

Agenda Item 3: Regional System of Safety Oversight

3.1 The meeting was informed that the Regional Safety Oversight Cooperation System had started its activities in March of this year, after nine States and Airbus Industries adhered to the project document, the latter as an observer. The 2002 work programme approved by the General System Board was submitted to the meeting.

3.2 It was acknowledged that the key for establishing a Regional Safety Oversight System, as requested by RAAC/5, was the establishment, as an initial step, of harmonized aeronautical regulations in the region, so as to have the same certification and oversight requirements in the various States, and to guarantee compliance of the standards contained in ICAO Annexes 1, 6 and 8.

3.3 It was recalled that RAAC/5 requested ICAO to create an agile, dynamic, multinational or regional safety oversight body with supranational powers, to operate under the direct coordination of ICAO through its Regional Office.

3.4 It was agreed that project RLA/99/901 should set the foundations for the creation of this multinational organization, following a scheme similar to that of the European Joint Aviation Authorities (JAA), which is a body associated to the European Civil Aviation Conference (ECAC), that represents the civil aviation regulatory authorities from a number of European States that have agreed to cooperate in the development and implementation of common procedures and standards, with a view to providing high and consistent operational security standards.

ICAO Universal Safety Oversight Audit Programme (USOAP)

3.5 It was reported that most of the States that have been visited during the follow-up missions have made significant progress towards the resolution of the safety problems identified in the audits and towards the establishment of an effective safety oversight system. The initial results of the follow-up audits carried out to date show a strong commitment by the contracting States to implement the agreed action plan. As a result, the average non-compliance of the critical elements of the safety oversight system identified in the initial audits has dropped from 21.82% to 7.2%.