



THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

COMMITTEE B

- Agenda Item 7: Operational safety risks**
7.2: Operational safety risks at the global, regional and national levels, and the role of RSOOs and RASGs in achieving the GASP goals

STRENGTHENING REGIONAL SAFETY OVERSIGHT ORGANIZATIONS (RSOOs)

(Presented by the Interstate Aviation Committee (IAC) on behalf of Autorités Africaines et Malgache de l'Aviation Civile (AAMAC), Agencia Centroamericana para la Seguridad Aeronáutica (ACSA), Agence Communautaire de Supervision de la Sécurité et de la Sureté de l'Aviation Civile (ACSAC), Agence de Supervision de la Sécurité Aérienne en Afrique Centrale (ASSA-AC), Banjul Accord Group Aviation Safety Oversight Organization (BAGASOO), East African Community Civil Aviation Safety and Security Agency (CASSOA), Civil Aviation Safety and Security Oversight System (CASSOS), Eastern Caribbean Civil Aviation Authority (ECCAA), The European Union (EU)², Interstate Aviation Committee (IAC), Interim Southern African Development Community Aviation Safety Organization (iSASO), Pacific Aviation Safety Office (PASO), Regional Safety Oversight Cooperation System (SRVSOP))

EXECUTIVE SUMMARY

This paper discusses the current role of regional safety oversight organizations (RSOOs), the challenges they are facing and the need for both States and ICAO to continue supporting their strengthening by implementing the global strategy and action plan for the improvement of RSOOs and the establishment of a global system for the provision of safety oversight, with the aim that RSOOs become an essential component of the future Global Aviation Safety Oversight System (GASOS).

Action: The Conference is invited to:

- a) acknowledge that RSOOs have an important role to play in carrying out safety oversight functions on behalf of their member States and, within the Global Aviation Safety Plan (GASP) framework, in addressing safety issues at the regional level;
- b) recommend that States further support the strengthening of RSOOs by engaging actively in the development of their RSOO, by securing adequate, sustainable RSOO funding mechanisms, and by further delegating safety oversight functions to the RSOO;
- c) recommend that ICAO further supports the strengthening of RSOOs and their recognition within the ICAO safety system by facilitating access to technical support, facilitating the sharing of experience and knowledge between RSOO through the RSOO Cooperative Platform, establishing GASOS and

¹ English, French, Russian and Spanish versions provided by the IAC.

² In the ICAO framework, EASA (the European Aviation Safety Agency) may act as a Regional Safety Oversight Organisation and is a member of the RSOO Cooperative Platform.

- by reinforcing the direct cooperation between ICAO and RSOOs in the framework of the GASP;
- d) recommend that ICAO ensures adequate recognition of RSOOs within the ICAO safety system; and
 - e) recommend that RSOOs continue to engage in the RSOO Cooperative Platform and that they engage actively in the establishment of the future GASOS by supporting its implementation and, where applicable by taking steps towards their own recognition as a competent safety oversight organization.

1. INTRODUCTION, BACKGROUND

1.1 The traditional model of aviation safety oversight foresees that all safety oversight functions are performed directly by a State's civil aviation authority (CAA). Today the implementation of a new paradigm for safety oversight has become essential, because of several factors, most of which are already influencing today's aviation system.

1.1.1 The world of aviation is undergoing rapid changes and becoming more complex, while air traffic is predicted to double within the next fifteen years. It will require significant additional resources to ensure the aviation safety system remains stable.

1.1.2 The aircraft ownership, registration and user business models are changing, thereby affecting the safety oversight systems. They need to adapt to the future demands of a rapidly expanding aviation industry, of new technologies and new systems such as remotely piloted aircraft systems (RPAS).

1.1.3 Different regulatory systems, overlapping auditing and recertification programmes require a rethink of current safety oversight systems in order to simplify the system for better resource management, to resolve current inefficiencies and to cater for future challenges in the frame of constant growth of the civil aviation industry.

1.2 The harmonisation of safety regulations at a regional level and a more effective management of safety oversight resources may be a solution to meet these growing challenges. In this context the development of regional cooperation has been a priority for many States in the last fifteen years, while being actively promoted by ICAO and by industry.

1.3 RSOOs are well placed to address those challenges with the mandate given to them through regionalisation of certain oversight functions and the technical support they can provide to their member States. ICAO has strongly promoted the role of regional safety oversight organizations (RSOOs) in Assembly Resolution A39-14 and provided guidance for their establishment in Doc 9734, *Safety Oversight Manual, Part B — The Establishment and Management of a Regional Safety Oversight System*.

1.4 The 2017 RSOO Forum endorsed the global strategy and action plan for the improvement of RSOOs and the establishment of a global system for the provision of safety oversight. As part of the implementation of this strategy.

1.4.1 The RSOO Cooperative Platform was set up to facilitate the sharing of experience between RSOOs, their interfacing with ICAO as well as and the coordination of technical assistance, with the overall objective to help strengthening RSOOs.

1.4.2 The development of the GASOS was initiated by ICAO, with the double objective: of a) strengthening State safety oversight capabilities by providing them with a system for the delegation of

safety oversight functions to recognized safety oversight organizations (SOOs); and of b) strengthening existing SOOs.

2. DISCUSSION: RSOO ACHIEVEMENTS AND CHALLENGES

2.1 Today about seventeen initiatives of regional cooperation are launched or in preparation, including institutionalised RSOOs, ICAO led-projects and cooperative inspectorate scheme. Thirteen RSOOs are functioning already covering more than 130 States around the world. They are acting in different legal, economical and procedural frameworks but are sharing the common objective to strengthen the safety oversight performance of their member States. Examples of achievements and on-going developments for some RSOOs are provided in the separate Information Paper “RSOOs – Examples of achievements and developments” (AN-Conf/13-WP/159 refers).

2.2 It is recognized however that many RSOOs are facing challenges that are preventing them to contribute to the full extent possible to the reinforcement of the safety oversight capacity of their member States. The main challenges have been exposed in the RSOO evaluation that was completed by ICAO in November 2017 and relate to:

- a) their legal framework;
- b) their organizational structure, resources and technical capacities;
- c) their funding mechanism; and
- d) their management processes and systems.

2.3 The current actions of ICAO aimed at supporting RSOOs and strengthening of their recognition within the ICAO system should be commended. ICAO should continue efforts to ensure the appropriate participation in the technical work of ICAO, for instance, by establishing the status of RSOO observer in the Air Navigation Commission, similar to the current status of the Observer of a Contracting State.³

2.4 In order for all RSOOs to be able to contribute effectively to reinforced global safety oversight capabilities and to achieving GASP objectives, it is necessary that both States and ICAO continue the efforts undertaken to establish well performing RSOOs. In particular through GASOS recognition RSOOs will be strengthened both by the independent assessment activities and associated improvement incentives, making them more effective and efficient in supporting their Member States.

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³ ICAO Doc 8229, *Rules of Procedure for the Air Navigation Commission*

APPENDIX
REFERENCES

- [ICAO Resolution A39-14 on Regional cooperation and assistance to resolve safety deficiencies, establishing priorities and setting measurable targets](#)
- [ICAO Document 10004 – 2017-2019 Global Aviation Safety Plan](#)
- Forum on Regional Safety Oversight Organizations (RSOOs) for Global Aviation Safety 22-24 March 2017, Ezulwini, Swaziland, [Report](#)
- [Global strategy and action plan for the improvement of Regional Safety Oversight Organizations \(RSOOs\) and the establishment of global system for the provision of safety oversight - ICAO](#)

RSOO 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, Montserrat, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and Grenadines, Anguilla, British Virgin Islands	PEL, OPS, AIR, AGA, ANS, SMS, AIG, AVSEC, ENV/CORSIA
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,	PEL, OPS, AIR (TBC)

RSOO	Member States	Functional Areas (active/foreseen)
	Anguilla, British Virgin Islands	
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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