



International Civil Aviation Organization
 ICAO South American Regional Office
Eleventh Meeting of the Civil Aviation Authorities of the SAM Region (RAAC/11)
 (Santiago, Chile, 6 – 8 May 2009)

Agenda Item 4: Review of the level of safety oversight attained in the Region

d) Review of the activities being carried out by the Regional Aviation Safety Group - Pan-American

NEED FOR A FAST MECHANISM TO FACILITATE COOPERATION IN SAFETY

(Presented by Colombia)

SUMMARY

This working paper intends to motivate the search for a fast and direct mechanism to facilitate the channeling of technical cooperation, assistance and aid for developing RASG-PA programs on safety under a decentralized framework.

References:

- Chicago Convention;
- Final Report RASG-PA/01; and
- DGCA/06-WP/4 presented by the Secretary.

1. Introduction

1.1 This working paper seeks to present a set of ideas that are circulating or are conclusions of meetings within ICAO and other forums in relation to technical cooperation, aid and assistance in aviation.

1.2 About cooperation and technical assistance there are real experiences, some positive or inconclusive along a tradition of mutual support that has characterized the region, however there is a need for a fast mechanism to channel cooperation towards efforts as RASG-PA that does not correspond to the mechanisms already established within the range of products offered by cooperation of ICAO.

1.3 What is ahead is a challenge, characterized by the need to implement a technical cooperation and assistance between States and industry (This is the operators, maintenance organizations, airports, air navigation service providers, aircraft manufacturers), because is now intricate to move into the issues related to safety only through the efforts of States.³

1.4 The questions surrounding the effort of RASG-PA and the fast mechanism to build, to channel the energy the industry and the states to safety might be:

- How the fast mechanism could use the advantages of ICAO regional bodies in response to the problems of safety?
- How would the fast mechanism contribute to implement and support RASG-PA recommendations on safety?
- How to learn from innovation and experience to promote exchange and accelerate the GASP processes?

1.5 Fortunately, experience collected in RASG-PA shows that there are common interests between States and industry on their relationship, technical cooperation, on assistance and some financial support in some cases to search for common goals if have the support from RASG-PA and its executive committee which is an example of such cooperation, but the mechanism appears to crystallize this wish is not defined yet.

1.6 The success of the programs that run through RASG-PA depends on the design of a fast mechanism for cooperation, assistance and specific funding to support the development of a plan oriented by RASG-PA, open to the collaboration of industry and States interested, with specific objectives pointing to achieve a coordinated effort. If cooperation is economic or technical cooperation or assistance, does not necessarily mean duplication of existing funds by the fact of bringing the industry itself.

1.7 However, as RASG-PA has a hemispheric connotation in nature, cooperation, assistance or aid should be regional, the mechanism developed or appropriate should recognize this fact and should be decentralized in the ICAO regional offices.

1.8 This process should transfer the capacity to make decisions on the use of resources and priorities for its use, supported by the executive committee of the ICAO regional offices.

2. **Discussion**

2.1 In recent years we have introduced a number of initiatives around safety, so the full hemisphere decided to stop the continuous duplication of effort starting RASG-PA.

2.2 The essence of this effort is the cooperation among States, assisted by industry, and in conjunction with ICAO based on its regional offices and improving safety. However, the maximum capacity of this initiative will not be achieved if there is no fast mechanism to facilitate the accomplishment of the objectives by ensuring the flow of technical cooperation, assistance and economic aid.

2.3 Support in the implementation of strategies for the benefit of safety and its consolidation requires a crucial interface between the will to cooperate, the action and the assistance to this interaction been necessary that ICAO seeks for a fast mechanism for this purpose outside of traditional models of cooperation.

2.4 The mechanism should seek decentralization as it has advantages in its own regional leadership, local management and control focused on RASG-PA executive committee among others.

3. **Conclusions**

3.1 On the basis of the relation States, ICAO and Industry, it is necessary to continue the search for a fast mechanism to facilitate technical cooperation, assistance and economic aid toward RASG-PA, ICAO is the one that has to propose possible alternative to channel this support in a decentralized environment.

4. **Suggested Action**

4.1 The Meeting is invited to:

- a) To note the information contained in this paper.
- b) As the highest-level meeting in South American, request ICAO and motivate them to find and propose a fast and decentralized mechanism that could channel cooperation, assistance and financial help to crystallize the actions from.
- c) Support the model of cooperation Industry - State as fundamental essence for RASG-PA.

- END -