EC/ICAO SYMPOSIUM ON REGIONAL ORGANISATIONS

Montreal, 10-11 April 2008

PANEL ONE

REGIONAL COOPERATION ON REGULATORY MATTERS (NOTABLY SAFETY, SECURITY, ATM)

Moderator: Nancy Graham, Director, Air Navigation Bureau, ICAO

Why do we need Regional Safety Oversight Organizations?

1. Many States do not have the volume and scope of aviation activities which generate the resources and the base-line activity necessary to support a workable Safety Oversight system. In such a situation, a Regional Safety Oversight Organization provides access to the necessary expertise through the sharing and pooling of resources. While these advantages are most evident for smaller and/or developing States, they can equally apply to bigger and/or more developed States.

2. The advantages of establishing Regional Organizations also apply to areas related to the provision of Air traffic services, including traffic flow management, and accident and incident investigation.

3. The experience of existing Regional Safety Oversight Organizations indicates that it an effective mean of helping States in discharging their safety oversight responsibilities while addressing the regional challenges and needs. They can be a powerful tool to reduce cost and promote uniformity of oversight.

4. There are different models of effective Regional Safety Oversight Organizations which differ in the degree of integration and in the scope of activities and tasks that have been delegated. The models range from exercising regulatory authority to being a provider of technical services for member States and being a forum for sharing information and expertise. However, all Regional Safety Oversight Organizations play an active role in harmonizing rules, regulations and procedures.

5. Regional Safety Oversight Organizations could help in responding to the emerging shortage of aviation professionals through more efficient use of resources.

6. States that are participating actively in Regional Safety Oversight Organizations are those which are benefiting the most.

7. Regional Organizations are essential for many States in the provision of safety oversight. They here to stay and are the way to the future!

What needs to be done to improve Regional Safety Oversight Organizations?

8. The political will of the States involved in Regional Safety Oversight Organizations is an essential element of their success. ICAO and other stakeholders should continue their effort to further that political will by promoting Regional Safety Oversight

9. ICAO should have a formal policy on Regional Governance and on how Regional Safety Oversight Organizations can participate in the ICAO process for the development and implementation of ICAO SARPS;

10. The concept of Regional Governance should also be more widely accepted by other States.

11. ICAO should update its guidance on the establishment and operation of Regional Safety Oversight Organizations (Doc 9734 Part B) including the following aspects:

    a) Provide templates of the different models of Regional Safety Oversight Organizations that are successful;

    b) How to organize the transfer of responsibilities or tasks, depending on the model used, from participating State to Regional Safety Oversight Organizations;

    c) How to develop, implement and monitor the application of common rules at the regional level in line with ICAO SARPs; and

    d) How to conduct and manage relations with the civil aviation authorities of third countries in the framework of a regional body.

12. Technical cooperation activities by ICAO or other stakeholders, directed at States that lack the capacity to establish a national oversight system should be focused on establishing sustainable Regional Safety Oversight Organizations.

13. More advanced States in the Region can play a very positive role in assisting Regional Safety Oversight Organizations.

14. Interregional cooperation should be reinforced.

How to we measure success?

15. It is important to be able to measure the success brought by the implementation of Regional Safety Oversight Organizations. The following criteria were identified to measure success

    a) Improvement of Safety data (number of accidents and incidents, accident and incident rates, voluntary reporting, etc…);

    b) Improvement of result of Audit conducted by ICAO and other parties;

c) Level of acceptance by other States of licences and certificates;

d) Economic and efficiency benefits; and

e) Level of participation in the activities of the Regional Safety Oversight Organizations by member States of the organization