

Pacific Aviation Safety Office

Global Aviation

Cooperation Symposium,

ICAO HQ, Montreal, 30 Sept.-3

Oct.2014

Background: Hosting Agreement/Subscriptions

What is PASO?

- An International Organisation created by an International Treaty (PICASST) Under direction of Pacific Island Leaders and part of the Pacific Plan.
- Controlled by a Council made up of delegates from each member State, and managed by a permanent staff.
- Headquarters located in Port Vila, Vanuatu.
- States pay subscription fee but costs of regulatory services will be recovered by provision of fees charged on a non-profit basis (fee for service basis).
- 13 PASO member states and observers.

PASO's Advantages:

- Non profit organisation.
- One stop shop for capacity building, training, networking and skill building.
- Provides safety and security regional aviation regulatory oversight and technical advice.
- Meet regional need of small and relatively poor States to meet intn'l obligations



PASO Member States:

Cook Islands

*Fiji

Kiribati

Papua New Guinea

Nauru

Niue

Tuvalu

Tonga

Samoa

Solomon Islands

Vanuatu

New Zealand*

Australia*



PASO Member States:

Currently sending invitations to the following States asking to join PASO.

- Palau
- Federated States of Micronesia
- New Caledonia
- Marshall Islands



PASO Observer Organizations:

International Civil Aviation Organization (ICAO),
*Regional office in Bangkok, Thailand.

Federal Aviation Administration (FAA)

International Air Transport Association (IATA)

World Bank

Asian Development Bank (ADB)

Association of South Pacific Airlines (ASPA)

European Aviation Safety Authority (EASA)

PASO OBJECTIVES

- Address fundamental problems of compliance with ICAO standards by PIC, as identified by ICAO in State audits and CMA programs.
- Improve aviation safety and security in Pacific Island States through better cooperation and use of best industry practices.
- Work closely with all stakeholders to achieve an effective safety and security partnership in the Pacific.
- PASO aims to provide the most cost effective solution thru economic integration and cost savings by utilizing better economies of scale.

Possible Solutions:

Need for better economies of scale

Need for economic integration

Build the future through better capacity building

Increased trade and better standard of living for all

Enhance future economic growth, social -
empowerment thru regional cooperation and
collaboration.

Build for the future through better training and
access to aviation networking.



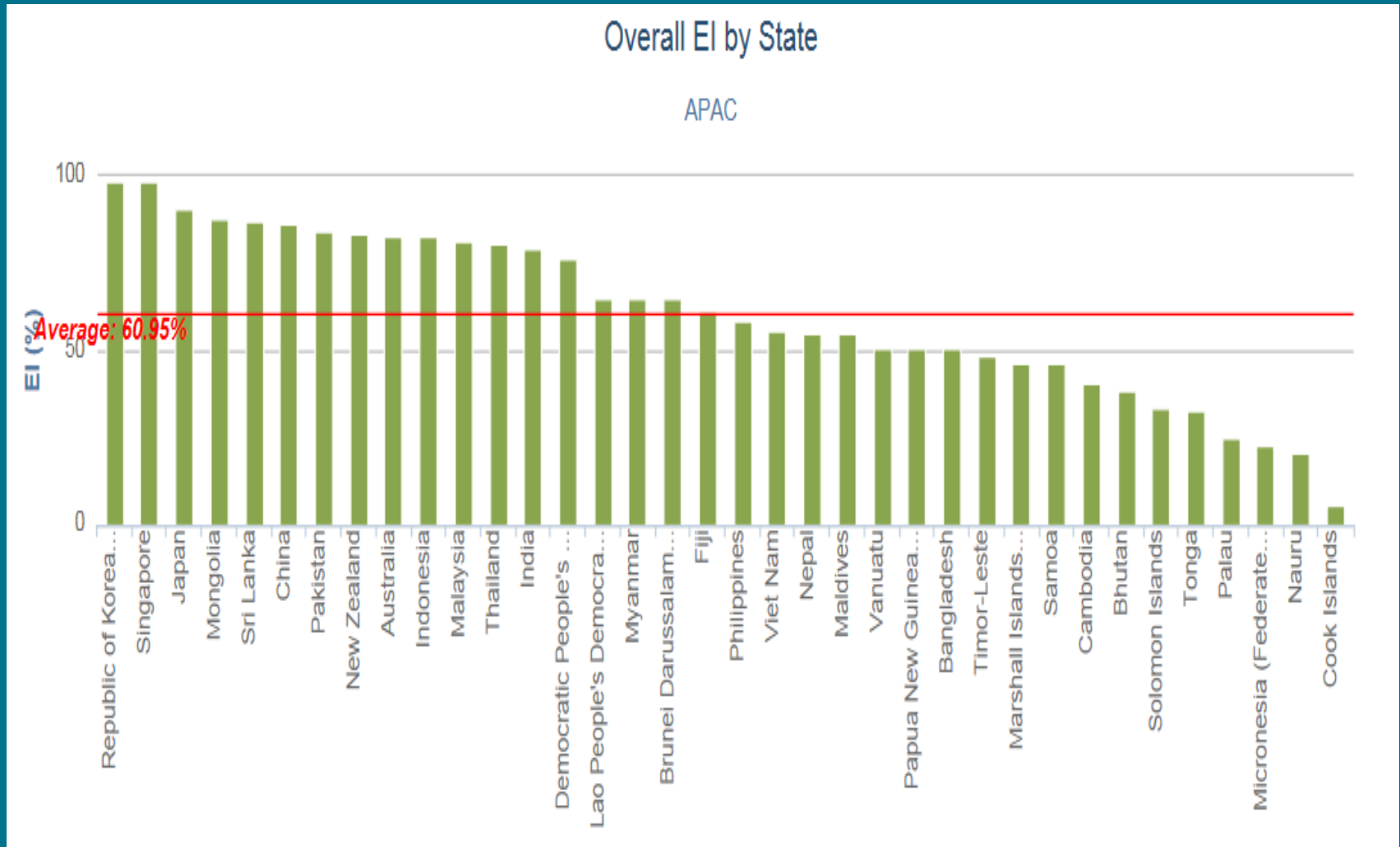
PASO in Transition: Today and tomorrow!

- PASO Restructure-support from multiple donors: WB, PRIF, Australia, NZ and ADB.
- PASO recruitment: AWI, AGA/SEC, FOI.
- PASO Inspector pool for peak demands, specialist loads , just signed Working MOC with NZ-CAA.
- PASO Grant from the World Bank: Focus on change!
- Grants to support PASO services through Tonga, Tuvalu, Kiribati, Samoa, Vanuatu, Solomons and others.

Future Financial Viability of PASO: Sustainability for tomorrow. Possible proposals going forward.

- Revenue charges per airline, developing a safety levy for PICASST members-Voluntary safety tax.
- Upper Airspace Management, revenue sharing study ongoing
- Revision and expansion of PICASST 2009, (expansion of ICAO Annexes).
- Interest in pooling with North Pacific Island States and sharing over flight navigation revenue schemes.

Effective Implementation



Conclusion:

- Aviation safety and security are prerequisites for economic growth and integration in any country.
- Maintaining a viable aviation system including good infrastructure and a liberalized environment is conducive to growth will contribute to states growth
- The Regional Safety & Security Oversight Org. model is the future!!
- PI States must embrace this concept to meet their safety oversight obligations or fall further behind in the World Stage.



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