



ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

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

REGIONAL COOPERATION IN THE FIELD OF INDEPENDENT AIRCRAFT ACCIDENT INVESTIGATION AND AVIATION SAFETY ASSURANCE

(Presented by the Interstate Aviation Committee)

EXECUTIVE SUMMARY

The paper discusses information on increasing the use of the potential of Regional Accident and Incident Investigation Organizations (RAIOs) and Regional Safety Oversight Organizations (RSOOs) within the Global Aviation Safety Oversight System (GASOS).

<i>Strategic Objectives:</i>	This information paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	Without any additional resources to support the recognition of RAIOs and RSOOs as part of the GASOS implementation.
<i>References:</i>	Resolution A39-14: Regional cooperation and assistance to resolve safety deficiencies, establishing priorities and setting measurable targets Annex 13 — <i>Aircraft Accident and Incident Investigation</i> Doc 10115, <i>Report of the Thirteenth Air Navigation Conference (AN-Conf/13)</i> Doc 10004, <i>Global Aviation Safety Plan 2017-2019</i> Doc 9946, <i>Manual on Regional Accident and Incident Investigation Organization</i> Doc 9756, <i>Manual of Aircraft Accident and Incident Investigation</i> Doc 9734, <i>Safety Oversight Manual, Part B — The Establishment and Management of a Regional Safety Oversight System</i>

1. INTRODUCTION

1.1 Today's traditional flight safety model in its functions is directly based on a State's Civil Aviation Authorities (CAAs) and State independent air accident and incident investigation bodies. 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 English and Russian versions provided by IAC.

- a) rapid changes in the world civil aviation, its increasing complexity and predicted doubling within the next 15 years will require significant additional resources to ensure the aviation safety system remains stable;
- b) expanding aviation industry, implementation of new technologies and new systems such as remotely piloted aircraft systems (RPAS), new business models of aircraft ownership, registration and user, computerization, etc., require innovative approaches to aviation safety systems;
- c) differences in national legislation and regulatory systems, overlapping auditing and re-certification programs require a rethink of current flight safety assurance systems in order to simplify the system for better recourse management, to resolve current inefficiencies and to cater for future challenges in the frame of constant growth of the civil aviation industry; and
- d) the problem of qualified personnel is acute for all ICAO Regions. Thus, the second edition of the *Global Aviation Safety Plan* (Doc 10004, clause 4.4.2) states that, “CE-4, which addresses qualified technical personnel within the State, has the lowest percentage of EI of all the CEs.” (47.75%). The problem of attracting the necessary resources to the tasks of investigating accidents and incidents and flight safety oversight, as well as the effective use of these resources, is one of the main and most complex problems that many ICAO States currently face.

1.2 The harmonization 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 the industry.

1.3 RSOOs are well placed to address those challenges with the mandate given to them through regionalization and delegation of certain oversight functions and the technical support they can provide to their Member States. ICAO has strongly promoted the role of RSOOs in Assembly Resolution A39-14 and provided guidance for their establishment in Doc 9734, Part B.

1.4 Building on the work done, the Thirteenth ICAO Air Navigation Conference (Doc 10115) recognized the importance of regionalization in aviation safety approaches and recommended the States to “support the development of a Global Aviation Safety Oversight System (GASOS)” and “provide additional support for strengthening Regional Safety Oversight Organizations (RSOOs) through active participation in the development of RSOOs, provision of adequate and sustainable RSOO funding mechanisms and, in relevant cases, further delegation of RSOOs safety oversight functions”.

2. DISCUSSION

2.1 The Universal Safety Oversight Audit Programme (USOAP) audits have shown that many States do not have the necessary resources to effectively carry-out safety oversight powers and conduct independent air accident and incident investigations.

2.2 In order to address these challenges, today about 17 initiatives of regional cooperation are launched or in preparation, including institutionalized RSOOs and RAIOS, 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 and independent air accident and incident investigation in their Member States.

2.3 One example of the successful implementation of regional flight safety mechanisms is the example of the Interstate Aviation Committee (IAC), founded in 1991 by 12 States of the former USSR. The IAC, acting on the basis of international agreements with 78 States and 19 organizations, over the years has managed to establish an effective mechanism in the development and harmonization of aviation regulations and air legislation, certification, harmonization of ATM systems, and training of aviation specialists. The IAC's independent air accident investigation system is recognized worldwide.

2.4 The activities of regional organizations enable States to:

- a) promote independent, professional and objective activity of aviation experts;
- b) eliminate duplication of efforts by pooling human, technical and financial resources;
- c) achieve economies of scale, which ensures efficiency and effectiveness;
- d) allow specialists in the region to quickly obtain relevant experience; and
- e) facilitate the recruitment and constant stable work of specialists for States.

2.5 Despite the obvious advantages of sharing resources, today there is an understanding that many organizations are facing challenges that prevent them from fully contributing to the enhancement of flight safety capacities of their Member States. The main problems are related to differences in their legal and organizational structure, differences in the available resources and technical capabilities, processes and management systems, and, as a result, the lack of a common approach on the part of ICAO to the principles of interaction with regional organizations.

2.6 The current ICAO actions aimed at supporting and strengthening the role of regional organizations within the ICAO system should be commended. In order for all RSOOs and RAIOS 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 on their support and recognition from GASOS including through independent assessment activities and associated improvement incentives, making them more effective and efficient in supporting their Member States.

3. CONCLUSION

3.1 The participants of the Assembly Session are invited to take into consideration the above-stated information.

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