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ASSEMBLY — 37TH SESSION

TECHNICAL COMMISSION

Agenda Item 32 : Regional Safety Oversight Organizations (RSOOs)

ESTABLISHMENT OF REGIONAL SAFETY OVERSIGHT ORGANIZATIONS (RSOOs) IN AFRICA

(Presented by AFCAC on behalf of the fifty-three African States[1])

EXECUTIVE SUMMARY

This paper analyses the status of the RSOOs in Africa and proposes actions that strengthen the existing ones and facilitate the establishment of others

Action: The Assembly is invited to:
a) Note the information contained in this working paper; and
b) Agree that ICAO continues to support the establishment of RSOOs in Africa.

References:	Doc 9734, *Safety Oversight Manual*, Part B — *The Establishment and Management of a Regional Safety Oversight System*

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1.   INTRODUCTION

1.1   The *Implementation Support and Development (ISD) Programme – Safety,* has provided assistance to a number of States that have been referred to the Audit Results Review Board (ARRB). The ISD Programme also enables the promotion of RSOOs as an effective means for strengthening the safety oversight capabilities of States.

1.2   The outcome of the ICAO Universal Safety Oversight Audit Programme (USOAP) clearly indicates that implementation of the ICAO Standards and Recommended Practices (SARPs) is still deficient in many States.

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[1] Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cap Verde, Central African Republic, Chad, Comoros, Congo, Cote d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libyan Arab Jamahiriya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, Sudan, Swaziland, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia and Zimbabwe.

1.3   Furthermore, the results of the safety oversight audits show that there remain some problems in Africa in recruiting, training and retaining sufficient and qualified personnel with the necessary expertise to carry out safety oversight functions. These problems have left the aviation industry with skill deficiencies that endanger aviation safety in general.

2.   DISSUSSION

2.1   Many African States do not have adequate aviation activities that could generate the necessary resources. This low volume of activity is not enough to run a workable safety oversight system. To overcome this problem a Regional Safety Oversight Organization (RSOO) can provide access to the necessary expertise through the sharing and pooling of resources.

2.2   There are currently two RSOOs established in Africa – the Banjul Accord Group Aviation Safety Oversight Organization (BAGASOO) and the East African Community (EAC) Civil Aviation Safety and Security Oversight Agency (CASSOA). The project documents governing the cooperative development of operational safety and continuing airworthiness programmes (COSCAPs) in Africa sub-regions (COSCAP-UEMOA,COSCAP-CEMAC and COSCAP-SADC) also include the objective of transitioning the COSCAPs to RSOOs. Existing RSOOs need support and resourcing to make them effective. Although donor funding is nice to have, the emphasis should be on sustainable sources of funding supported by the RSOO member States themselves. The fact that several African States before the ARRB are already members of regional safety oversight groupings (COSCAPs and RSOOs) means that these regional bodies are not yet as effective as they could be. The African Regional bodies need additional resources in order to more effectively carry out their safety oversight tasks and functions on behalf of their member States.

2.3   African States need to establish common pools of qualified inspectors to be made available to RSOOs and COSCAPs for the carrying out of inspections, audits, etc. An example is the Cooperative Inspectorate Scheme (CIS) established for the COSCAP-BAG/BAGASOO.

2.4   The experience of existing RSOOs indicates that these are one of the effective means of helping States in discharging their safety oversight responsibilities. They can be a powerful tool to reduce cost and promote uniformity of application of ICAO SARPs.

2.5   Therefore, all RSOOs should work towards harmonizing rules, regulations and procedures. RSOOs could help in responding to the emerging shortage of aviation professionals through more efficient use of resources. States that participate actively in effective RSOOs stand to benefit the most.

3.   WHAT NEEDS TO BE DONE TO IMPROVE RSOOs?

3.1   The High-level Safety Conference 2010 agreed on the following Recommendation 3/3 relative to regional safety oversight arrangements:

> a) States should support ICAO in its efforts to foster the development and sustainability of RSOOs;

> b) States should participate and actively support RSOOs whenever possible;

c) ICAO should explore the development of alternative solutions for situations where the development of an RSOO is not possible; and

d) ICAO should update existing guidance material on regional safety oversight organizations in ICAO Doc 9734, *Safety Oversight Manual*, Part B — *The Establishment and Management of a Regional Safety Oversight System* including guidance on the sustainable funding of RSOOs and their underlying business models.

3.2   The political will of the States involved in RSOOs, as already demonstrated, is an essential element of their success. ICAO and other stakeholders should continue their efforts to further that political will by promoting regional safety oversight.

3.3   Technical cooperation activities of ICAO, the IFFAS fund and other stakeholders' assistance, directed at States that lack the capacity to establish a national oversight system, should be focused on establishing sustainable RSOOs.

3.4   More advanced States in the region can play a very positive role in assisting RSOOs.

4.   CONCLUSION

4.1   African States support the establishment of RSOOs in Africa as an effective means of strengthening the safety oversight capabilities of the Region.

4.2   The African Civil Aviation Commission (AFCAC) works closely with the African Union (AU), the New Economic Partnership for African Development (NEPAD), the ICAO Regional Offices accredited to African States and the Regional Economic Communities (RECs) to encourage African Governments to invest in and support RSOOs.

4.3   AFCAC will continue to work with States to establish the mechanisms needed for the pooling and seamless use of African inspectors.

4.4   The Assembly is therefore invited to take action as described in the Executive Summary.

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