



**Agenda Item 7: Other Business**

**STRENGTHENING SAFETY OVERSIGHT CAPABILITIES  
THROUGH A REGIONAL SAFETY OVERSIGHT ORGANIZATION (RSOO)**

(Presented by the Secretariat)

<b>SUMMARY</b>	
This information paper presents the benefits of establishing a Regional Safety Oversight Organization (RSOO), which will contribute to strengthening safety oversight capabilities both at State and regional levels. The paper also studies factors that need to be considered during the establishment of an RSOO.	
<b>References:</b>	
• ICAO Doc 9734, <i>Safety Oversight Manual</i>	
<b>Strategic Objective</b>	<i>This information paper is related to Strategic Objective: A SAFETY – ENHANCE GLOBAL CIVIL AVIATION SAFETY</i>

**1. Introduction**

1.1 It is widely considered that as stated in ICAO Doc 9734, *Safety Oversight Manual*, Part B, *The Establishment and Management of a Regional Safety Oversight Organization*, an RSOO can be an effective means of rectifying safety deficiencies and strengthening safety oversight capabilities through shared resources, objectives, strategies and activities.

**2. Discussion**

2.1 As discussed at the Symposium on RSOOs held in October 2011 at ICAO Headquarters in Montréal, Canada, an RSOO can provide benefits that include economies of scale and significant cost-savings derived from sharing or pooling scarce resources in a region. Other benefits include the harmonization and/or standardization of regulations, best practices, the collective resolution of common safety concerns in the region, and better collaboration on matters relating to civil aviation through regional integration. For additional information visit: <http://www2.icao.int/en/RSOOSYMPO/default.aspx>

2.2 However, it has already been demonstrated that the extent to which an RSOO is effective is dependent on the degree of commitment of its member States and the extent to which careful consideration has been given in its development, particularly with respect to funding. A most practical and cost-efficient way to establish a sustainable RSOO is to base it on already existing groupings of States, whether they are economic, political, or technical in nature.

2.3 Relevant factors should be taken into account during the establishment of an RSOO in order to ensure that it effectively carries out its mandate and meets its objective. To that end, a comprehensive study should be carried out with careful consideration given to the needs of its member States, the level of available resources, the scope of activities, the level of authority delegated by member States, and the contribution to be made by agreements already established in the region.

2.4 In accordance with the strategy for the establishment of an RSOO, the study should have the following scope:

- a) identify available capabilities, common findings and priorities, and propose possible scenarios for the establishment of sub-regional safety or safety oversight organizations with a logical grouping of States;
- b) identify the activities to be covered under the sub-regional safety or safety oversight organization as well as the level and timelines for the transfer of each function to the sub-regional organization; and
- c) develop detailed frameworks in terms of purpose, objectives, activities, expected results or outcomes, resources, sustainable funding, economy of scale, etc., to ensure the establishment of effective regional/sub-regional safety and/or safety oversight organizations.

2.5 The study will result in well-defined legal, organizational, and financial frameworks for the RSOO and a work plan for its establishment with clear deliverables and timelines should it be agreed to proceed with the proposal.

### **3. Conclusion**

3.1 States are invited to note the information provided in this IP.