



International Civil Aviation Organization

**WORKING PAPER**

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**TECHNICAL COMMISSION**

**Agenda Item 32: Aviation Safety and Air Navigation Regional Implementation Coordination Mechanisms**

**ENHANCED COOPERATION AMONG ICAO, AFCAC AND RSOOS IN THE AFI REGION IN THE IMPLEMENTATION OF COORDINATED SAFETY PROGRAMMES**

(Presented by the African Civil Aviation Commission (AFCAC) on behalf of 54 African States<sup>2</sup>)

**EXECUTIVE SUMMARY**

The paper discusses proposals to enhance regional cooperation and collaboration activities between member States and international organisations for the improvement of aviation safety in the Africa-Indian Ocean (AFI) Region.

**Action:** The Assembly is invited to

- a) direct ICAO to continue collaborating with RSOOs and harmonize work programmes to ensure that there is no duplication of efforts and optimal use of resources; and
- b) direct ICAO to fast track the implementation of the recommendations of the Global Forum on Regional Safety Oversight Organizations (RSOOs) for Global Aviation Safety, held in Eswatini from 22 to 24 March 2017.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
<i>Financial implications:</i>	Resources to support regional safety enhancement initiatives to be determined.
<i>References:</i>	A40 WP/153, Support and assistance for RSOOs in the AFI Region ICAO Key Initiative, <i>No Country Left Behind</i> Doc 10004, <i>Global Aviation Safety Plan</i>

<sup>1</sup> English and French versions provided by AFCAC.

<sup>2</sup> Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Comoros, Cote d'Ivoire, Democratic Republic of the Congo, Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, São Tomé and Príncipe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe

## 1. INTRODUCTION

1.1 ICAO proactively fosters cooperation, collaboration and coordinated approaches to manage the administration and governance of international civil aviation as mandated by the Chicago Convention.

1.2 ICAO recognizes that strong partnerships and collaborative networks are also essential at regional levels. The ICAO Policy on Regional Cooperation emphasizes principles of cooperation with regional civil aviation bodies and regional organizations to facilitate the development of civil aviation infrastructure and implementation of ICAO policies, standards and Recommended Practices (SARPs). In collaboration with AFCAC, ICAO plays a leading role in coordinating support and harnessing resources among aviation partners and coordinates priority multi-stakeholder regional initiatives such as the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI-Plan). Emphasis is placed on using the ICAO umbrella for coordinating activities of diverse stakeholders to address specific issues in a regional context within a globally harmonized framework.

1.3 The Regional Cooperation Strategy extends to the strategic planning and operationalization of the ICAO Initiative, No Country Left Behind (NCLB). The NCLB initiative highlights ICAO's efforts to assist States in implementing ICAO Standards and Recommended Practices (SARPs). The main goal of this effort is to help ensure that SARP implementation is better harmonized globally so that all States have access to the significant socio-economic benefits of safe and reliable air transport.

1.4 State Collaboration between regulators and industry should also be enhanced to deliver the right assistance in the right place and at the right time. It is therefore necessary to encourage other States who have not done so to proactively plan, coordinate, and implement Regional Cooperation.

1.5 Furthermore, the Regional Safety Oversight Organizations Forum of March 2017 held in Eswatini (then Swaziland) gave momentum for advancing the agenda of regional cooperation within ICAO and resulted in the emergence of the RSOO Cooperative Platform and Global Aviation Safety Oversight System (GASOS). The establishment of the RSOO-CP whose overall objective is to improve and strengthen the RSOOs' capacity to carry out safety oversight tasks and functions on behalf of their Member States and to actively contribute to ICAO's global and regional programmes and activities is another effort aimed at enhancing cooperation and collaboration among the States.

1.6 Formal collaboration within a number of organizations has been fostered including establishing Memorandum of Understanding (MOU) to formalise closer collaboration on shared priorities.

1.7 The ICAO High-level Conference on COVID-19 (12-22 October 2021) considered proposals on how to strengthen various forms of regional cooperation and proposed recommendations addressed to States and ICAO.

## 2. DISCUSSION

2.1 The value of partnerships is firmly recognized and embedded in the work of ICAO – collaborations are key to delivering expected results and cut across all the Strategic Objectives, key

priorities and core functions of the Organization. Sharing risks and responsibilities, resources and benefits to achieve a common purpose immeasurably strengthens the possible outcomes that can be achieved.

2.2 Cooperation and collaboration among States and RSOOs is necessitated by the need to collectively address issues of common interest and coordinate actions. An important area of cooperation is the exchange of safety information, harmonization of legislation, policies, regulations and other procedures.

2.3 Collaboration and cooperation are also an essential tool for optimization of resources both human and financial through the pooling of experts and collective capacity building programmes.

- There is need therefore for the following interventions aimed at enhancing cooperation and collaboration among States and other Organizations as well as between Regulators and Industry players;
- Update States, industry and international organizations on the benefits of Regional Safety Oversight Organizations (RSOOs) and the challenges they face under the present circumstances to continue providing support to their Member States;
- Propose a tangible path for collective effort from different stakeholders on strengthening regional collaboration;
- Discuss different means of sustainability for RSOOs and other regional mechanisms on safety oversight and accident and incident investigation;
- Discuss the contributions that RSOOs provide for States to enhance safety oversight requirements and highlight the critical role they have played during the COVID-19 pandemic; and
- Explore the importance of collaboration with industry in supporting the capacity building of regional organizations by closing the existing gaps in technology that impedes on effectively conducting safety oversight services for their Member States.

### 3. CONCLUSION

3.1 Prioritizing the establishment and strengthening of platforms for the promotion of cooperation and collaboration is critical for achieving a safe, secure, efficient, economically sustainable and environmentally responsible civil aviation sector.

3.2 RSOOs and RAIOS` have proven to be an effective tool for both regional and global cooperation through the RSOO-CP supported by ICAO.

3.3 ICAO, AFCAC and RSOOs should increase cooperation and collaboration on activities aimed at fostering aviation safety as well as capacity building activities in the Region.