



DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Second Meeting (DGCA-MID/2)
(Jeddah, Saudi Arabia, 20-22 May 2013)

Agenda Item 6: Aviation Safety

ASSISTANCE TO RESOLVE SAFETY DEFICIENCIES BY ESTABLISHING PRIORITIES AND SETTING MEASURABLE TARGETS

(Presented by the Secretariat)

SUMMARY

Pursuant to Assembly Resolution A37-8: *Regional cooperation and assistance to resolve safety-related deficiencies*, ICAO promoted cooperation, assisted States and supported the establishment of regional safety oversight organizations (RSOOs) for the purpose of addressing safety-related deficiencies, resolving significant safety concerns (SSCs) and for strengthening States' safety oversight capabilities.

Consistent with the objectives of the Global Aviation Safety Plan (GASP), this working paper presents the efforts envisaged to further assist States and regions to effectively address safety deficiencies by establishing priorities and setting measurable targets.

1. INTRODUCTION

1.1 This paper outlines current and proposed assistance activities to support States in resolving safety deficiencies, including the prompt resolution of significant safety concerns (SSCs), as well as the coordination of activities directed to support regional and sub-regional organizations in enhancing safety by establishing priorities and setting measurable targets.

2. ACTIVITIES UNDER THE CURRENT TRIENNium

2.1 As of 1 April 2013, ICAO had developed twenty-five Plans of Action to support States in need of assistance with identified SSCs or high LEI. The Plans had been prepared in coordination with the concerned State and relevant stakeholders to resolve those serious safety deficiencies. Each Plan was accepted by the States concerned at the Ministerial level and calls for their commitment to implement the proposed activities over three phases – the immediate-, near- and long-term. To optimize the use of available resources, the Plans also call for the participation of various entities at different levels, including the ICAO Regional Offices, RSOOs and other assistance providers.

2.2 In conjunction with the ICAO Plans of Action, ICAO has developed specific assistance project proposals aimed at resolving safety deficiencies at both the national and regional levels. In view of the resources required for their implementation, ICAO has posted the project proposals on the Safety Collaborative Assistance Network (SCAN) website (<http://www2.icao.int/en/SCAN/>).

2.3 As a means to assist States with insufficient human, technical or financial resources to perform safety oversight, ICAO promoted the establishment and strengthening of RSOOs. ICAO held a global symposium in Montréal, from 26 to 28 October 2011 and a regional symposium jointly organized by the Arab Civil Aviation Commission (ACAC) and ICAO Regional Office in Cairo held in Rabat, Morocco in December 2012. Additional guidance on the sustainable funding of RSOOs was also developed and is included in ICAO's Doc 9734, Part B. ICAO also supported individual RSOOs, such as the Pacific Aviation Safety Office (PASO), the Civil Aviation Safety and Security Oversight Agency (CASSOA) for the East African Community States, the Banjul Accord Group Aviation Safety Oversight Organization (BAGASOO), and the Regional Safety Oversight System for Latin America (SRVSOP), through a range of activities, including recruitment of technical personnel, training, reviews, consultations, technical advice and contributions towards the development or revision of business plans.

2.4 ICAO developed the Cooperative Inspectorate Scheme for the African and Indian Ocean Region (AFI-CIS) for implementation by the African Civil Aviation Commission (AFCAC). The AFI-CIS is an initiative that primarily aims to provide direct technical assistance to African States to resolve safety oversight deficiencies through the establishment and use of a common pool of inspectors drawn from within the Region. The AFI-CIS activities are currently being implemented by AFCAC in conjunction with the ICAO Regional Office Safety Teams (ROSTs) under the ICAO Plans of Action.

2.5 To avoid duplication of efforts in assistance activities, ICAO coordinates its efforts with various safety partners. This coordination is typically done through the SCAN website and periodic meetings with aviation safety partners. To this effect, ICAO convened a Safety Partnership meeting in November 2012 at ICAO Headquarters in Montréal. The meeting reiterated that assistance efforts should be expanded and strengthened through partnerships with major stakeholders.

2.6 In order to harmonize activities undertaken to address aviation safety issues on a regional basis, the ICAO Council established the RASGs in May 2010. The RASGs build upon the achievements of existing regional and sub-regional safety organizations, such as the Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs) and RSOOs. These safety groups are an integral part of the safety framework contained in the revised GASP. The GASP provides the structure to *inter alia* develop strategies, establish priorities, set targets and implement actions to attain those targets in order to improve aviation safety in each region, taking into account the specific needs, priorities, challenges and aspirations.

3. ASSISTANCE ACTIVITIES FOR THE NEXT TRIENNIUM

3.1 ICAO will intensify its efforts to assist States to resolve their safety oversight deficiencies, with priority given to those States with SSCs. In this context, the ICAO Plans of Action will continue to be developed for States in need of assistance and will serve as a platform for providing practical support to States in resolving deficiencies in an effective and timely manner. Complementing this support provided to States, the Organization will continue to develop and disseminate specific assistance project proposals to support the implementation of ICAO Plans of Action.

3.2 ICAO recognizes that RSOOs serve as an effective means of pooling resources to resolve safety oversight deficiencies. However, the symposium on RSOOs held in October 2011 identified challenges that these organizations face in the course of their establishment and operation. ICAO will continue to support established RSOOs and groups of States planning to establish an RSOO. In particular, it will explore options for evaluating their effectiveness as a means of raising accountability levels and enhancing their ability to accomplish their respective mandates and work programmes.

3.3 ICAO will continue to play a leadership role as coordinator of aviation partners' efforts and by working with donors to mobilize resources required to assist States in resolving safety deficiencies. Promoting the maximization of outcomes and the avoidance of duplicated efforts, ICAO will continue to support and coordinate regional initiatives, such as the AFI-CIS. Periodic Safety Partnership meetings will be convened and the SCAN website will be updated and promoted as a means to enhance this coordination.

3.4 ICAO also notes the need for assistance to implement a key safety and air navigation enhancement enabler called Performance-Based Navigation (PBN), particularly in the development of global expertise in the areas of procedure design, operations approval and regulator responsibility as well as the implementation of supplementary operational and air traffic management (ATM) changes. To support these assistance needs, ICAO has established a Flight Procedures Programme in the Asia-Pacific region, and is also launching a Flight Procedures Programme for the AFI Region this year.

4. **PIRG-RASG GLOBAL COORDINATION MEETING**

4.1 All the RASGs are now fully operational and have started activities. As can be expected in view of their recent establishment, not all of them are yet fully mature, thus ICAO continues to support their strengthening. To exchange views on the readiness and ability of the Planning and Implementation Groups (PIRGs) and RASGs to set targets and priorities in line with the GASP and GANP, ICAO convened a global coordination meeting in Montréal on 19 March 2013 under the Chairmanship of the President of ICAO Council. The meeting recommended that each RASG: establish priorities and set targets with applicable timelines by October 2013; measure performance improvements; share successful initiatives; collaborate with industry with the common objective of improving safety; and harmonize regional and global safety reports. During this meeting it was confirmed the need for a coordination mechanism between RASG and PIRG in each region to ensure consistency of action and avoid overlap and that a global coordination meeting should be held once every two years with the next one planned for spring 2015.

5. **ACTION BY THE MEETING**

5.1 The meeting is invited to:

- a) note the assistance activities undertaken by ICAO particularly in relation to assistance to States and the promotion, establishment and management of RSOOs; and
- b) request States to effectively address safety deficiencies by establishing priorities and setting measurable targets.