

Forum

On Regional Safety Oversight Organisations (RSOOs) For Global Aviation Safety

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Practical Aspects of Operating Regional Mechanisms

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Practical Aspects of Operating Regional Mechanisms

INTRODUCTION

- Document prepared for presentation at the Forum on Regional Safety Oversight Organizations;
- Presents the Practical Aspects of the Functioning of Regional Mechanisms and the services they can offer to States.
- Composed of seven parts with:
 - Introduction;
 - Background;



Practical Aspects of Operating Regional Mechanisms

INTRODUCTION (Continued)

- Common problems to the developing States;
- The regional solution to the problem;
- Regional safety oversight cooperation initiatives (COSCAP);
- Regional mechanisms: what can they offer and do for States?
- The conclusion.



Practical Aspects of Operating Regional Mechanisms

- Regional mechanisms: what they can offer and perform for States ?

BACKGROUND

- Resolution A29-13 – *Improvement of Safety Oversight*, which was adopted by the 29th ICAO Assembly in 1992, recognized that several States may not have the legal framework or financial or technical resources to Requirements contained in the Convention and its Annexes.



BACKGROUND (continued)

- The resolution also noted that several Contracting States may have difficulty in meeting their international legal responsibilities for overseeing the safety of air carriers.
- The 31st Session of the ICAO Assembly in 1995 approved the Safety Oversight Program (SOP) on the basis of the previous resolution and established a mechanism for funding and contributing technical resources to the program .
- A voluntary assessment and monitoring program was launched in 1996.



BACKGROUND (continued 1)

- Although the participation of the Contracting States was voluntary, the objective was to audit the existing regulatory functions in the Participating States and to provide technical assistance, follow-up and advice to States in their efforts to integrate the ICAO Standards and Recommended Practices (SARPs) and related procedures.
- During the first two years, Safety Oversight assessments had identified numerous shortcomings in the oversight systems used by the Contracting States.

❑ COMMON PROBLEMS WITH DEVELOPING STATES.

- Although circumstances varied from state to state, it was clear that there were several common barriers that prevented States from implementing and sustaining a functional program of oversight.
- In developing countries with early airlines and in countries that had experienced rapid growth in air transport, administrations had been surpassed, significantly reducing their ability to regulate their industry, with safety oversight demanding function.
- The inability of some States to recruit, train and retain qualified inspectors.



□ REGIONAL SOLUTION TO THE PROBLEM

- Because of the constraints mentioned above and also because the size of the aeronautical industry in most developing States is usually restricted and often does not require the services of a Technical Operations Inspector and an Full-time airworthiness in each State, the formation of a cooperative organization by a group of States, seemed to be the most cost-effective solution.
- Such an organization, composed of a core of qualified regional inspectors, would increase the certification and surveillance capacity of each Member State.



□ REGIONAL SAFETY OVERSIGHT COOPERATION INITIATIVES (COSCAP)

- The ASSA-AC began as a cooperative project following the signing of an agreement by CEMAC and ICAO-TCB in 2005. The cooperation group was named Cooperative Development of Operational Safety and Airworthiness Program (COSCAP CEMAC / STP) set up in 2008. Later, in 2012, the COSCAP CEMAC / STP became an Aviation Safety Oversight Agency in Central Africa (ASSA-AC).
- Its scope of action covers PEL / OPS / AIR / AGA.



□ REGIONAL MECHANISMS: WHAT THEY CAN OFFER AND PERFORM FOR STATES?

- Provide a framework for regional cooperation;
- Promote the harmonization of fundamental laws, regulations and procedures;
- Provide a regional focal point to address in a unified manner all certification and technical inspection issues, with a view to harmonizing and standardizing related policies and procedures;

❑ REGIONAL MECHANISMS: WHAT THEY CAN OFFER AND PERFORM FOR STATES? (after)

- Develop and implement a training program to improve the skills and technical knowledge of aviation personnel;
- Carry out certification and monitoring tasks on behalf of the Member States' AACs;
- Conduct audits and other quality assurance activities;
- Develop and implement a Regional Safety Program;
- Put in place programs that are better implemented on a sub-regional or regional basis;



□ REGIONAL MECHANISMS: WHAT THEY CAN OFFER AND PERFORM FOR STATES? (Continued 1)

- Provide information to Member States' CAAs to resolve identified non-conformities;
- Facilitate a coordinated and shared approach to the use of technical expertise in safety oversight available to Member States' CAAs to avoid duplication of efforts and ensure that CAAs maximize the resources available to them;

□ REGIONAL MECHANISMS: WHAT THEY CAN OFFER AND PERFORM FOR STATES (continued 2)

- Provide advisory services and assistance at the request of States;
- Mobilize and solicit technical and financial resources from external sources;
- Assist Member States in the development and implementation of Safety Management Systems (SMS).

❑ CONCLUSION

- In view of what has just been presented, the solution to the problems of aviation safety supervision in our region necessarily involves regionalization.
- However, we need to address the challenges facing RSOOs and those related to sustainable funding issues.

THANK YOU FOR YOUR KIND ATTENTION