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# ICAO Actions and Achievements since the 2011 RSOO Symposium

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**RSOO Forum**

*22 – 24 March 2017, Swaziland*





## Implementation of the Outcomes of:

<b>Symposium on Regional Safety Oversight Organizations (RSOOs)</b>	Montreal 26 to 28 October 2011
<b>2<sup>nd</sup> High-level Safety Conference</b>	Montreal 2 to 5 February 2015
<b>ICAO Assembly – 39<sup>th</sup> Session</b>	Montreal 27 September to 6 October 2016

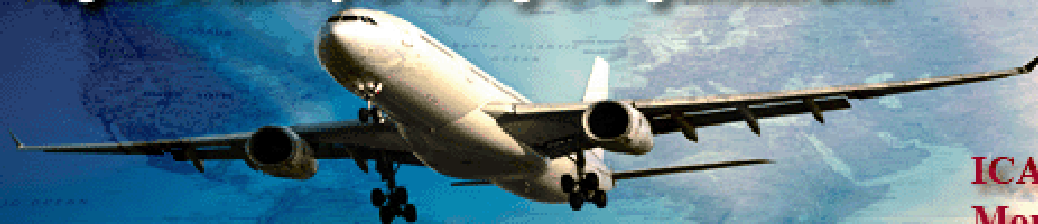


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## Symposium on Regional Safety Oversight Organizations



**ICAO Headquarters  
Montréal, Canada  
26 - 28 October 2011**



### Discussion Outcome 1

There is a need to properly define and classify RSOOs and establish an inventory of existing RSOO functions and responsibilities, and develop corresponding guidance materials and tools.

Guidance material has been developed by ICAO with criteria for the classification of RSOOs addressing powers, responsibilities and functions. It is to be incorporated as additional guidance in the next revision of ICAO Doc 9734, Part B - *The Establishment and Management of a Regional Safety Oversight Organization*.

Implementing Agencies	Deadline	Status
• ICAO in collaboration with RSOOs	• Feb 2015	• Completed



### Discussion Outcome 2

There is a need for ICAO to develop guidance material to indicate that, in the event of a State being a member of more than one RSOO, the mandate and functions delegated by the State to each RSOO should not be the same.

The advantages of aligning the establishment of an RSOO with existing economic and political regional groups is addressed in Doc 9734, Part B, paragraph 3.2.13. A State letter was issued in 2012 to encourage those States that were part of more than one organization to become members of only one RSOO. As a result, a Memorandum of Understanding was signed by AAMAC, CEMAC and UEMOA in May 2014 clarifying their roles.

Implementing Agencies	Deadline	Status
• ICAO	• May 2014	• Completed



### Discussion Outcome 3

ICAO needs to develop guidance material on the sustainable funding of an RSOO that should describe the possible sources of revenue, including the use of funds generated from levies such as a passenger safety levy, currently not covered by existing ICAO policies or guidance on user charges.

A complete new chapter on sustainable funding of RSOOs was published in Amendment 1 to Doc 9734, Part B in August 2013

Implementing Agencies	Deadline	Status
<ul style="list-style-type: none"> <li>• ICAO in consultation with other international organizations and industry partners</li> </ul>	<ul style="list-style-type: none"> <li>• August 2013</li> </ul>	<ul style="list-style-type: none"> <li>• Completed</li> </ul>



### Discussion Outcome 4

There is need for a global project to be developed for the purpose of ensuring adequate and sustainable funding for RSOOs.

Implementing Agencies	Deadline	Status
• ICAO in collaboration with RSOOs, funding agencies and other stakeholders	• N/A	• Ongoing

Based on existing and new ICAO guidance material, studies are conducted for individual RSOOs, at their request.

RSOO Financing & Sustainability is a topic of Theme Three of this forum.



### Discussion Outcome 5

An RSOO has to demonstrate good governance and the ability to effectively implement its mandate to attract funding. A system therefore needs to be developed to regularly evaluate the capability of an RSOO to meet its objectives, performance targets and the expectations of its member States.

A model MOC between ICAO and RSOOs is available, allowing better coordination of aviation safety activities, sharing safety information and facilitating mechanisms to evaluate RSOO's performance. MoCs have been signed between ICAO and IAC (initially 2001, latest Sep-2016) and ICAO and PASO (Nov-2014), . A CMA agreement between ICAO and EASA was signed July 2014.

Implementing Agencies	Deadline	Status
• ICAO in collaboration with RSOOs	• N/A	• Ongoing





### Discussion Outcome 6

Collaborative networks need to be developed to enable RSOOs to share outputs and best practices.

Information on best practices for RSOOs is contained in Doc 9734, Part B. A new webpage for COSCAPs and RSOOs has been created on the ICAO public site with information and links to COSCAP/RSOO's sites:

[http://www.icao.int/safety/Implementation/Lists/COSCAP\\_RSOO](http://www.icao.int/safety/Implementation/Lists/COSCAP_RSOO)  
RASGs, RSOOs and COSCAPs now benefit from a suite of ICAO safety analysis tools found on the integrated Safety Trend Analysis and Reporting System (iSTARS).

Implementing Agencies	Deadline	Status
• ICAO in collaboration with RSOOs	• July 2014	• Completed



### **Discussion Outcome 7**

ICAO needs to assess the resource impacts of all ICAO outputs on safety oversight systems and identify champions to develop models that can be readily adapted to implement the requirements in areas where their impact is significant.

Implementing Agencies	Deadline	Status
• ICAO in collaboration with RSOOs	• June 2014	• Completed

In addition to Item 6, model and sample regulations on air navigation services (ANS), aerodrome and ground aids (AGA) and accident and incident investigation (AIG) , as well as a new AOC inspector handbook, were developed and are available on the ICAO website:

<http://www.icao.int/safety/Implementation/Pages/Resources.aspx>



### Discussion Outcome 8

There is a need to ensure that appropriate dialogues and synergies are established between RSOOs and RASGs, and that there is no duplication of effort between them.

Implementing Agencies	Deadline	Status
•ICAO in collaboration with RSOOs	•N/A	•Completed

New Council approved RASG Terms of Reference were established further aligning the activities of RSOOs and RASGs in the coordination of safety enhancement initiatives at the regional level.

RSOOs are members of RASGs and actively contribute to their work programs.



### Discussion Outcome 9

There are benefits to be derived from the establishment of functionally independent regional accident and incident investigation organizations (RAIOs), and close collaboration and coordination between RSOOs and RAIOs.

RAIOs have been established in the South American, African, Caribbean and European regions. An ICAO Manual on RAIOs was published in 2011.

RSOOs and RAIOs are active participants in the RASGs

Implementing Agencies	Deadline	Status
• ICAO in collaboration with RSOOs and RAIOs	• N/A	• Completed



### **Discussion Outcome 10**

There is value in holding a meeting of RSOOs on a regular basis. The symposium therefore requested ICAO to give this due consideration.

The 2017 Forum on RSOOs for Global Aviation Safety will develop a global strategy and plan for improvement of RSOOs including the establishment of a cooperative platform.

Implementing Agencies	Deadline	Status
• ICAO in collaboration with RSOOs	• N/A	• Ongoing



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**ICAO Doc 10046 Recommendation 3/1 b**



- i. Undertaking a study, possibly supported by the establishment of a working group, to consider ways to integrate functions and increase the powers of RSOOs in relation to the ICAO regional safety framework, possible sustainable funding mechanisms, mergers and agreements between RSOOs, evolve Cooperative Development of Operational Safety and Continuing Airworthiness Programme (COSCAPs) into RSOOs, and report the results to the 39th Session of the ICAO Assembly

### Update – March 2017

A secondment opportunity for an RSOO expert was created and announced to States via State letter A2/1.5 CONF-16/44, 27 April 2016. A team is now dedicated to undertaking a project for the improvement of RSOOs.



- ii. Enhancing the guidance provided in the ICAO *Safety Oversight Manual*, (Doc 9734), Part B — *The Establishment and Management of a Regional Safety Oversight Organization*

**Update – March 2017**

Enhancements of Doc 9734, Part B are planned as part of the ICAO project for the improvement of RSOOs.





- iii. Stakeholders and development partners should extend their support for international cooperation projects to cover the activities and work programmes of RSOOs

**Update – March 2017**

Stakeholders continue to provide valuable support.



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# 39th

TRIENNIAL ASSEMBLY



ICAO

UNITING AVIATION

## Assembly Resolution A39-14



## Assembly Resolution A39-14

- Recognized that the establishment of sub-regional and regional aviation safety and safety oversight bodies, including regional safety oversight organizations (RSOOs), has great potential to assist States in complying with their obligations under the Chicago Convention through economies of scale and harmonization on a larger scale resulting from the collaboration among Member States in establishing and operating a common safety oversight system
- Directed the Council to promote the concepts of regional cooperation, including strengthening RSOOs and RASGs, as well as establishment of objectives, priorities and indicators and the setting of measurable targets to address SSCs and safety deficiencies



## Assembly Resolution A39-14

- Directed the Council to take the appropriate actions to ensure the specificities of a regional aviation system established by a group of Member States are recognized and integrated in the ICAO framework
- Directed the Council to continue to partner with Member States, industry and other aviation safety partners for coordinating and facilitating the provision of financial and technical assistance to States and subregional and regional safety and safety oversight bodies, including RSOOs and RASGs, in order to enhance safety and strengthen safety oversight capabilities



## Assembly Resolution A39-14

- Directed the Council to continue the analysis of relevant safety-critical information for determining effective means of providing assistance to States and subregional and regional safety and safety oversight bodies, including RSOOs and RASGs
- Directed the Secretary General to continue to foster coordination and cooperation between ICAO, RASGs, RSOOs and other organizations with aviation safety-related activities in order to reduce the burden on States caused by repetitive audits or inspections and to decrease the duplication of monitoring activities



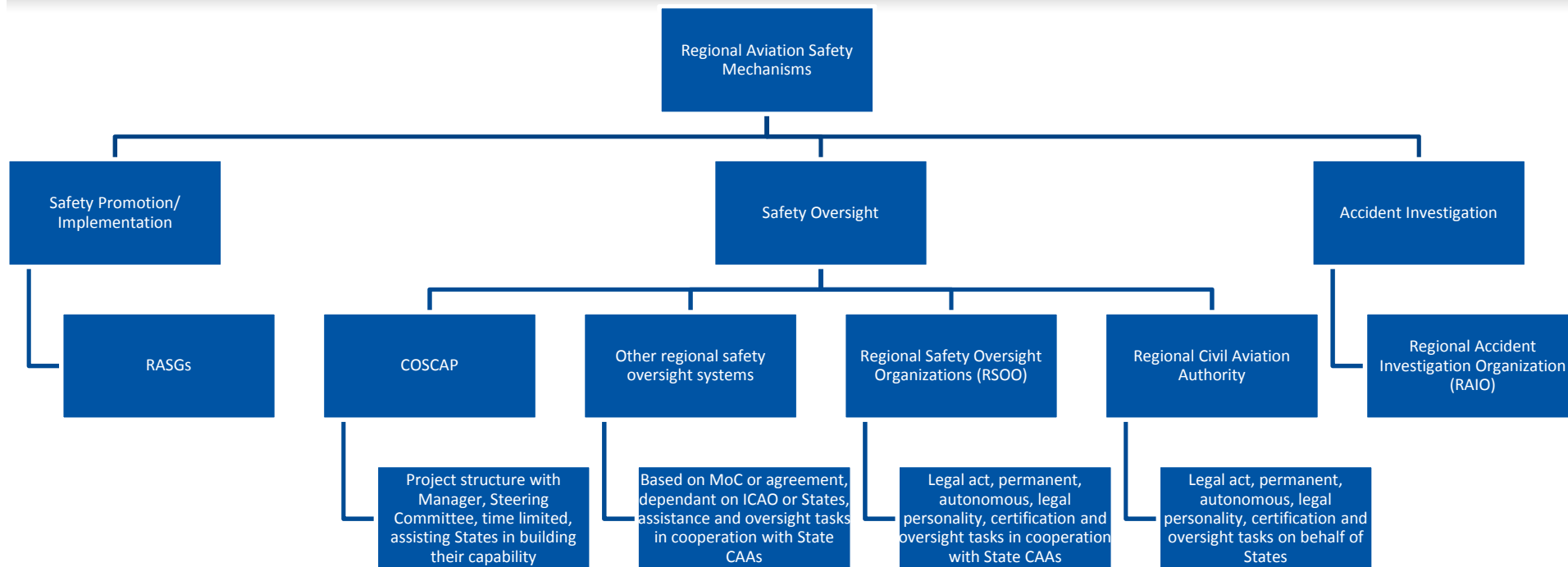
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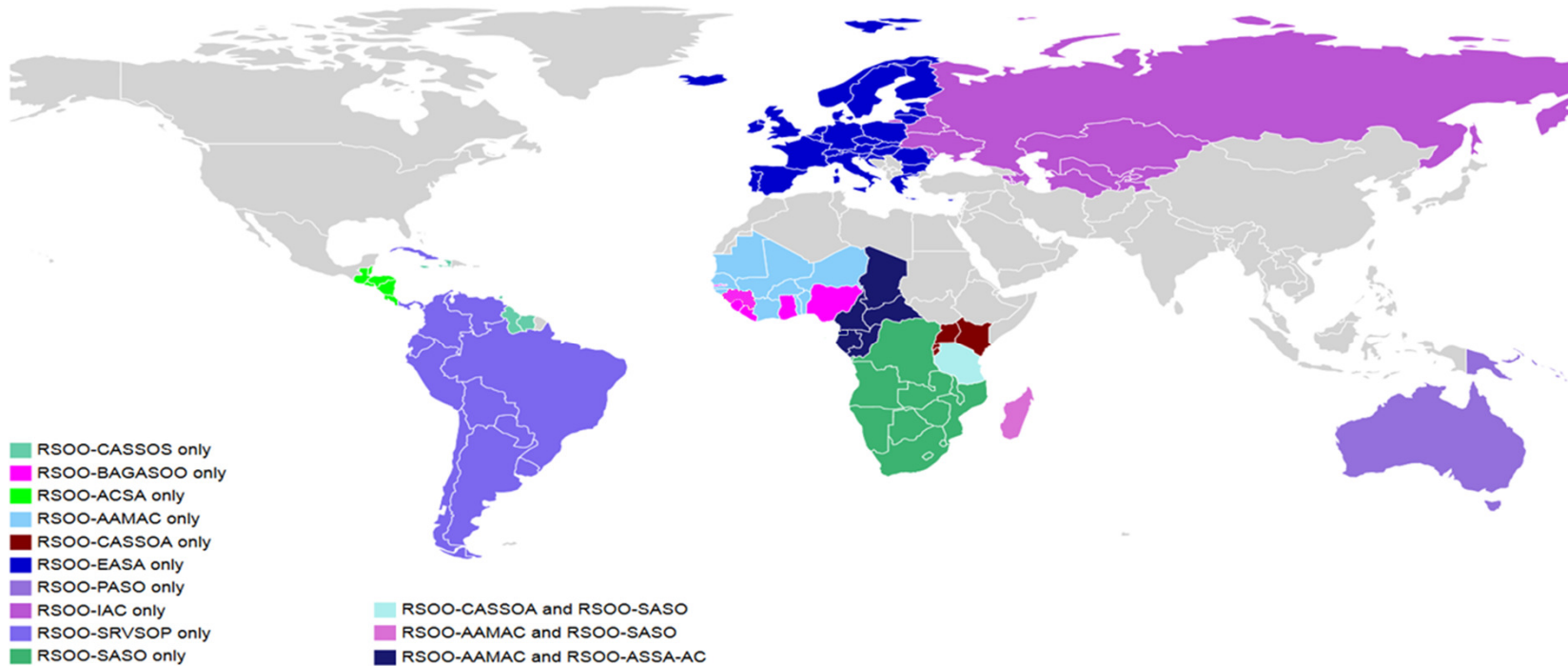
# ICAO RSOO Initiatives







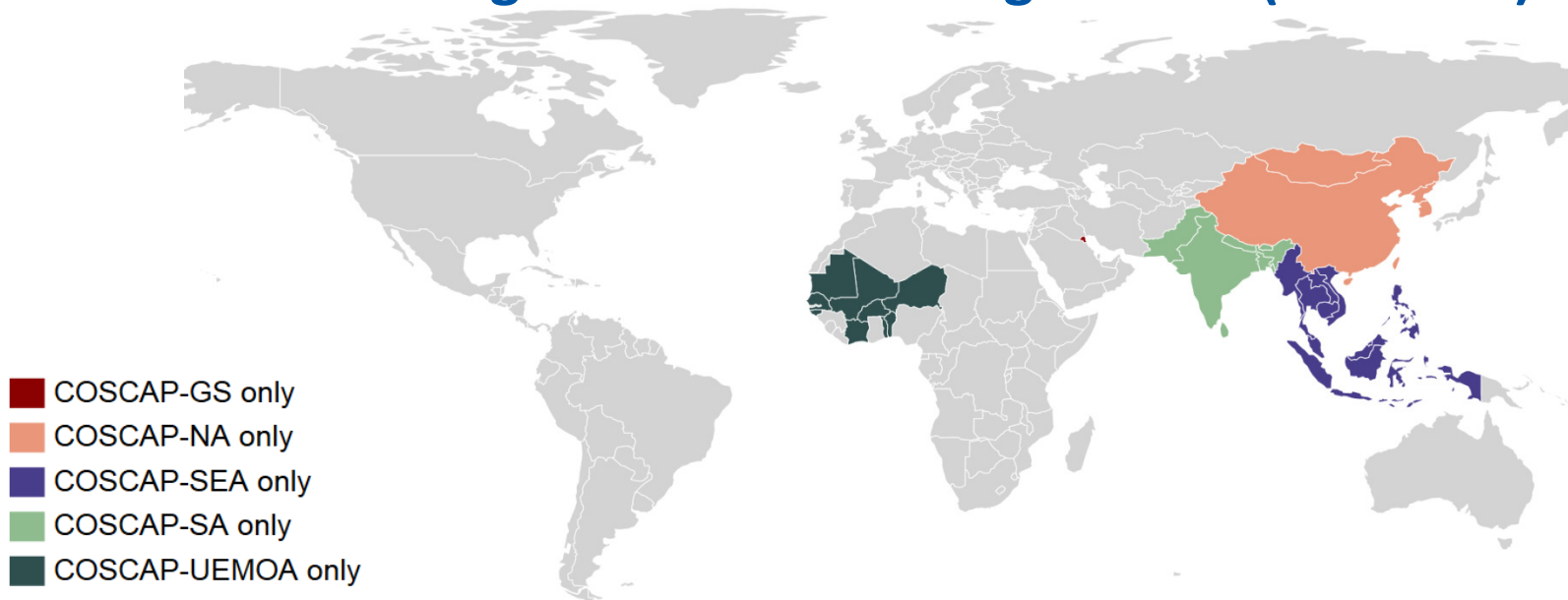
# Regional Safety Oversight Organizations (RSOOs)





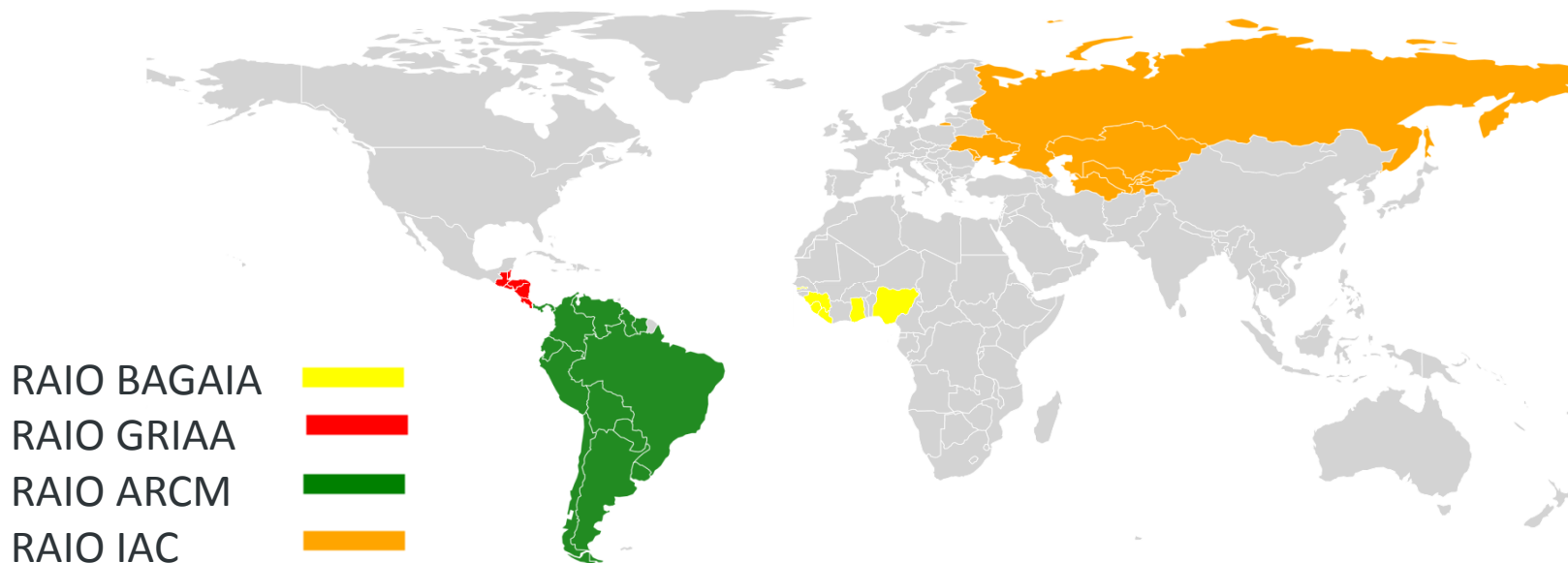


## Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs)





## Regional Accident and Incident Investigation Organizations (RAIOs)





## ICAO and RSOO Cooperation

- **Memorandums of Cooperation (MoCs)**
  - ICAO and IAC, initially February 2011, September 2016
  - CMA agreement between ICAO and EASA, July 2014
  - ICAO and PASO, November 2014
- **Collaboration with ACAC for planning new MENA RSOO**
- **The Forum on RSOOs for Global Aviation Safety organized in cooperation by EASA and ICAO**





## Initiative for the Improvement of RSOOs

- Conduct evaluation of existing RSOOs and develop and implement proposals for improvement and strengthening
- Amendment of ICAO Doc 9734, Part B and other ICAO guidance as necessary





## Recent RSOO Developments

- **COSCAP to RSOO Transitions and New RSOOs**

- COSCAP-SADC transitioning to the SADC Aviation Safety Organization (SASO): Angola, Botswana, Democratic Republic of the Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, Tanzania, Zambia, Zimbabwe
- COSCAP-UEMOA transitioning to ACSAC RSOO: Benin, Burkina Faso, Cote d'Ivoire, Guinea Bissau, Mali, Mauritania, Niger, Senegal; Togo
- COSCAP GS to be replaced by MENA RSOO. Letter of intent signed April 2015: Bahrain, Egypt, Jordan, Kuwait, Morocco, Oman, Qatar, Saudi Arabia, Sudan



## New RSOOs

- L'Agence Communautaire de Supervision de la Sécurité et de la Sûreté de l'Aviation Civile (ACSAC)
- Southern African Development Community Aviation Safety Organisation (SASO)
- Middle East and North Africa Regional Safety Oversight Organization (MENA RSOO)



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# New RSOO Update – Western and Central Africa (WACAF) Region





## COSCAP-CEMAC Transitioning to ASSA-AC



### Accomplished:

- COSCAP-CEMAC operationnal 2008-11, based in N'djamena, Chad;
- ASSA-AC created in 2007 and evolved into a specialized Agency of ECCAS in Jul 2012;
- Organizational framework approved in Jul 2012;
- Appointment of DG, 2012, and Tech Director, 2015;
- Signature of HQ Agreement with Chad in April 2015.

### Pending:

- HQ premises
- Recruitment of the Technical Staff







## COSCAP-UEMOA Transitioning to ACSAC



### Accomplished:

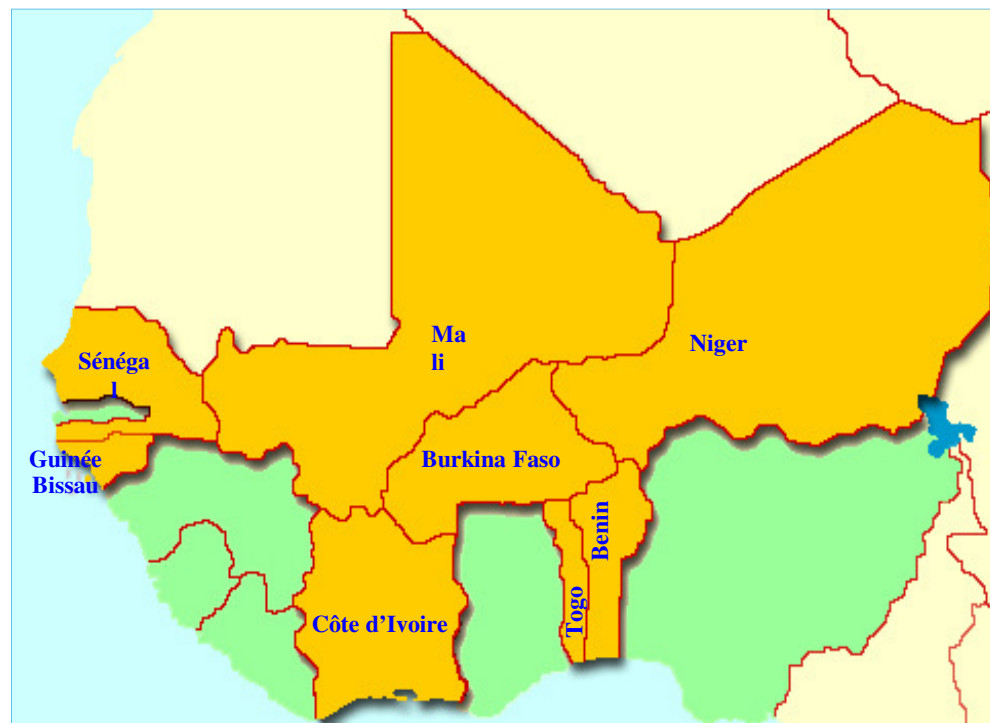
- COSCAP-UEMOA effectively operational since 2005
- ACSAC established by Decision of UEMOA Heads of State, in 2013

### In progress:

- Draft proposals on organizational structure and safety and security charges to be approved by Council of Ministers.

### Pending:

- Designation of HQ
- Staff recruitment, including Exec. Director
- Establishment of Board
- Membership of Mauritania





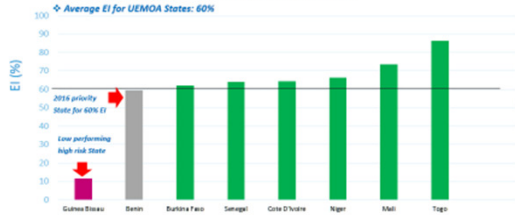
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## Safety Oversight Effective Implementation in UEMOA States Implementation of Abuja Aviation safety Targets, Dec 2016

- 6 out of 8 Audited UEMOA States (i.e. 75%) have achieved EI ≥ 60%
- Average EI for UEMOA States: 60%

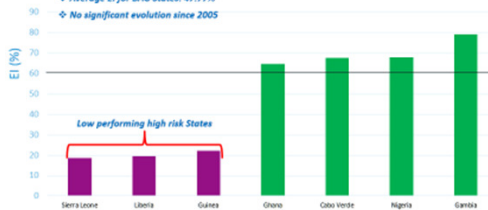


## Safety Profile of WACAF States and their RSOOs



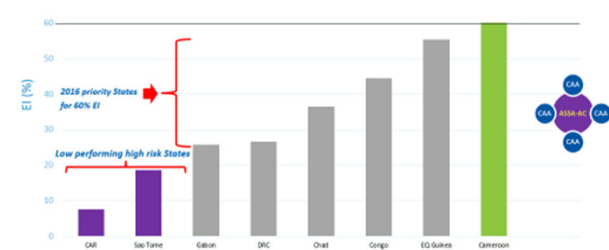
## Safety Oversight Effective Implementation in BAG States Implementation of Abuja Aviation safety Targets, Dec 2016

- 4 out of 7 Audited BAG States (i.e. 57%) have achieved EI ≥ 60%
- Average EI for BAG States: 47.77%
- No significant evolution since 2005



## Safety Oversight Effective Implementation in Central Africa Implementation of Abuja Aviation safety Targets, Dec 2016

- Only 1 out of 9 Audited Central African (CEMAC/CEEAC) States (i.e. ...%) have achieved EI ≥ 60%
- Average EI for CEMAC States: .....%





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# New RSOO Update – Eastern and Southern Africa (ESAF) Region





## COSCAP-SADC Transitioning to SASO



### Accomplished:

- COSCAP- SADC initiated in 2008, hosted by Botswana in Gaborone;
- Charter establishing the Southern African Development Community Safety Oversight Organisation (SASO) approved in 2015
- Principal institutions for direction and implementation:
  - Committee of Ministers; Civil Aviation Committee; and the SASO Secretariat;
- Scope: Co-operation of SADC Member States in the area of civil aviation safety oversight.
- Funding:
  - membership contributions; charging consulting and training fees; grants and donations; and any other source, which the Ministers may deem appropriate.
- MoU on Interim SASO; Interim Secretariat, Interim Executive Director; Host Agreement with the Kingdom of Swaziland.

### Pending:

- Signing of SASO Charter
- Establishment of SASO Secretariat
- Appointment of Executive Director

### SADC States (SASO)

(Angola, Botswana, DRC, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, Zambia, Zimbabwe)

C-DEC 191/3 dated 10 Aug. 2011

LoU signed Feb. 2011

In-progress



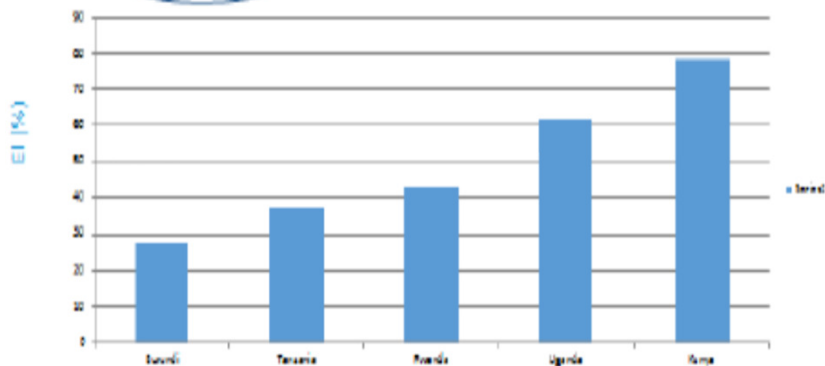


### Safety Profile of ESAF States and their RSOOs

#### Safety Oversight Effective Implementation in **CASSOA** States Implementation of Abuja Aviation safety Targets, Dec 2016

◊ Average EI for CASSOA States is 49.7%  
◊ No SSC

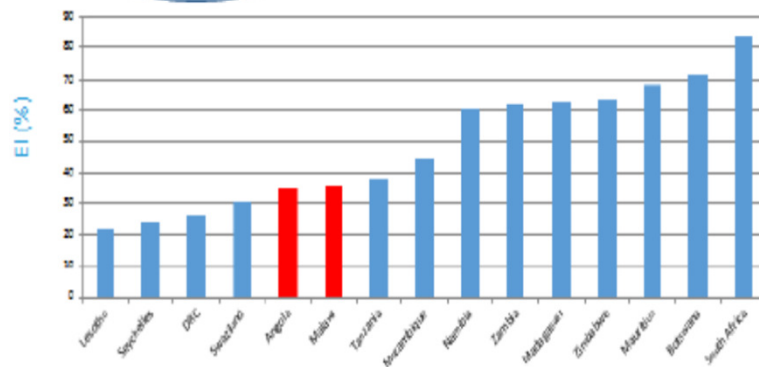
**EI=49.7%**



#### Safety Oversight Effective Implementation in **SASO** States Implementation of Abuja Aviation safety Targets, Dec 2016

◊ Average EI for SASO States is 48.4%  
◊ 2 SSC States

**EI=48.4%**





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# New RSOO Update – Middle East (MID) Region





THANK YOU!