



WORKING PAPER

ASSEMBLY — 40th SESSION

TECHNICAL COMMISSION

Agenda Item 29: Aviation Safety and Air Navigation Regional Implementation and Coordination Mechanisms

INCREASING EFFICIENCY OF ICAO REGIONAL GROUPS

(Presented by Canada and New Zealand)

EXECUTIVE SUMMARY

ICAO and its Regional Offices have a number of regional groups, each contributing respectively to the realization of a safe and sustainable global civil aviation network. As many of these bodies are highly technical in nature, there is opportunity to increase efficiency and enhance cooperation among them. There are several regional groups within ICAO that operate smoothly and effectively, and as such there is an opportunity to apply some of these best practices and lessons learned to ensure all ICAO regional entities yield the benefits of successful and efficient cooperation. With the support of ICAO and Member States, a number of ICAO regional meetings held at the working-level could see improvements in productivity, effectiveness, coordination and timely resolution of civil aviation matters.

Action: The Assembly is invited to:

- a) support activities fostering continued smooth operations of regional ICAO technical groups;
- b) encourage initiatives fostering effective functioning and positive performance throughout all regional bodies, thereby reducing administrative burden while increasing flexibility and productivity; and
- c) recommend ICAO examine how to best apply lessons learned and best practices in a coordinated manner throughout regional bodies in order to harmonize and support efficient operations.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
------------------------------	---

<i>Financial implications:</i>	N/A
--------------------------------	-----

<i>References:</i>	N/A
--------------------	-----

1. INTRODUCTION

1.1 ICAO regional groups serve as cooperative forums for integrating global, regional, sub-regional, national and industry efforts to continue enhancing aviation safety worldwide. Regional Aviation Safety Groups (RASGs) are but one such example, developing and implementing work

programs that support a regional performance framework for the management of safety on the basis of the Global Aviation Safety Plan (GASP). ICAO regional groups also build on the work already done by States, existing sub-regional organizations such as the Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs) and Regional Safety Oversight Organizations (RSOOs), and support the establishment and operation of a performance-based safety system for the respective region.

1.2 These ICAO regional bodies gather and analyze reactive, proactive and predictive safety data with support from the active involvement of all stakeholders, including: ICAO, States/Territories, international organizations and industry. The strong participation of industry is one of the strengths of these groups that, together with State participation, enhances the regional solution to safety risks and other safety mitigations and improvements.

1.3 Many ICAO regional groups operate in a timely, forward-looking and cooperative fashion, with well-structured and dynamic engagement among members and ICAO. There are opportunities to parallel the successes of these groups throughout all ICAO regional bodies, further enhancing their efficiency and providing opportunities for them to operate at their highest potential. These groups may share best practices and success stories amongst one another, further leaning out procedures, increasing productivity, and altogether delivering a number of improvements to group meetings, particularly those held at the working-level. As such, Member States and ICAO should continue their ongoing work to encourage regional group participation, simultaneously implementing the active positive practices of groups to enhance the efficacy of and coordination among these bodies.

2. SUPPORTING EFFICIENCY OF ICAO REGIONAL GROUPS

2.1 There are a handful of refinements that ICAO regional groups stand to benefit from, already well exemplified in several of these bodies. In order for these improvements to have merit, ICAO and Member States should continue to promote regional groups more widely among States and industry bodies. There continues to be a general lack of knowledge across regions on the precise operations, scope and objectives of these groups, and consequently it may be difficult to seek out new membership. Many individuals, States, and organizations are unaware of the activities undertaken by regional groups to enhance global aviation safety, including: training programs, guidance documents, technical assistance projects, etc. It would be beneficial to ICAO regional bodies and their prospective members if their work and purpose was promoted more regularly and intelligibly.

2.2 Both face-to-face and virtual regional group meetings seek to benefit tremendously from enhancements to efficiency, coordination and timely resolution of regional civil aviation matters. Several ICAO regional groups are well-grounded and may serve as models for the effective operations of meetings and resulting action items; their productivity is exemplified, for instance, through information (incl. invitations, documentation, meeting reports, etc.) made readily available to group members on the ICAO website well in advance of group discussions. Ensuring these documents are posted in a timely manner enables members to prepare in advance for working meetings and thoroughly cover the subject matter. The availability of translation services is an additional key feature noted in the operations of many effective ICAO regional bodies; ICAO headquarters may be in a position to supply translators if Regional Offices are unable to do so.

2.3 There is opportunity to apply many of the successful strategies already employed by ICAO regional technical groups and further curtail some of the administrative burden in several of these bodies. For instance, the requirement to follow the strict formalities of meetings and working paper submissions may be lessened to a reasonable degree when appropriate. The working-level nature of many of these regional meetings suggests a stronger focus on the discussion of regional safety enhancements; several of the standard ICAO headquarters protocols may distract regional group members from this objective. Harmonizing approaches among regional groups by reducing formalities is expected to parallel improvements in the coordination among Members States, ICAO and industry, coherent organization and execution of meetings, as well as efficient and forward-looking contributions of these entities to the economic development and safety of global air transport. Accordingly, the role of ICAO in supporting the well organized and smooth performance of these regional groups should continue to be a cornerstone of effective and productive group operations.

3. CONCLUSION

3.1 ICAO regional groups play a pivotal role in supporting the welfare and sustainability of the global civil aviation network. Several of these groups perform proficiently and cooperatively, and there is opportunity to apply these practices and lessons learned to many of the ICAO regional bodies, which are highly technical in nature. Leaning out processes at the working-level is expected to give rise to improvements in group efficiency, concurrently generating a culture of continuous improvement. Furthermore, through a continued active promotion of the nature and mandate of these groups, regional participation by States and industry may be more widely encouraged.

3.2 With the support of ICAO and Member States, ICAO regional meetings held at the working-level could harmonize their approaches in order to enhance their productivity, effectiveness, coordination and timely resolution of civil aviation matters. Altogether, by way of continuous improvement of these groups, ICAO regional groups and their members may continue their efforts toward the universal objective of ensuring a safe, secure and sustainable international air transport system.

— END —