of the second group of appropriately qualified and experienced inspectors from AFI States/Cooperative Development of Operational Safety and

Continuing Airworthiness Projects (COSCAPs) and Regional Safety Oversight Organizations (RSOOs);

- b) Development of training materials including those related to ICAO Universal Safety Oversight Audit Programme (USOAP) Audit processes and review of State-specific Corrective Action Plans for prioritized States; and
- d) Conduct of training and State-specific briefings were provided to the selected Inspectors prior to their deployment on AFI-CIS missions.

3.7 For the purpose of providing immediate assistance in resolving identified significant safety concerns (SSCs), AFI-CIS missions were conducted in:

- a) Guinea Conakry (16-27 July 2012) and Malawi (16-27 July 2012); Guinea Conakry (12-23 November 2012); Malawi (5-16 November 2012) and Zambia (12-23 November 2012) respectively.
- b) Follow up missions were conducted in: Democratic Republic of Congo (DRC) during 5-16 November 2012 and 26 November to 7 December 2012, successively, in preparation of an ICAO Coordinated Validation Mission (ICVM) slated for beginning January 2013.

3.8 The AFI-CIS Policy and Procedure Manual was translated into French by ICAO and provided to AFCAC and ICAO Regional Offices ESAF and WACAF in collaboration with Headquarters assisted in the identification of priority States and development of the AFI-CIS work programme for the year 2012. With regard to the implementation of the 2012 work programme, technical support has been provided by the regional offices to the AFI-CIS project in various areas. In response to an AFCAC request for the provision of Government Safety Inspector (GSI) training in airworthiness and flight operations to selected inspectors from the AFI region, both courses were held under the AFI Plan.

3.9 ICAO and AFCAC jointly collaborated and provided technical support to the Ministerial Conference on Aviation Safety in Africa held in Abuja, Nigeria, 16-20 July 2012. The two Organizations continue to collaborate on means to integrate into their respective work programmes, as well as on the implementation of the safety targets adopted at the Abuja Ministerial Conference.

3.10 Advice and support were provided by the WACAF office to AFCAC and to the African Union (AU) for the Operationalization of the Executing Agency of the Yamoussoukro Decision (YD). The work undertaken by AFCAC included a legislative framework as well as an Air Transport database. The database of some indicators will form part of AFCAC's monitoring tools to assess the implementation of YD.

3.11 ICAO provided support to AFCAC for AVSEC Roadmap Implementation. Other significant areas of cooperation in Africa included collaboration between ICAO and ASECNA in the Implementation of Regional ATC Project. Economic and Monetary Community of Central Africa (CEMAC), East African Community (EAC), Economic Community of West African States (ECOWAS), Southern African Development Community (SADC), and West African Economic and Monetary Union (UEMOA).

3.12 An AFI Safety Summit held in Johannesburg, South Africa from 14-16 May 2012, in collaboration with IATA, adopted a strategic safety improvement action plan to address the Region's safety challenges intended to achieve a significant improvement by end of 2015.

3.13 ICAO also provided on-going support to the Interim Council of the Association of African Aviation Training Organizations (AATO).

4. Cooperation with the African Union Commission (AUC)

4.1 A meeting was held with the African Union Commission (AUC) on 27 July 2011 in Montréal with the participation of AFCAC, WACAF and ESAF Offices (via teleconference) with a view to discussing ways and means of implementing the ICAO/AU MOC. Several issues were discussed, including the African Union (AU) Conference of Ministers responsible for Transport (Luanda, 21-25 November 2011); resource mobilization; and upcoming meetings in the African region with ICAO's cooperation and involvement. AU has agreed that it will, with its various partners, play a role in resource mobilization for air transport work in Africa.

4.2 The AUC (as the implementing organ of AU) and AFCAC actively involved themselves in meetings convened by donor States twice a year and pursued resource mobilization in consultation with them. AUC and AFCAC keep ICAO advised of on-going progress in this regard. AFCAC attended the meeting of donor States held at ECAC Headquarters on 10 October 2011.

4.3 There was high level participation, which included the President of the Council, Director, Air Navigation Bureau and the Regional Directors of the ESAF and the WACAF Offices, at the Ministerial Conference on Aviation Safety in Africa, held in Abuja from 16-20 July 2012, which adopted a plan of action and high level safety targets with timelines. The aforementioned action plan and targets were endorsed by the AU Summit held in Addis Ababa from 24-28 January 2012.

4.4 The ICAO WACAF Office is providing technical and logistics support to the on-going AUC project based at the AFCAC Headquarters, Dakar, Senegal, on the operationalization of the Executing Agency of the Yamoussoukro Decision (YD) entrusted to AFCAC. ICAO is observer to the steering committee of the Africa wide projects on Support to the Air Transport Sector (aviation safety and security) and Satellite Service Applications in Africa (GNSS/EGNOS) under EU-AU Partnership. The consultant visited ICAO WACAF Office from 22-24 January 2013 and ICAO ESAF Office on 21 February 2013.

4.5 The AU Commissioner for Infrastructure and Energy addressed the ICAO Council on 2 November 2011 and provided the AU Commission's assessment with regard to the implementation of the MOC between the two Organizations. During the visit she also had meetings with the President of the ICAO Council and the Secretary General of ICAO on cooperation between AUC and ICAO.

5. Cooperation with the European Civil Aviation Conference (ECAC)

5.1 An agreement between the ICAO European and North Atlantic (EUR/NAT) Office and the ECAC Secretariat was signed on 2 February 2012, by the Regional Director of the EUR/NAT Office and the Executive Secretary of ECAC, with an Implementation Plan of the MOC between ICAO and ECAC, for the period 1 January 2012 to 31 December 2013. The main elements of this agreement are based on the regular exchange of information on respective activities; organization of joint

meetings/seminars in areas of common interest, and invitations to attend each other's technical meetings, as appropriate.

5.2 The EUR/NAT Office has had two Joint Committee meetings with ECAC, in order to monitor the implementation plan of the ICAO/ECAC Memorandum of Cooperation. In these meetings, special attention was given to: harmonizing States' operational regulations and procedures in accordance with ICAO SARP's; achieving a better understanding by ECAC and the EUR/NAT Office of each other's role and responsibilities; and complementarity of actions between the two Organizations for the benefit of States.

5.3 In November 2012, a joint regional workshop between ECAC and the EUR/NAT Office was held with a view to preparing States of the region for ATConf/6. Additionally, joint ECAC and ICAO EUR/NAT meetings which included the ICAO Secretary General and EUR/NAT Regional Director were held at the technical and policy levels during ECAC DGCA meetings in 2011 (Taormina, Italy, 1-5 September 2011), and in 2012 (Tbilisi, Georgia, 30 August – 3 September 2012) when a wide range of subjects of interest to ICAO were discussed. Also, regular meetings between Executive Secretary, ECAC and the ICAO Regional Director (EUR/NAT) were held through 2011 and 2012 with regard to coordination of activities.

5.4 In the area of Environmental Protection, ECAC had coordinated the preparation and submission of States' action plans on CO₂ emissions reduction.

5.5 The EUR/NAT Office has had an Aviation Security Officer since mid-February 2012. The Office is conducting regular meetings with ECAC, with a view to enhancing cooperation and coordination on respective aviation security work programmes. A EUR/NAT AVSEC Group (ENAVSECG/01) meeting was organized from 18-20 July 2012 as a start up to a regular once a year Aviation Security meeting for the Region. The EUR/NAT Office has also agreed with EUROCONTROL and the European Aviation Safety Agency (EASA) to conduct periodic meetings, at policy level, at least once per year, in order to discuss strategic/key issues and coordination between the respective work programmes.

6. Cooperation with the European Union (EU)

6.1 The Memorandum of Cooperation between the EU and ICAO, which will be subject of separate Annexes covering the areas of aviation safety, aviation security, air traffic management, and environmental protection, was signed at Montréal and Brussels on 28 April and 4 May 2011 respectively. The MOC entered into force on 28 March 2012. Until 28 March, the instrument was provisionally in force.

6.2 The first meeting of the Joint Committee (JC) under the MOC was held at ICAO on 21 September 2011. At this meeting, the Chairpersons of the JC signed two formal Joint Committee decisions – the first relating to the adoption of the Safety Annex, and the second carrying the approval of the Working Arrangement (WA) on the ICAO Accident/Incident Data Reporting (ADREP) System and the European Co-Ordination Centre for Accident and Incident Reporting Systems (ECCAIRS). Other matters discussed were the provision by EU of expertise to ICAO; working arrangements under the Continuous Monitoring System (CMS) under the Safety Annex; the Regional Safety Oversight

Organizations (RSOO) Symposium (Montréal, 26-28 October 2011) and the EU's role; and future Annexes on security, air traffic management and environmental protection.

6.3 The Fiftieth ICAO Familiarization Course took place at ICAO Headquarters from 11 to 22 July 2011 with the financial support of the EU, with which ICAO signed a Grant Agreement on 30 December 2010.

6.4 The Safety Annex to the MOC was adopted in Montréal on 21 September 2011. The Security Annex, the second of four Annexes to the MOC, was initialled on 10 September 2012 and adopted on 18 March 2013 in Montréal.

6.5 EU has contributed to numerous task forces relating to safety information. Furthermore, EU has increased its involvement in the work of the Committee on Aviation Environmental Protection (CAEP). Other contributions of work to ICAO groups involve active participation and contribution to: loss of Control Inflight Task Force; Performance-Based Navigation (PBN) Task Force; ICAO/Volcanic Ash Meeting (June/July 2012) through the International Volcanic Ash Task Force; and the Future Aviation Challenge Team.

6.6 ICAO has benefitted from an arrangement whereby the EU has seconded to ICAO four professionals in the areas of Safety, Environmental Protection and Security.

7. **Cooperation with the Latin American Civil Aviation Commission (LACAC)¹**

7.1 There have been various initiatives of cooperation between ICAO and LACAC. Events for 2011 programmed by LACAC were coordinated with ICAO Regional Offices with a view to avoiding duplication of efforts. For example, the ICAO Seminar on States' Action Plans for CO₂ Emissions Reduction Activities was successfully held in Mexico City from 2-4 May 2011 with support from LACAC and the first ICAO/LACAC AVSEC/Facilitation (FAL) Regional Group meeting was held in Asuncion, 24-25 May 2011.

7.2 LACAC continues to fully support the Regional Safety Oversight Cooperation System (SRVSOP) work for implementation among SRVSOP Member States of a harmonized rules and procedures environment. The State responsible for coordinating the LACAC macro-task on Safety Oversight, which is at the same time Vice-Chairman of the Regional Aviation Safety Group-Pan America (RASG-PA), has also been appointed by SRVSOP as liaison between SRVSOP and RASG-PA.

¹ In addition to cooperation with LACAC in the region, the Regional Director, North American, Central American and Caribbean Office (NACC) continues to participate in the Caribbean Aviation Safety and Security Oversight System (CASSOS) Executive Board; the Board of Directors meetings of the Caribbean Community (CARICOM) and Corporación Centroamericana de Servicios de Navegación Aérea (Central American Corporation for Air Navigation Services/Central American Agency for Aviation Safety (COCESNA/ACSA). She is a member of the RASG-PA Executive Steering Committee and a key contributor to several RASG-PA safety enhancement initiatives.

7.3 ICAO and LACAC continue to support the work of RASG-PA and the SRVSOP among LACAC Member States. Both Organizations also continue the periodic exchange of statistics and information, including exchange of data: carbon offset information; and any major environmental actions relating to CO₂ emissions, fuel consumption, etc.

7.4 An annual plan of joint events (seminars/workshops/ training sessions) was agreed upon that would facilitate implementation of the MOC (including the provision of experts to States) and action was pursued accordingly. Notable among these are: the ICAO/LACAC Regional FAL Seminar (Chile, 20-22 March 2012); a CAR/SAM Unmanned Aircraft Systems (UAS) Seminar (Peru, 18-20 April 2012) and the ICAO/LACAC NAM/CAR/SAM AVSEC/FAL/RG/2 meeting; Regional AVSEC Seminar (Antigua and Barbuda, 14-18 May 2012); ICAO/LACAC Course on Detection of Passengers with Suspicious Behaviour (Lima, 8-12 April 2013) and FAL Seminar (Lima, 24-26 April 2013). In addition, LACAC/ICAO held a Regional Seminar in preparation of ATConf/6 (Buenos Aires, 6 July 2012). As well, ICAO held for LACAC States a regional statistical hands-on training session (Montréal, 26-30 November 2012).

7.5 ICAO continues to invite LACAC to regional DGCA meetings and, likewise, ICAO continues to attend LACAC Executive Committee meetings.

7.6 ICAO and LACAC continue to provide joint Secretariat support to the North American/Caribbean/South American (NAM/CAR/SAM) Aviation Security and Facilitation Regional Group, which will hold its 3rd annual meeting in conjunction with an AVSEC Seminar in Lima, Peru, from 17-21 June 2013.

8. Cooperation in the Asia Pacific Region (APAC)

8.1 The ICAO Asia and Pacific Office (APAC Office) has vigorously pursued regional cooperation along the lines of ICAO's Policy on Regional Cooperation. Draft MOCs submitted by ICAO are being discussed with: Asia-Pacific Economic Cooperation (APEC), Association of South East Asian Nations (ASEAN); and South Asian Association of Regional Cooperation (SAARC).

8.1.1 The APAC Office has established contact with the Mekong Tourism Coordinating Office (MTCO), which is a Greater Mekong Sub-Region (GMS) travel focused intergovernmental organization comprising Cambodia, the People's Republic of China, Lao People's Democratic Republic, Myanmar, Thailand, and Viet Nam. The MTCO is currently exploring the possibility of technical assistance from ICAO to develop and implement the Mekong eVisa system recognizing ICAO's mandate in the Machine-Readable Travel Documents (MRTD) program.

8.2 The World Bank has requested ICAO's assistance in the conduct of audits on five airports in the South Pacific, in the context of the Pacific Aviation Investment Programme (PAIP). After due consultation with Headquarters, the Regional Director of the Asia and Pacific Office has signed a Letter of Agreement with the World Bank field office with a view to facilitating the conduct of a gap analysis on the airports with respect to compliance with Annex 14 requirements. The audits to the five airports were conducted from 10-22 July 2012.

8.3 ICAO participated in the ASEAN Air Transport Technical Cooperation Sub Working Group Meeting, held in Bangkok from 27-28 August 2012 and provided a brief overview of COSCAP

priorities. ICAO submitted a presentation on APANPIRG GNSS implementation activities to the Seventeenth Meeting of APEC GNSS Implementation Team (GIT/17) held in St. Petersburg, Russia from 30 July to 1 August 2012.

8.4 A regional seminar for Asia and Pacific Regions in preparation of ATConf/6 was held in Hong Kong, China from 28-30 January 2013. This seminar was organized by ICAO and hosted by the Civil Aviation Department of the Hong Kong Special Administrative Region of China.

8.5 ICAO is continuing to establish closer working relations between ICAO and the World Health Organization (WHO) offices at a regional level.

9. **Collaboration With Regional Safety Oversight Organizations (RSOOS)**

9.1 In accordance with a letter of understanding between ICAO and CASSOA, a review of the organizational, financial and legal framework of CASSOA was conducted by ICAO. The recommendations emerging therefrom were presented to the board of CASSOA on 20 September 2012.

9.2 ICAO is working closely with the SADC to transform the COSCAP-SADC project into a SADC Regional Safety Oversight Organization. When established, the regional safety oversight organization will be known as the SADC Aviation Safety Organization (SASO). Support has been provided by ICAO to the BAGASOO for the development of the State Safety Programme. ICAO is also coordinating the activities been undertaken for the establishment of an RSOO for the Seven Partner States (Djibouti, Egypt, Eritrea, Ethiopia, Libya, Somalia and Sudan).

9.3 The ICAO Regional Director of the South American Office is the General Coordinator of the RSOO for Latin America (SRVSOP) referred to in paragraph 2.6.2, which was created after the signing of an MOU between LACAC and ICAO in 1998. Therefore, SRVSOP work remains an integral part of Regional Office.

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