



ICAO



ICAO/EASA Strengthening Regional Cooperation Conference

Virtual, 20 January 2022

FINAL REPORT

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ICAO/EASA STRENGTHENING REGIONAL COOPERATION CONFERENCE

(20 January, 2022, held virtually)

REPORT

EXECUTIVE SUMMARY

On 20 January 2022, ICAO and the European Union Aviation Safety Agency (EASA), building on their common interest in the evolution of the ICAO and global framework for regional mechanisms to support State aviation safety oversight, co-hosted a virtual Conference on Strengthening Regional Cooperation .

Approximately 313 participants from 87 States and 19 International Organizations attended the event.

The format of the meeting was conversational through discussions rather than using PowerPoint presentations. The two panels were entitled *Regional cooperation: achievements and existing challenges and Working Together to Strengthen Regional Cooperation*, respectively. The panellists, representing States, industry and RSOOs elaborated on the achievements of the regional organizations, discussed challenges they faced and presented success stories. They also discussed how to build partnerships and how the industry could play a more active role in supporting and working with RSOOs.

The conclusions of the conference highlighted significant proposals to improve the cooperation and efficiency of Regional Safety Oversight Organizations (RSOOs) globally and as well as enhance partnerships between industry and these regional organizations.

1. INTRODUCTION

1.1 The joint ICAO/EASA Conference on Strengthening Regional Cooperation (SRCC2022) was held virtually on 20 January 2022, using the Zoom platform from 13:00 to 16:00 UTC. The meeting was attended by 313 participants¹ from 87 States and 19 international organizations. The programme (in Appendix A, biographies of speakers (in Appendix B), conference objectives and conclusions are available at the public website of [ICAO](#)² and the recording is available on [ICAO TV](#)³. Questions asked during the conference and answers provided on the Zoom platform are attached as Appendix C.

2. OPENING OF THE STRENGTHENING REGIONAL COOPERATION CONFERENCE

2.1 Keynote speeches opening the Conference were delivered by Mr. Juan Carlos Salazar Gómez, Secretary General of the International Civil Aviation Organization and Mr. Patrick Ky, Executive Director of the European Union Aviation Safety Agency.

2.2 Mr. Juan Carlos Salazar Gómez, Secretary General of the International Civil Aviation Organization, referred in his opening speech to the recently adopted Resolutions of the High-level Conference on COVID-19 (12-20 October 2021) regarding the regional cooperation.

2.3 He listed his three priorities: to manage and assure the safe recovery of normal operations, assure a modernized recovery of the sector, addressing both aviation safety and public health priorities and the sustainability of the regional framework.

2.4 He also mentioned that States relied more and more on regional cooperation mechanisms and that the industry should be fully involved in their activities.

2.5 He concluded by expressing his vision of an effective and dependable network of highly capable RSOOs and RAIOS, supported by a resilient partnership and commitment structure among States, industry, regional economic communities, and financial institutions.

2.6 Mr. Patrick Ky, Executive Director of EASA, expressed a strong belief that a regional approach is the optimal way to translate global objectives and plans into local actions while respecting regional and local peculiarities.

2.7 He provided examples of the successful response to the current crisis through regional cooperation in Europe.

2.8 Mr. Ky, reiterated EASA's commitment to join forces with all stakeholders to propose a practical path for strengthening RSOOs which will be proposed to the upcoming ICAO Assembly. The European Commission together with EASA is ready to support.

3. PANEL 1

¹ Number of active Zoom connections.

² <https://www.icao.int/Meetings/SRC2022/Pages/default.aspx>

³ <https://www.icao.tv/latest-videos/videos/icao-easa-strengthening-regional-cooperation-conference>

REGIONAL COOPERATION: ACHIEVEMENTS AND EXISTING CHALLENGES

Moderated Mr. Catalin Cotrut

3.1 The moderator opened Panel 1 by referring to the keynote speeches and highlighting the importance of cooperation between ICAO and EASA in supporting RSOOs reiterating that regional approach was a key to address current challenges. He then introduced the panelists and started the panel discussion.

3.2 Speaking about CASSOA, composed of a small team of dedicated professionals, Mr. Emile Arao, explained that the RSOO's main objectives were to strengthen safety and security oversight systems of its States as well as providing innovative and creative solutions to needs of its Member States. He highlighted some of its most recent achievements such as the significant increase in EI in security of its Member, the train-the-trainers project regarding COVID-19 health protocols, as well as its recent initiative on integrating innovative technologies such as UAS. CASSOA, he stated, evolved from focusing on States only to also partnering with industry which includes the whole value chain, from manufacturing to training. Mr. Arao expressed his strong belief in regional cooperation and gratitude for the support CASSOA and its member states receive from the ICAO ESAF Office, AFCAC, EASA and fellow members of the RSOO CP.

3.3 Capt. Alejandro Mena described ACSA as an RSOO that has been serving the Central American States for two decades, by helping to improve EI levels, providing guidance, helping to develop procedures, providing OJT in addition to many other activities. Mr. Mena talked about ACSA's work with industry in its region, such as airlines and aerodrome operators. He highlighted the assistance ACSA provided to Aeris, the operator of the Juan Santamaria (SJO) airport in Costa Rica, during the restart of operations after the outbreak of the COVID-19 pandemic, in accordance with CART recommendations. ACSA, he added, also developed biosafety protocols for States and shared them with other members of the RSOO CP.

3.4 Mr. Papa Atoumane Fall underlined the numerous benefits of RSOOs in the African region, such as assisting AFCAC in the monitoring of implementation of COVID-19 related measures of ICAO and the African Union. He noted the increase in EI of States belonging to RSOOs, progress made on harmonization of regulations, promotion of unified implementation of GASP and GANP, promotion of regional safety targets as well as implementation of SSP and SMS. RSOOs, he stated, support the collection and sharing of safety information. Mr. Fall informed the conference that AFCAC has launched its own platform of RSOOs. He expressed opinion that regional cooperation plays a crucial role in harmonization of various aviation measures and assured of AFCAC's continued support to RSOOs.

3.5 Speaking on the practical ways to pool resources of States, Mr. Magele Hoe Viali, started by highlighting the fact that PASO consists of 9 Small Island Developing States with very meagre resources and four bigger States with fully-fledged CAAs. He expressed how expensive it was for those smaller States to comply with all ICAO ARPs. Therefore, he explained, pooling of resources, in particular inspectorate staff amongst its member states, was the best option for PASO SIDS, in order to maintain a safe and secure aviation system in its region. However, Mr. Viali underscored that such a system required trust, respect, good communication and cooperation.

3.6 When asked to present the perspective of a bigger State such as Colombia with a more complex aviation system in an RSOO, Capt. Francisco Ospina Ramírez mentioned that initially, there was some concern regarding regional cooperation in safety oversight, however, after several years of cooperating, it was evident that this form of cooperation yielded good results. He identified the uneven

speed in which the States implement new ICAO provisions as a challenge. Capt. Ramírez expressed appreciation to the efforts of the ICAO SAM Regional Office.

3.7 As a representative of the COSCAP South-East Asia host State, Ms. Matima Ariyachaipanich underlined that a COSCAP has similar objectives as an RSOO, but it is less formalized. It involves States and the industry. The advantage of such form of cooperation, Ms. Ariyachaipanich emphasized, is the cost effectiveness of sharing resources. An additional advantage, she stated, is the synergy of the COSCAP SEA with the activities of the ICAO APAC Office. She highlighted the valuable support the COSCAP has provided to its States in capacity building, the collaborative approach it adopted during the COVID-19 pandemic by harmonizing its member states response to exemptions Ms. Ariyachaipanich identified significant diversity of the region in terms of development and complexity of aviation as well as cultures and languages as challenges in their cooperation mechanism.

3.8 Mr. Juan Belliard provided the perspective of an aerodrome operator on regional cooperation. He mentioned two notable activities: support of ACSA to the SJO airport and CAA Costa Rica in the certification of that airport and more recently, the assistance in reopening of passenger traffic after it had been initially suspended after the outbreak of the COVID-19 pandemic. In both cases ACSA provided extensive support in expertise, training and guidance.

3.9 Responding on how regional cooperation facilitates the operation of a maintenance organization, Mr. Gonzalo Patricio Altamirano Cousin expressed how significant it was in their region (the SAM region), to have unified maintenance regulations. He also underlined the importance of having a forum to discuss issues related to implementation of those regulations. He further informed the conference that LATAM Ecuador had contributed to the revision of LAR-145 by making proposals to the appropriate technical committee. He stated that the cooperation within the SRVSOP has also been very beneficial for the industry partners, such as the reduction of the cost of receiving different inspection visits from each State due to a joint certification system, which required a single visit for the four approvals they hold.

3.10 Capt. Alejandro Mena added that ACSA also aims to achieve synergies within the region which requires close cooperation with States and industry.

3.11 In support of Capt. Mena's statement, Mr. Papa Atoumane Fall provided an example of industry supporting an RSOO. He highlighted the synergy between AAMAC and ASECNA and their member States. This made the operations of AAMAC more efficient, underscoring that support from industry was instrumental for the sustainability of an RSOO.

3.12 The moderator asked the final question to Capt. Alejandro Mena, regarding the role of industry in the training of State and RSOO personnel. He answered that in the situation of shortage of resources it was necessary to cooperate with the industry. He specifically mentioned the role Airbus played in supporting ACSA and its States in this regard. He also expressed gratitude to EASA for their support as part of a technical assistance project. Additionally, the industry is involved in various technical groups of ACSA including those dealing with training.

3.13 In his summary the moderator recalled a series of events supporting the regional cooperation, from the 37th Assembly of ICAO when the ICAO regional cooperation policy was endorsed, through the RSOO Forum and High-level Conference on COVID-19. He noted the significant progress since then and the need for involvement and cooperation with industry for the mutual benefits. It was concluded that RSOOs are about sharing responsibility but that States still have a role to play. Capacity building should be one of the main RSOO objectives. The challenges lie in funding and resources and the empowerment of the RSOOs. Importance should also be given to cooperation with adjacent RSOOs.

4. PANEL 2

WORKING TOGETHER TO STRENGTHEN REGIONAL COOPERATION

Moderated by Mr. Nari Williams- Singh

4.1 When asked about the progress in establishing an RSOO in the South Asian region and possible challenges, Mr. Nimalsiri Chandrasena mentioned the history of COSCAP South Asia since 1996 and that after many years of its successful operation it became evident that the current activity at the Level 1 is not enough to address the needs of States. In 2018 EASA conducted a feasibility study with different scenarios and in 2020 it was decided to establish a formal RSOO based on an international treaty. The RSOO would facilitate coordination, harmonization and cooperation with industry. He ended by reiterating the importance of establishing this RSOO, in order to provide the assistance Members need.

4.2 In response to a question on what States can do to support regional mechanisms, given the fact that Nigeria is a member of both an RSOO and a RAIO, Capt. Musa declared full support of Nigeria to BAGASOO and BAGAIA. He underscored that there are clear benefits of regional cooperation for States, in particular, on sharing of information and infrastructure, such as accident investigation laboratories. Capt. Musa emphasised that some of the most important steps States need to take to support these regional mechanisms is to actively provide political support and necessary resources for the sustainability of these regional organizations. He added that States should align their rules and activities for the better use of resources through an RSOO. As States struggle financially, there should be an alternative way to finance RSOOs, therefore, the involvement of financial institutions is crucial. Capt. Musa further stated that the current financing of some RSOOs through member contributions is not sustainable. He underlined the importance of RSOOs for the development of the Single African Air Transport Market. Lastly, he called upon the ICAO Council to prioritize regional cooperation in technical assistance activities.

4.3 Mr. Sanjeev Gadhia was asked about what an RSOO can do for a company in emerging industry. He pointed out that so far few States in the AFI region issued UAV regulations. Given it is the role of CASSOA to ensure that there are harmonized aviation safety and security regulations in place in their sub-region, Mr. Gadhia recommended that CASSOA should bring all stakeholders together and create a regional platform to discuss issues related to safe and secure operations of UAVs in conventional airspace. CASSOA, he added, played a significant role in the whole value chain, including personnel training and recognition of licences which would facilitate cross-border drone operations. He stated that a collaborative approach of governments in the region will be beneficial for the industry and CASSOA should facilitate it.

4.4 Answering the question how Airbus and other industry stakeholders could further support regional organizations in the future, Mr. Hugues Laloë mentioned that Airbus believes that effective oversight enables safe operations. He suggested three possible axes for future cooperation: 1. Regional cooperation facilitates sharing of information. The experience made in the time of recovery confirmed that e.g. COSCAPs were an effective vehicle to transmit important information to States regarding return of aircraft to service. 2. Collaboration means increased capacity to deploy assistance programmes and increase their thematic range. 3. Coordination among different stakeholders which enables a more efficient use of resources, because working in isolation is more difficult. Airbus, Mr. Laloë stated, will continue working on enhancing operational safety and support regional cooperation as a vehicle to translate global programmes to tangible actions in the field. Aviation is a global, very complex system, but there are regional specificities and working on the regional level helps in addressing those specificities successfully.

4.5 How can regional cooperation be enhanced through means of technical assistance was a question addressed to Dr. Joachim Lücking. He mentioned that the EU clearly sees the benefits of regional

cooperation with the two decades of operations of EASA. The EU has means to support RSOOs in other regions and does it through the technical assistance projects. Those projects also involve the CAAs of the EU Member States and the industry. The examples include the 5-million euro worth EU-Aviation Safety in Africa project specifically targeting RSOOs, ARISE Plus project supporting cooperation among South-East Asian States and working with ACSA and CASSOS in Latin America and Caribbean. After the outbreak of the COVID-19 pandemic this kind of cooperation is even more important for the safe and secure restart of operations. The EU fully supports and endorses the recommendations of the HLCC. He also declared further support to regional organizations worldwide.

4.6 Mr. Romain Ekoto, speaking on the importance for an institution such as the African Development Bank to support RSOOs, stated that, this has been part of the banks' framework for supporting the aviation sector as it ultimately contributes to the growth of trade and tourism in the region, by complementing the safety oversight capabilities of the States. Mr. Ekoto informed that the Bank has supported the aviation sector in cooperation with the African Union Commission, AFCAC, regional economic communities, ICAO and EASA. He added that they are currently involved in many aviation safety-related projects, including capacity building and support to RSOOs, spending more than USD 40 million over the past ten years on those projects. Currently, they are planning to extend support to RSOOs from eastern and southern parts of Africa.

4.7 Mr. Víctor Aguado was asked about what the governing bodies of ICAO could do, in order to strengthen regional cooperation. He referred to previous interventions that called for ICAO to action. He underlined the sustainability aspect of the regional frameworks highlighting these four issues: 1. political will and understanding of the States, 2. stable financial arrangements, 3. stable institutions and 4. industry engagement. The governance of ICAO, Mr. Aguado stated, can build on the HLCC recommendations and the common understanding of the benefits of regional cooperation.

4.8 The moderator further asked Capt. Musa Nuhu whether ICAO should forge a high-level political commitment through a new policy on regional cooperation. Capt. Musa agreed that such policy is needed and ICAO has an important role to play and as it is rightly positioned to make the needed recommendations in such a policy.

4.9 Mr. Víctor Aguado added that the next stage of regional cooperation needs to be defined, taking into account the evolution of civil aviation since 1944 and the Assembly is the right forum to discuss it.

5. SUMMARY OF THE CONFERENCE

5.1 Mr. Luc Tytgat, the Strategy and Safety Management Director of EASA and Mr. Víctor Aguado, the Representative of Spain on the ICAO Council provided a comprehensive summary of the conference.

5.2 *RSOOs and other forms of cooperation bring a real added value to States and industry.*

- a) Following conclusions of the High-level COVID Conference that supported the strengthening of RSOOs and invited States to establish sustainable funding mechanisms, this event is one of many concrete activities bringing RSOOs, States and stakeholders at large together to make it happen.
- b) Tangible and practical examples of benefits achieved by different RSOOs worth to be mentioned:
- the harmonisation of regulations at regional level through the involvement of MSs generating a level playing field contributes to eliminate barriers for the industry, facilitates access and consolidates connectivity within a region. A regulatory convergence based on safety, health, security, environment, and sustainability is the fundamental pillar for the success of an RSOO;
 - the development of joint regional safety oversight policies/procedures through the involvement of the member states, which are to be transposed into the national system in the domains of aircraft operations, air traffic management/air navigation services, airworthiness and aerodromes;
 - the awareness raised in RSOO Member States on the environmental protection, through a continuous participation in events on this domain, that brought states to largely participate in the CORSIA scheme;
 - the progress that the states have made with regards to the improvements in communication, navigation and surveillance and air traffic management and interoperability aspects at regional level. In that way, states could aim at developing and implementing regional and national plans and facilitate cross-regional seamless services. Bringing regional solutions to bear on common challenges would be highly beneficial
 - the development of a regional safety oversight plan to the development of the State Safety Programmes and the Safety Management Systems implementation criteria by the member states in their national system and training provided to the technical staff of the authorities - a key tool to increase safety at a regional level; and
 - the enhancement of Critical Element 4 (qualifications of technical personnel) which was often found deficient. The consolidation of an RSOO can allow for common training of technical experts, the creation of regional inspectors and thus make the best possible use of training resources and achieve a sustainable regional technical level over time.

5.3 *Industry recognises the impact and contribution of RSOOs on their operational environment.*

There is a need for enhanced partnership involving States, industry, and international organisations to promote regional co-operation. This could be done by setting up stakeholders' advisory bodies on the level of each RSOO.

5.4 *Technical assistance should be channelled, where appropriate, through RSOOs.*

Regional organizations can be instrumental in coordination of technical assistance as an RSOO is the means through which States could collaborate, share best practices, safety oversight tasks and resources, with the aim to establish and maintain an effective aviation safety oversight system in a given region.

- a) Global aviation is facing more and more demanding challenges every day, to maintain and increase the level of safety, to achieve a more efficient, accessible, and environmentally friendly aviation. The recent unfortunate events caused by COVID-19 show that these challenges and unexpected situations undoubtedly require a common and coordinated response to achieve greater objectives. A regional approach to these challenges has proven to be the best way to address these issues, so that experiences can be shared, and synergies created.
- b) Already today benefits of economies of scale or of centralisation generated by regional organisations are tangible and the solution to optimize resources. Although we live in times of scarce resources in the aviation world, safety requirements must remain the same and therefore the tangible benefits of economies of scale or centralisation generated by regional organizations offer a good solution to optimise resources, as can be seen in well-established examples.
- c) As observed in the African region a greater involvement of regional economic communities can support the sustainability and legal basis for the RSOOs.
- d) ICAO should forge a high-level political commitment through a new policy on regional cooperation encompassing the following lines of action:
 - for the RSOO CP to identify precise projects implementing the recommendations resulting from this conference and keep track of them (e.g. for the Africa region a recommendation around '*greater involvement of regional economic communities*' can identify SAATM as a good business case);
 - to compile a list of regionally implemented technical assistance and cooperation programmes produced by each RSOO that could feed into an annual RSOO report to be published by ICAO and advertised by RSOO as EASA to convince states; and
 - for the ICAO Regional Offices to develop a form of cooperation with RSOOs in the shape of a formal agreement, an annual work programme, or considering the new ICAO implementation policy, joint projects to support States.

4. CLOSING OF THE STRENGTHENING REGIONAL COOPERATION CONFERENCE

4.1 **Mr. Stephen P. Creamer**, Director of Air Navigation Bureau of ICAO closed the Conference by thanking the speakers and attendees. In his final remarks he mentioned that development of regional safety oversight policies or procedures is a key element of the Safety strategic objective and the business plan of ICAO related to regional harmonization and cooperation in regulatory oversight. ICAO will continue supporting regional cooperation on various levels, in particular RSOOs, RAIOS and COSCAPs, in order to support the States and create a stable operating environment for the industry. Also, the experiences of the COVID-19 pandemic have proven the importance of regional organizations in assisting States. It is also recognized by the industry and further involvement of regional organizations is encouraged. Technical assistance projects can be delivered through RSOOs and RAIOS to maximize the economies of scale. IPACKs have been in several instances delivered through RSOOs. ICAO is reviewing its priorities and roles and what it should do beyond the regulatory framework, following the development of industry and current challenges, but it will support regional cooperation together with its partners, inter alia through RSOO and RAIIO Cooperative Platforms and Aviation Safety Implementation Assistance Partnership. EASA is a very important partner of ICAO in this policy with milestones such as the 2017 RSOO Forum or the present Conference.

APPENDIX A

PROGRAMME

1. Opening and welcome

2. Keynote speeches

Mr. Juan Carlos Salazar, Secretary General, ICAO

Mr. Patrick Ky, Executive Director, EASA

3. Panel discussions

Panel 1: Regional cooperation: achievements and existing challenges

Regional cooperation, in particular RSOOs and RAIOS, bring tangible benefits and efficiency gains for States and aviation industry in many regions of the world. In the times of COVID-19 pandemic the need and activities changed, however, the relevance of RSOOs is even more visible than before. The panellists, representing States, local industry, RSOOs and RAIOS will showcase the achievements of the regional organizations, discuss challenges they face and present success stories.

Moderator: Mr. Catalin Cotrut

Panelists:

1. Mr Gonzalo Patricio Altamirano Cousin, Quality Manager, LATAM Ecuador
2. Mr Emile Arao, Executive Director, CASSOA
3. Ms Matima Ariyachaipanich, Safety Oversight Specialist, CAA Thailand
4. Mr Juan Belliard, Operations Director, Juan Santamaria Airport, San Jose, Costa Rica
5. Mr Papa Atoumane Fall, Director of Safety and Technical Services, AFCAC
6. Capt. Alejandro Mena, Manager, ACSA
7. Capt. Francisco Ospina Ramirez, Secretary of the Colombian CAA
8. Mr Magele Hoe Viali, DGCA Samoa, Chairman of PASO

Panel 2: Working Together to Strengthen Regional Cooperation

As the aviation industry is working to return to normal operations after the COVID-19 pandemic, it is important to explore the importance of building partnership among all stakeholders and collaboration with industry in supporting the regional organizations in order to sustainably and effectively conduct safety oversight services for their Member States.

The panellists representing States, RSOOs and industry will discuss:

- How to build partnerships and how the industry can play a more active role in supporting and working with RSOOs, taking into consideration the discussions of our first panel; and
- How various stakeholders can work more closely with industry to assist and collaborate with RSOOs to close the existing gaps, including the introduction of new technologies and enhance the aviation system.

Moderator: Mr. Nari Williams-Singh

Panelists:

1. Mr. Victor Aguado, Representative of Spain in the Council of ICAO
2. Mr. Nimalsiri Chandrasena, former DGCA, Sri Lanka
3. Mr. Romain Ekoto, Chief Aviation Officer, African Development Bank
4. Mr. Sanjeev Gadhia, CEO, Astral Aviation, Kenya
5. Mr. Hugues Laloë, Head of Operations Safety Enhancement, Airbus
6. Dr. Joachim Lücking, Head of Aviation Safety Unit, European Commission
7. Capt. Musa Nuhu, DGCA Nigeria

4. Conclusion

Summary of the discussions; links to the Recommendations from the HLCC 2021 and presenting conclusions that will be used for proposals for discussions in preparation for the next ICAO Assembly in 2022.

APPENDIX B

SPEAKERS' BIOGRAPHIES



Juan Carlos Salazar

Mr. Juan Carlos Salazar is the Secretary General of the International Civil Aviation Organization (ICAO). He was first appointed for a three-year term starting August 2021.

His career in international civil aviation spans over 27 years in various advisory and leadership roles. Prior to his appointment as Secretary General, Mr. Salazar served as Director General of Aeronautica Civil of Colombia – Aerocivil. For the twelve years previous to joining Aerocivil, Mr. Salazar was a Senior Advisor to the UAE General Civil Aviation Authority.

His professional experience also includes terms as the President of Latin American Civil Aviation Commission (LACAC), Secretary of the Colombian Civil Aviation Board and Director of its Air Transport Office, Director General of Air Transport at the Colombian Ministry of Transport, Corporate Secretary and Director of the Legal Department of Tampa Cargo (currently known as Avianca Cargo).

Mr. Salazar is a lawyer and has earned advanced degrees from Harvard University (Master in Public Administration - MPA) and McGill University (Master in Air and Space Law - LLM). He is fluent in Spanish, English and French, and speaks basic Arabic.



Patrick Ky

Patrick Ky is Executive Director of the European Union Aviation Safety Agency (EASA). Since 2013, his mission has been to establish and maintain a robust and safe European aviation system for the travelling public. Mr. Ky has 30 years of experience in Civil Aviation. Before joining EASA, he was in charge of SESAR, the single European sky digitalisation programme. He also held various positions in the French Civil Aviation Authority, EUROCONTROL and the European Commission. A graduate of Ecole Polytechnique and the Civil Aviation Engineering School in France, he holds postgraduate degrees in economics from the University of Toulouse and the Massachusetts Institute of Technology.



Stephen P. Creamer

Director, Air Navigation Bureau, ICAO

Steve Creamer has served as Director of the Air Navigation Bureau at ICAO since April 2015. Steve previously held a number of executive and managerial positions at the U.S. Federal Aviation Administration with over 33 years' experience in the Air Traffic and International Aviation organizations. They include serving as FAA Regional Office Director for Europe, Africa and the Middle East; and serving as a member of the ICAO Air Navigation Commission. Steve began his career in air traffic operations, eventually managing all Alaskan and North Pacific airspace, pioneering new airspace use techniques that improved capacity and access for all operators. More recently his work has broadened to the international implementation of procedures and technology

systems that improve aviation safety, with a careful eye toward retaining capacity and efficiency.



Catalin Cotrut

Catalin is a passionate aviation specialist, pilot and engineer, with over 30 years of aviation experience in different operational areas. In Romania, he fulfilled significant management roles as Director General of the Civil Aviation Authority, Head of Flight Inspectors (Ro CAA) and Executive Vice President of the first LCC - Blue Air. His international engagement started as a member in several task forces of the European Civil Aviation Conference (ECAC), followed by membership of Eurocontrol Provisional Council and EASA Management Board.

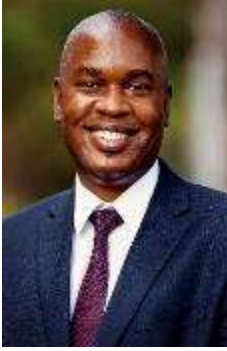
2007/2010, as a Council of ICAO member, Catalin made an important contribution on various policies development and regulations, while joining and leading several committees and working groups. Further, he was selected Vice-Chair of the first International Conference on Aviation and Alternative Fuels (ICAO CAAF) and Chair of the ICAO Council working group that delivered the Policy and Framework for Regional Cooperation.

2010/September 2021, Catalin championed IATA safety and operational audit programs (IOSA, ISAGO, ISSA) building a solid & sustainable management system and a highly performant team of specialists. Pivotal projects were successfully delivered such Enhanced IOSA, IOSA/ISAGO Digital Transformation phase 1, ISAGO alignment with ICAO Ground Handling Manual (Doc. 10121) and the birth of the IATA Standard Safety Assessment program. He graduated from the Romanian Flight Academy as a professional pilot, holds a BS (Engineering) and a MS (Management in Air Transport) from the Politehnica University of Bucharest. In addition, he possesses a postgraduate diploma in International Business Law from Bucharest University of Economic Studies, and Comprehensive Project Management Diploma from McGill University.



Gonzalo Patricio Altamirano Cousin

Gonzalo Altamirano works for LATAM Airlines Ecuador as Head of Maintenance Quality. With 17 years of experience in airworthiness and aircraft maintenance, he is responsible for developing and executing the Quality System, and Maintenance Safety Management for the AOC and OMA, which include the ICAO SRVSOP record in the SAM Office. It promotes the analysis of Human Factors, the Fair Culture Program and the concepts of resilience engineering during maintenance activities according to the SMS requirements for LATAM Ecuador.



Emile Arao

In East Africa, Emile is known as the “Business Advisor”, considered one of aviation industry’s leading experts on setting up business systems and optimizing high-value operations specializing in projects requiring start-up or restructuring expertise. He has been dubbed the “idea factory” by many of his colleagues as he has the ability to identify trends, focus on fast results and execute strategic objectives.

Emile is an entrepreneur at heart, having started numerous business interests as well as being a highly talented and accomplished Aviation Professional holding his Bachelor of Science Degree in Aircraft Engineering Technology, his Master’s Degree in Business Administration in Aviation, with a specialization in Aviation Systems Management; both obtained from Embry Riddle Aeronautical University. He has also worked as an Air-frame and Power-plant (A&P) mechanic and he holds a Kenyan and USA Multi-Commercial Pilot license with an Instrument Rating.

He is currently the Executive Director at the East African Community’s – Civil Aviation and Safety Oversight Agency (EAC-CASSOA). He is married with two kids.



Matima Ariyachaipanich

Ms. Matima Ariyachaipanich is a Safety Oversight Specialist in Flight Operations and an Assistant to Director General of The Civil Aviation Authority of Thailand (CAAT). She also serves as National Continuous Monitoring Coordinator in USOAP CMA program.

She has been working at DCA/CAAT for over 18 years. Earlier in her aviation career, she served as Aircraft Accident Investigator. Later, she served as Airworthiness Inspector for five years. Then, she has been trained and appointed as Flight Operations Inspector. Prior to her current position, she served in managerial roles as Head of Foreign Air Operator Inspection and Head of Flight Standards Development Division at CAAT respectively.

In 2019-2020, she joined COSCAP-SEA team as a Flight Operation Expert providing technical assistance and conducting training courses to strengthen the safety oversight system of member states. She got a bachelor's degree in Mechanical Engineering and a master's degree in Aeronautical Engineering. She also has experience as an air transport pilot in ATR72 and A320 aircraft.



Juan Francisco Belliard

Mr. Belliard has a Degree in Law and Master in Public Administration and is also an expert on Airport Operations with a 32-year experience.

In 1990 Operating Supervisor in Las Americas International Airport (SDQ), within the Government Airport Authority of the Dominican Republic.

In 2000, was hired by Aerodom Siglo XXI, as Operating and Cargo Manager to reach out to the new airport operation standard, implemented by Aerodom, as new airport operator, after acquiring under concession all government airports in the Dominican Republic.

In 2006, was hired by Government Airports Authority of the Dominican Republic, to manage National Airports Direction. Also was a Project Manager for domestic airports improvement.

From 2005 to 2011, was teacher at the Autonomous University of Santo Domingo, by being responsible to teach airport operations, airport fees and airport privatization processes, as part of the Civil and Aeronautical Rights. Since 2011, Mr. Belliard has been involved in AERIS Holding Costa Rica, as Chief Operating and Security Officer, Juan Santamaria International Airport (SJO).



Papa Atoumane Fall

Papa Atoumane FALL is the Director, Safety and Technical Services of AFCAC.

He was formerly the Director General of Senegalese Civil Aviation and Meteorology Authority (ANACIM) from 2011 to 2013.

He worked with the Senegalese Civil Aviation Authority (ANACS) for ten (10) years and occupied the positions of Director of Air Navigation from 2005-2010 and Director of Aeronautical Services Industries and Studies from 2010-2011.

He worked also with Agence pour la sécurité de la navigation aérienne en Afrique et Madagascar (ASECNA) for ten (10) years and occupied several positions among which Chief Air Traffic Services and Chief of Aeronautical Information for West Africa.

Mr. FALL was also appointed as Interim Secretary General of the African Civil Aviation Commission (AFCAC) from February 2018 to January 2019.

He holds a Master of Mathematics and a Civil Aviation Engineer Diploma in addition to his various certifications.

In addition, he has received the decoration of Officer of the Lion Order of Senegal, one of the highest distinctions of his Country.



Alejandro Mena

Mr. Alejandro Mena is currently the Manager of the Central American Agency for Aeronautical Safety (ACSA) since 2020.

Mr. Mena is a Maintenance Technician and an Air Transport Pilot, with over 25 years of aviation experience in different operational areas. He also, has experience as an Airline Transport Pilot Instructor within the industry.

He worked for the main Approved Maintenance Organization in Costa Rica COOPESA FAA/EASA certified Repair Station as a Maintenance Technician and Quality Control Inspector on B727, B737, B707, DC8, DC9, A320 aircrafts for over seven (7) years, then moved to GRUPO TACA AIRLINES and AVIANCA where he performed on the positions of Maintenance Quality Assurance Chief and Maintenance Manager from 1998 to 2003, then as a Operations Quality Assurance Chief and A320 Air Transport Pilot from 2003 to 2014 for the same operator.

For the last 6 years Mr. Mena has worked with ACSA as an Operations Specialists until he became the new manager of the Agency. As an Operations Specialists he has been providing technical assistance and/or training to Civil Aviation Authorities and other aviation industries interested in operations assistance in compliance with current and updated aeronautical regulations and the application of procedures established to maintain and increase the effective implementation levels of the State in compliance with ICAO standards.

Mr. Mena holds an Aircraft Structural Repair Diploma, Aviation Mechanic Diploma, and is finishing his bachelor's degree on Transportation

Administration with Emphasis on Aerodromes. He also holds Maintenance Technician Type 1 License, FAA Aircraft/Powerplant A/P License, and Airplane Transport Pilot (ATP) Flight Instructor/Ground Instructor Captain A-320 / Captain B 737-200 License.



Francisco Ospina Ramirez

Secretary of the Colombian Civil Aviation Authority.

Line Transport Pilot and Mechanical Engineer with more than twenty years of experience in the aviation industry. He served the Colombian Civil Aviation Authority for three years as Safety and Security Secretary and Flight Standards Director of the Civil Aviation Authority. He also, has experience in the aviation industry as Airline Pilot, Instructor Pilot and has steered some State programmes such as the development of remotely piloted systems, aircraft accidents and incidents investigator and development of technology for the Colombian Air Force, among others.

Mr. Ospina holds a Master's degree in Systems Engineering, Master's Degree in Engineering Management and Master's degree in Aeronautical Management.



Magele Hoe Viali

- Chair of PASO: Jul 2020–present
- Deputy Chair of PASO: Mar 2010–Nov 2014; Mar 2019–Jun 2020
- Samoa's Main Rep in PASO Council: Feb 2019–current: Alternate Rep: Mar 2006–Nov 2014
- Alternate Head of Delegation in 2013 and 2019 for Samoa's Delegation to ICAO Assembly and since 2007 have been a member of Samoa's Delegations to ICAO Assemblies
- 40years experience in Air Traffic Control/Airport Operations/Management
- Feb 2019–present: Secretary for Transport / CEO / DG Civil Aviation – Ministry of Works, Transport & Infrastructure (MWTI)
- Oct 2011–Jan 2019: CEO of Government- owned Airport Authority, operator of the only full international airport in Samoa
- 2006–2011: Director of Civil Aviation (MWTI)
- NZ & Australian Universities Management qualifications



Nari Williams-Singh

Mr. Nari Williams-Singh joined the Jamaica Civil Aviation Authority (JCAA) in 1997 as an Aviation Safety Inspector – Airworthiness/Avionics, having previously studied in Toronto, Canada and worked in both Canada and Jamaica in the field of aircraft maintenance.

He has amassed a wealth of experience in the air transport industry, in aircraft maintenance, safety and security oversight, provision of air navigation services, and civil aviation administration.

His successful career at the JCAA has spanned various assignments of progressive responsibility, with appointments as Manager – Airworthiness; Director - Flight Safety; Deputy Director General – Regulatory Affairs and Director General.

Mr. Williams- Singh was appointed Director General of the Jamaica Civil Aviation Authority (JCAA), effective February 1, 2015. He is responsible for

leading the JCAA to ensure the safe, orderly and sustainable development of Jamaica's air transport industry in accordance with ICAO's Standards and Recommended Practices.

He serves on the Boards of the JCAA, AEROTEL Limited (a subsidiary of the JCAA) and is currently the Chairman of the Board of Directors of the Caribbean Aviation Safety and Security Oversight System (CASSOS).

A highlight of Mr. Williams-Singh's career was being appointed as President of ICAO's (40th) Assembly in 2019.



Victor M. Aguado

Víctor M. Aguado is the Permanent Representative of Spain on the Council of ICAO. He has served as the 1st Vice-President of the Council and as well as, Committee Chairman of: Finance, Air Transport, Technical Cooperation, and Joint Support of Air Navigation Services. Currently he is the Chairman of the Committee on Governance. He also served as the Chairman of the Special Task Force to develop the ICAO Policy on Assistance to Aircraft Accident Victims and their Families.

Before joining the ICAO Council, Mr. Aguado was Director General of EUROCONTROL, the European Organization for the Safety of Air Navigation (2000-2008). Under his lead EUROCONTROL significantly enlarged its membership reaching a pan-European dimension and successfully implemented pivotal pan-European programs enhancing safety, reducing air traffic delays and minimizing costs. Mr. Aguado signed the first agreement with the Commission of the European Union to jointly launch the Single European Sky and the SESAR Program.

Previously, and for four consecutive terms, Mr. Aguado was President of the Air Navigation Commission of ICAO. During his tenure the ICAO Universal Safety Oversight Audit Programme was conceived and approved.

Victor M. Aguado has held high-level positions in Spain, including CEO of ISDEFE (systems engineering). He was appointed Director General of the Cabinet of the Minister of State for Defence, after being Director for Advanced Air Traffic Management Programs in the Ministry of Transport. Mr. Aguado has been a member of the Supervisory Boards of AENA International (airport operator), HISPASAT (satellite communications operator), ISDEFE (systems engineering) and INSA (aerospace engineering). Furthermore, he has also been a member of the Board of Governors of the Flight Safety Foundation and a member of the European Union's Group of Personalities on Security Research as well as of the European Union's High Level Group on the Single European Sky.

Mr. Aguado has been bestowed with a number of national and international honours and awards, among others the American Legion School Award, the Gran Cross of Aeronautical Merit in Spain, the Global NavCom Award in Canada, the Commandeur de l'Ordre de la Couronne in Belgium and the Encomienda of Civil Merit in Spain.

Víctor M. Aguado holds a master's degree in Aeronautical Engineering from the Polytechnic University of Madrid, and a Master of Science in Management from the Massachusetts Institute of Technology, MIT.



Chandrasena Nimalsiri

Mr. Nimalsiri is a Science Graduate of the University of Colombo and also a holder of M.Sc. in Information Technology and Computing. He joined the DCA-Sri Lanka in 1987 as the Assistant Director (Operations) which regulated matters relating to Personnel Licensing, Aircraft Operations, Facilitation, Aerodromes, Aircraft Accident Investigation, Security and Safe Transport of Dangerous Goods. He has attended a series of formal technical training courses and educational activities on the subject matters, held in-house and overseas. He was promoted to the post of Director General of Civil Aviation in 2001 and served in the post until retirement in 2020.

During his tenure as the DGCA, a fully autonomous and self-financing CAA was established replacing the DCA; new Civil Aviation Act was introduced replacing the old Air Navigation Act, new set of Operating Regulations were introduced for regulation of the local aviation industry, introduced a series of administrative, operational, and procedural changes for the good governance of the CAA-Sri Lanka.

He served the ICAO for three years since 2007 as the Programme Coordinator of COSCAP-South Asia and was the Chair of RASG-Asia & Pacific Region. During his tenure, Nimalsiri has attended a series of high level international events representing Sri Lanka.



Romain Ekoto

Romain Ekoto is an aviation professional with more than 19 years of experience. As Chief Aviation Officer of the African Development Bank, he is responsible for developing and executing the Bank's framework to support the aviation Sector in Africa. In this capacity he's spearheaded Bank's transformative initiatives in the past two years in infrastructure development (e.g.: Msalato International Airport Construction in Tanzania), institutional support (e.g.: Support to the African Civil Aviation Commission for the implementation of the Single African Air Transport Market) as well in aircraft financing (e.g.: feasibility study for the creation of a leasing platform for African Airlines).

Before joining the Bank, Romain worked at the International Civil Aviation Organization (ICAO), a UN Specialized Agency, where he ran the technical assistance and air transport programs for the Western and Central African Region.

Beginning his career, Romain worked for Air France where he managed several projects on the digitalization of tools for the airline crew. He graduated from the French Civil Aviation University (ENAC) with an Engineering degree.



Sanjeev S Gadhia

Sanjeev S Gadhia is the Founder and CEO of Astral Aerial Solutions Ltd which is an Integrated UAV Service Provider which is based in Nairobi, Kenya, and is an associated with Astral Aviation which is Africa's largest private cargo airline with a fleet of 14 aircraft.

With 20 years of aviation and logistics experience in Africa, Astral's mission is to be part of the drone revolution in Africa, by adapting technology and innovation to solve Africa's problem of poor infrastructure and accessibility, so that it can leapfrog to the future.

Astral Aerial is licensed by the Kenya Civil Aviation Authority and has been working on various UAV Solutions for Desert Locust Control, Agricultural Mapping and Cargo Delivery in Kenya and Ethiopia.

Astral has partnership agreements with Swoop.Aero, Drone Delivery Canada, Wingcopter, Singular Aircraft, Idronect and Yamaha, in addition to being a DJI Dealer.

In 2021, Astral Aerial launched its training academy in Kenya.

In 2017, Astral won the prestigious 'IATA Cargo Innovation Award for its UTM' for Africa.

In 2019, Astral was rated as 'Africa's Top 10 Tech Startups' and selected by Airbus to participate in Bizlab #Africa4Future Accelerator programme.

In April 2019, Astral was recognized by World Bank as the Winner – Data Analytics of its Disruptive Agricultural Technology challenge.



Hugues Laloë

Mr Hugues Laloë is leading the Operations Safety Enhancement department in Airbus. He is responsible for the Global Regional Airbus Safety Program and the deployment of related safety initiatives towards Airbus customer airlines and their Civil Aviation Authorities. The mission involves active contribution to regional organisations like RAST, COSCAPs and RSOOs, and a wider collaboration with institutions like ICAO, EASA and other European Civil Aviation Authorities for operational safety matters.

Mr Laloë serves as co-chair (industry) for the APRAST SEI working group.

His career in aviation spans over more than 30 years. Pilot by trade, he has held various positions, both in the civil and military, ranging from very operational duties to senior management roles. He left the French Air Force after 17 years and joined Airbus in 2007. During his career, Mr Laloë has been directly involved at the various steps of the pilot training pipeline and in parallel he has held various operational safety positions in industry.



Joachim Lücking

Dr. Joachim Lücking has been Head of Unit for Aviation Safety in the Directorate-General for Mobility and Transport of the European Commission since November 2016. He is responsible for implementing and developing European aviation safety policy, including oversight of EASA, as well as the Commission's international activities in the area.

Joachim joined the European Commission in 1995, and held a number of management positions in the Competition Directorate-General before joining DG MOVE.

Prior to joining the Commission, Joachim worked as an academic and in industry. He holds degrees in business administration and economics from the University of Erlangen-Nuremberg and from Wayne State University, Detroit.



Musa Shuaibu Nuhu

Captain Musa Shuaibu Nuhu
ATPL, MBA, MRAeS

Director General Nigerian Civil Aviation Authority (NCAA)

Captain Nuhu had an illustrious career that has spanned over 4 decades, a pilot by profession, had worked for various reputable public and private organizations including the defunct Nigeria Airways Ltd, Presidential Air Fleet, Petrowest Operations SA, Aero Contractors Ltd where he held various technical and managerial positions of responsibilities including Line Captain, Training Captain, Chief Pilot, Flight Safety Manager and Technical Assistant to Honorable Minister of Aviation amongst several others.

In his recent stint as the Permanent Representative of Nigeria on the Council of International Civil Aviation Organization (ICAO), Captain Nuhu served as one term Vice-President of the Council in addition to being an active member of several ICAO Council Committees and Chaired the Implementation, Strategy and Planning Group (ISPG).

Captain Nuhu had previously served as the Coordinator of the AFI Group, Vice-President Western Region of African Civil Aviation Commission (AFCAC) Bureau and Chairperson of the Comprehensive Regional Plan for Aviation Safety in Africa and the Indian Ocean (AFI Plan). He is the current Chairman of the Board of Banjul Accord Group Aviation Safety Oversight Organization (BAGASOO). Captain Nuhu is an experienced international aviator with proven leadership and organizational skills. He was the coordinator and focal person for Nigeria, as the host State of the highly acclaimed Third ICAO World Aviation Forum (IWAF/3 Abuja, Nigeria). A recipient of several awards for Leadership and Crisis Management. In addition to holding a Nigerian and US FAA Air Transport Pilot License with several type ratings, Captain Nuhu holds the Aviation Masters' of Business Administration Degree from Concordia University, Montreal, Canada amongst several other professional, technical and managerial qualifications. Captain Nuhu is a member of several professional and industry organizations



Luc Tytgat

Luc Tytgat is since 1 January 2015 Director of the Strategy and Safety Management Directorate of the European Aviation Safety Agency (EASA). Luc Tytgat is in charge of raising safety intelligence as one of EASA's key priorities and developing a better and more agile regulatory framework. Luc Tytgat's responsibilities also include the key strategic challenges faced by the sector such as sustainable aviation and the emerging risks (cybersecurity, conflict zones, health). Prior to EASA, Luc Tytgat was the Director of the Pan-European Single Sky Directorate at Eurocontrol since 2011, after having worked for 20 years in the field of air transport and space at the European Commission and 10 years in the Belgian Air Force.

APPENDIX C

QUESTIONS AND ANSWERS DURING THE LIVE CHAT OF THE CONFERENCE

Question	Answer
How much of a challenge are political policies in recruitment of technical personnel to RSOOs?	The RSOO has an agreement with its Member States and also establishes regulations and guidance material. Use of technical personnel is included in the RSOO agreement with Member States and/or its regulations. Standardized job descriptions are established for technical personnel of the RSOO.
During COVID the number of NOTAMs issued by airports, and States increased significantly. Did any RSOOs succeed in harmonising/reducing the number and size of COVID NOTAMS, and how could this challenge be met in similar circumstances in the future? Thank you	While RSOOs are not in charge on the preparation and delivery of NOTAMs, there are known cases of RSOOs that helped to harmonize the mitigation strategies and recovery measures at a regional level that resulted in the optimization of information provided by NOTAMs
What are the 3 levels of the RSOO?	Level 1: Advisory and coordinating functions Level 2: Operational assistance functions Level 3: Certifying functions, issuance of regulations, and full safety investigations
Full safety investigations, does it includes investigations of accidents and serious incidents?	RSOOs should not deal with accident and incident investigations conducted under the provisions of Annex 13. The Regional Accident and Incident Investigation Organizations (RAIOs) and regional accident investigation cooperative mechanisms (as may be called in the different regions) are there for States to cooperate during accident and incident investigations conducted under the provisions of Annex 13. Safety investigations should be conducted, but that would be under the provisions of Annex 19. Some of these safety investigations may include incident investigations, but Annex 13 is clear that Accident Investigation Authorities (AIAs) should investigate all accidents and the serious incidents referred to in Annex 13 (please refer to Annex 13, Chapter 5 for the details). The AIAs could have the RAIO or ACM in their region assisting or in some cases delegate the investigation to the RAIO or ACM.
So, COSCAPs are what type of RSOO, Level 1 or 2 or both?	COSCAPs provide Level 1 safety functions.
Does RSOO guarantee countries that cooperate with it pass with ICAO USOAP?	RSOOs provide safety oversight services for States but it the ultimate responsibility of States to implement those recommendations.
How does ICAO and other Partners braced to support States globally in the implementation of Phase 2 of the SSP Implementation especially we are now heading towards mandatory SSP Implementation assessment?	ICAO has developed various training initiatives to support States for the implementation of SSP, including an SSP course which is available for classroom or virtual delivery. More information is available here: https://igat.icao.int/ated/TrainingCatalogue/Course/2727 . In addition, we will be putting together an Implementation Package which will include a bundle of products combined with the support of a Subject Matter Expert to assist the State in making progress in the implementation. We would also invite States to visit the Safety Management Implementation

	(SMI) website (www.icao.int/SMI) which provides practical examples and tools to support SSP implementation.
What will be the status of COSCAPs when RSOO will be providing Level 2 or 3 safety functions. Will the COSCAPs become obsolete or what will be the fate of COSCAPs?	Many COSCAPs evolved into RSOOs. However, if States consider a COSCAP better addresses their needs they may decide to keep this form of cooperation. It is all up to the States.
Is there any formal mechanism in place for aviation consultancy companies to offer their services to RSOOs? For example, will GASOS be open for these types of organisations? Thank you	GASOS is a programme for RSOOs and RAIOS only. Each RSOO is free to use consultancy services based on their needs and resources. However, they need to make sure this is within their mandate and their QMS.
How RSOO could help States in its region to improve states capacity building?	We have reports from several RSOOs through our RSOO Cooperative Platform that mostly is in a form of training and optimization of resources for inspections and certification processes
Was there any strategy in place to allow RAIIO member States in Africa to modify/adapt their laws to ensure the work of foreign regional investigators without conflict with local judicial authorities?	BAGAIA is the RAIIO in West Africa and it has developed the capacity to conduct regional investigations. The RAIIO Cooperative Platform (RAIO CP) is aware that the coordination of regional investigators' work with the local judiciary authorities represents a challenge and that is actively considered by the few RAIOS which implement regional investigations, so to implement practical solutions to this challenge. Experience is being built up and hopefully will be shared through the RAIIO CP or via bilateral contacts between regional organizations.
EASA benefits from the RSOO concept due to common EU Rules as against the JAA that had challenges that are now resolved under EASA. Harmonization of Regulations is a major challenge for other RSOOs. How can these RSOOs avoid or minimize the challenges JAA faced as a result of lack of common enforceable regulations?	It is important to underline that not all regions have the benefit of a common regulations therefore, other mechanisms of harmonization of regulatory frameworks have to be in place. EASA has reached Level 3 which is not the case of other regional mechanisms. Nevertheless, several RSOOs have been able to achieve effective implementation of regional regulations not without the challenges to keep those regulations harmonized in the long term as much possible
In the early years of the GASOS initiative, it was discussed the possibility or even the need of facilitating a framework for private organisations to become "certified" RSOOs by ICAO in order to support contracting states in a standardised and effective way, may ICAO kindly share if there has been any progress or further discussion on this subject?	Yes, indeed. However, already before AN-Conf/13 it was proposed to limit it to RSOOs and RAIOS and this was enshrined in the ICAO Council decision of June 2019.
Has any private organization ever been certified by ICAO as an RSOO?	No. GASOS is a programme for international intergovernmental organizations: RSOOs and RAIOS. It is about recognition of qualifications and capabilities of the organization.
What role are RSOOs expected to play in helping Member States in environmental protection e.g CORSIA?	The RSOOs can assist States in implementing CORSIA the same way as in the implementation of critical elements of safety oversight. It depends on their mandates, needs of States and resources available.
Does ICAO have a specific plan of action for RSOOs?	There is a work programme of the RSOO Cooperative Platform which is available on the public website of ICAO (https://www.icao.int/safety/Implementation/Pages/COSCAPs-RSOOs-RAIOS.aspx).

APPENDIX D

STATE LETTER 2021/73



International
Civil Aviation
Organization

Organisation
de l'aviation civile
internationale

Organización
de Aviación Civil
Internacional

Международная
организация
гражданской
авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

Tel.: +1 514-954-8219 ext. 8071

Ref.: AN 20/8-21/73

19 November 2021

Subject: Invitation to attend the virtual ICAO/EASA

Conference on Strengthening Regional Cooperation,
20 January 2022

Action required: a) plan for virtual attendance; b)
disseminate this letter as appropriate; c) register online
by **10 January 2022**

Sir/Madam,

1. I have the honour to invite you to the joint International Civil Aviation Organization (ICAO)/European Union Aviation Safety Agency (EASA) Conference on Strengthening Regional Cooperation, which will be held as a virtual event on 20 January 2022 from 0800 to 1100 EST (1300 to 1600 UTC).
2. Event objectives:
 - a) update States, industry and international organizations on the benefits of Regional Safety Oversight Organizations (RSOOs) and the challenges they face under the present circumstances to continue providing support to their Member States;
 - b) propose a tangible path for a collective effort from different stakeholders on strengthening regional collaboration;

- c) discuss different means of sustainability for RSOOs and other regional mechanisms on safety oversight and accident and incident investigation;
- d) discuss the contributions that RSOOs provide to States to enhance safety oversight requirements and highlight the critical role they have played during the COVID-19 pandemic; and
- e) explore the importance of collaboration with industry in supporting the capacity building of regional organizations by closing existing gaps in technology that impede effectively conducting safety oversight services for their Member States.

3. Details of the event including registration can be found on the following website: <https://www.icao.int/Meetings/SRC2022/Pages/default.aspx>. Any queries regarding the conference may be forwarded to RCTP@icao.int. The conference will be held in English.

Accept, Sir/Madam, the assurances of my highest consideration.

Juan Carlos Salazar

Enclosure:

Secretary General

Draft Programme

— END —