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Organización de Aviación Civil Internacional  
Oficina para Norteamérica, Centroamérica y Caribe

NOTA DE ESTUDIO

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**Séptima Reunión de Directores de Aviación Civil de Norteamérica, Centroamérica y Caribe  
(NACC/DCA/07)**

Washington, D. C., Estados Unidos, 19 al 21 de septiembre de 2017

**Cuestión 4**

**del Orden del Día: Actualización sobre la implementación de la aviación mundial**

**ESTRATEGIA MUNDIAL PROPUESTA Y PLAN DE ACCIÓN PARA LA MEJORA DE LAS ORGANIZACIONES REGIONALES DE VIGILANCIA DE LA SEGURIDAD OPERACIONAL (RSOO) Y EL ESTABLECIMIENTO DE UN SISTEMA MUNDIAL PARA EL SUMINISTRO DE VIGILANCIA DE LA SEGURIDAD OPERACIONAL**

(Presentada por la Secretaría)

**RESUMEN EJECUTIVO**

Esta nota presenta el resultado del Foro sobre Organizaciones regionales de vigilancia de la seguridad operacional (RSOO) para la Seguridad Operacional de la Aviación Mundial, el cual fue celebrado del 22 al 24 de marzo de 2017, en Ezulwini, Swazilandia. El Foro apoyó la estrategia mundial propuesta y el plan de acción para la mejora de las RSOO y el establecimiento de un sistema mundial para el suministro de vigilancia de la seguridad operacional.

La Vigésima Octava Reunión del Comité Directivo Ejecutivo del Grupo Regional de Seguridad Operacional de la Aviación — Panamérica (RASG-PA ESC/28), celebrada en Lima, Perú, del 4 al 5 de mayo de 2017, apoyó la propuesta y concluyó que la OACI presente la estrategia mundial propuesta y el plan de acción para mejorar las RSOO y el establecimiento de un sistema mundial para el suministro de vigilancia de la seguridad operacional, incluyendo el estudio de un Sistema mundial para la vigilancia de la seguridad operacional de la aviación (GASOS) propuesto a la Reunión NACC/DCA para su consideración y apoyo.

<b>Acción:</b>	La acción sugerida se presenta en la Sección 3
<b>Objetivos Estratégicos:</b>	<ul style="list-style-type: none"><li>• Seguridad Operacional</li></ul>

<i>Referencias:</i>	<ul style="list-style-type: none"> <li>• Doc 9734, <i>Manual de vigilancia de la seguridad operacional</i>, Parte B — Establecimiento y gestión de una organización regional de vigilancia de la seguridad operacional</li> <li>• Doc 10004, <i>Plan global para la seguridad operacional de la aviación 2017-2019</i></li> <li>• Doc 10046, <i>Informe de la Segunda conferencia de alto nivel sobre seguridad operacional 2015</i></li> <li>• Doc 10075, <i>Resoluciones vigentes de la Asamblea</i> (al 6 de octubre de 2016) – Resolución de Asamblea A39-14: Cooperación y asistencia regionales para resolver deficiencias de seguridad operacional mediante el establecimiento de prioridades y de objetivos cuantificables</li> <li>• Informe sobre el Foro de las RSOO para la Seguridad Operacional de la Aviación Mundial (<a href="http://www2010.icao.int/ESAF/EASA-ICAO-RSOO-2017/Pages/RSOO-Report.aspx">http://www2010.icao.int/ESAF/EASA-ICAO-RSOO-2017/Pages/RSOO-Report.aspx</a>)</li> <li>• C-NE/14632 – <i>Report on the Forum on RSOOs for Global Aviation Safety</i></li> </ul>
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## 1. Introducción

1.1 El Foro sobre las RSOO para la Seguridad Operacional de la Aviación Mundial, organizado conjuntamente por la OACI y la Agencia Europea de Seguridad Aérea (EASA), fue celebrado del 22 al 24 de marzo de 2017 en Ezulwini, Swazilandia. El Foro consistió en dos días de discusiones mundiales seguidos por un día dedicado a la Región de África a nivel ministerial. La reunión contó con 200 participantes de 48 Estados y 32 organizaciones internacionales, incluyendo a ministros responsables de la aviación civil de 13 Estados en la Región AFI. El informe del evento, programa, lista de participantes, presentaciones y Estrategia mundial propuesta y el Plan de acción, y la Declaración ministerial se encuentran disponibles en: <http://www2010.icao.int/ESAF/EASA-ICAO-RSOO-2017/Pages/default.aspx>.

## 2 Antecedentes

2.1 El evento apoyó la propuesta para la evaluación y el desarrollo de un nuevo Sistema mundial para la vigilancia de la seguridad operacional de la aviación (GASOS), mientras se hacen avances significativos en objetivos clave para mejorar la cooperación y eficiencia de las RSOO, tanto mundialmente, como en la Región de África occidental y central (WACAF) de la OACI y el Océano Índico. Las RSOO son un componente integral de la seguridad operacional de la aviación mundial, y proporcionan un mecanismo muy eficiente para que los grupos regionales de los Estados junten sus recursos y se beneficien de las economías de escala para resolver sus deficiencias de vigilancia de la seguridad operacional.

2.2 El objetivo principal de la propuesta GASOS es la implementación de un modelo mejorado para la vigilancia de la seguridad operacional, que resuelva los retos enfrentados por los modelos regionales y nacionales actuales, responda a los retos futuros planteados por una industria de transporte aéreo en rápida expansión y ofrezca opciones prácticas y asequibles en el área de vigilancia para la seguridad operacional. Bajo la propuesta de GASOS, un proveedor de vigilancia de la seguridad operacional reconocido por la OACI será la entidad, ya sea internacional, regional o sub-regional para la vigilancia de la seguridad operacional que realice las tareas y funciones en representación de un Estado o grupo de Estados. Las RSOO adecuadamente fortalecidas y empoderadas y otros proveedores de vigilancia de la seguridad operacional de los Estados constituirán los elementos básicos de un sistema de vigilancia para la seguridad operacional de la aviación mundial.

2.3 Todos los proveedores reconocidos por la OACI en vigilancia de la seguridad operacional tendrán que demostrar su competencia en las tareas y funciones que desempeñan con el fin de cualificar para el reconocimiento por la OACI, y la OACI mantendrá un inventario de proveedores competentes en vigilancia de la seguridad operacional y las tareas y funciones que desempeñan. Un proveedor reconocido por la OACI podría incluir a la autoridad de aviación civil de un Estado que proporciona asistencia a otro Estado, o una RSOO que lleva a cabo funciones o tareas de vigilancia de la seguridad operacional. La estrategia mundial propuesta y el plan de acción para la mejora de RSOO y el establecimiento de un sistema mundial para el suministro de vigilancia de la seguridad operacional están incluidos en el **Apéndice A** (disponible únicamente en inglés).

2.4 Un evento ministerial llevado a cabo en conjunto con el Foro también llevó a la firma de una Declaración formal sobre cómo los Estados africanos trabajarán para perfeccionar sus esfuerzos de colaboración y mejorar la vigilancia de la seguridad operacional de la aviación en todo el continente. El Foro regional fue informado por medio de presentaciones sobre el Plan AFI, los resultados del Foro Mundial, y la hoja de ruta propuesta para el apoyo y fortalecimiento de las RSOO en la Región AFI. Los ministros después revisaron y adoptaron la Declaración Ministerial propuesta, incluyendo el desarrollo de un plan estratégico para el apoyo y fortalecimiento de las RSOO en la Región AFI y un plan de acción que sugiera la implementación de la Declaración arriba mencionada a través del Plan AFI en colaboración con la “*African Civil Aviation Commission*” (AFCAC) y socios. La Declaración Ministerial Regional aprobó el GASOS propuesto, ya que está relacionado con un plan de acción para mejorar la efectividad y sostenibilidad de las RSOO, y una nueva plataforma colaborativa para las RSOO para facilitar la evolución acordada en la colaboración regional. La Declaración Ministerial Ezulwini sobre Organizaciones Regionales de Vigilancia en Seguridad operacional en África se incluye en el **Apéndice B** (disponible únicamente en inglés).

### **3 Discusión**

3.1 El Foro de las RSOO representó un hito mayor en la evolución de las organizaciones regionales de vigilancia en seguridad operacional para la seguridad operación en la aviación civil. El desarrollo propuesto de GASOS proporcionará el marco de referencia de la OACI requerido para que las RSOO sean reconocidas para proporcionar a los Estados un apoyo efectivo en la vigilancia de la seguridad operacional. La participación de ministros del gobierno ayudó a asegurar los objetivos y compromisos compartidos para la colaboración de la vigilancia de la seguridad operacional en la Región AFI formalizados a través de la Declaración. El Foro sugirió que la OACI considere liderar la implementación del plan de acción apoyando la nueva estrategia mundial.

3.2 El Consejo de la OACI, durante el 211º periodo de sesiones, quinta reunión, llevada a cabo el 12 de junio de 2017, consideró la nota de información C-WP/14632, la cual presentó el informe sobre el Foro de las RSOO para la Seguridad Operacional de la Aviación Mundial, llevado a cabo en marzo de 2017 en Swazilandia. El Consejo apoyó la estrategia mundial propuesta y el plan de acción para la mejora de las RSOO y el establecimiento de un sistema mundial para el suministro de vigilancia de la seguridad operacional, y en particular, el estudio del nuevo sistema GASOS propuesto.

3.3 La implementación de un plan de acción ha iniciado con el establecimiento del Grupo de Estudio de GASOS (GASOS-SG), el cual llevó a cabo su primera y segunda teleconferencias en junio y julio, y tendrá su primera reunión en septiembre de 2017. El GASOS-SG apoyará la finalización de un estudio de viabilidad GASOS con el objetivo de confirmar que GASOS es posible, beneficioso y vale la pena. El resultado del estudio será presentado durante el Simposio de Implementación de Seguridad Operacional y Navegación Aérea a ser celebrado en diciembre de 2017. Si la viabilidad del GASOS es confirmada, y apoyada por SANIS, la planificación y el desarrollo para el establecimiento del GASOS comenzará con el objetivo de presentar la implementación propuesta a la Decimotercera Conferencia de Navegación Aérea (AN-CONF/13) a ser celebrada en octubre de 2018. Si el GASOS es recomendado por la AN-CONF/13 para ser implementado, será presentado para aprobación en el 40º periodo de sesiones de la asamblea de la OACI a ser celebrado en octubre de 2019. El Consejo de la OACI y la Comisión de Aeronavegación revisarán el avance y aprobarán las propuestas como parte de este proceso.

#### **4. Acción Sugerida**

4.1 Se invita a la Reunión a:

- a) tomar nota del contenido de esta nota; y
- b) adoptar el siguiente Proyecto de Conclusión

#### **PROYECTO DE CONCLUSIÓN**

**NACC/DCA/07/XX**

#### **ORGANIZACIONES REGIONALES DE VIGILANCIA DE LA SEGURIDAD OPERACIONAL (RSSO)**

Que los Estados apoyen la estrategia mundial propuesta y el plan de acción para mejorar las RSSO y el establecimiento de un sistema mundial para el suministro de vigilancia de la seguridad operacional, incluyendo el estudio sobre la propuesta de un Sistema mundial para la vigilancia de la seguridad operacional de la aviación (GASOS).

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**APPENDIX A**  
**PROPOSED GLOBAL STRATEGY AND ACTION PLAN FOR THE IMPROVEMENT OF REGIONAL SAFETY**  
**OVERSIGHT ORGANIZATIONS (RSOOS) AND THE ESTABLISHMENT OF A GLOBAL SYSTEM FOR THE**  
**PROVISION OF SAFETY OVERSIGHT**

**1. CONTEXT**

1.1 The participants at the Global Forum on Regional Safety Oversight Organizations (RSOOs) for Global Aviation Safety, held in Swaziland from 22 to 24 March 2017, supported a proposed global strategy and action plan for the improvement of RSOOs and the establishment of a global system for the provision of safety oversight.

1.2 In doing so, the Forum took note of the outcomes and recommendations of previous ICAO meetings on RSOOs, including the Symposium on RSOOs, held in 2011, and the Second High-level Safety Conference, held in 2015. The Forum also noted Resolution A39-14, adopted by the ICAO Assembly in 2016.

1.3 Assembly Resolution A39-14, in particular, encourages ICAO Member States to foster the creation of regional or sub-regional partnerships to collaborate on the development of solutions to common problems to build State safety oversight capability, and to participate in, or provide tangible support for, the strengthening and furtherance of sub-regional and regional aviation safety, and safety oversight bodies, including RSOOs.

1.4 The Forum acknowledged that over the last decade, the number and importance of RSOOs have been expanding. Presently, there are seventeen RSOOs, ranging from relatively informal safety oversight bodies that offer advisory services to their Member States to more formally institutionalized organizations that carry out safety oversight tasks and functions through formal delegation by their States.

1.5 The proposed strategy and action plan for the improvement of RSOOs, and the establishment of a global system for the provision of safety oversight was supported by the discussions at the Forum on potential solutions to many of the challenges faced by RSOOs, foremost of which is the need to ensure their sustainable funding and adequate empowerment, with respect to the tasks and functions they carry out for their members. The strategy and action plan seek to put in place solutions that will enhance the effectiveness of the existing RSOOs, as well as to better align them with the global and regional programmes of ICAO.

1.6 At the same time, there is a need for safety oversight to meet the challenges posed by growing air traffic, which is expected to double over the next fifteen years, and changing aircraft ownership, registration and user business models. To this end, the Forum reached agreement on the need to go beyond the current prevailing concept of national- and regional-based safety oversight systems to a globally based system that would be composed of a range of safety oversight providers, including the RSOOs. RSOOs will be recognized as an integral part of a global aviation safety oversight system led by ICAO, within the framework of the Global Aviation Safety Plan (GASP), and maintaining the States' obligation and responsibility for safety oversight under the *Convention on International Civil Aviation*.

1.7 Improving the performance of RSOOs also entails strengthening cooperation and information sharing between RSOOs, and establishing a cooperative platform for this purpose.

## 2. STRATEGIC OBJECTIVES

2.1 The proposed strategy supported by the Forum consists of the following three objectives:

- a) to improve and strengthen the RSOOs' capacity to carry out safety oversight tasks and functions on behalf of their Member States and to actively contribute to ICAO's global and regional programmes and activities;
- b) to implement a global system for the provision of safety oversight that improves the efficiencies of current safety oversight programmes and enables the continuous monitoring of a State's safety oversight in a more effective and coordinated manner; and
- c) to establish an RSOO cooperative platform aimed at bringing RSOOs together to exchange best practices, share and collaborate on the development of manuals and checklists, cooperate on providing technical assistance and assist ICAO in related provisions development and global programme implementation.

## 3. IMPROVEMENT AND STRENGTHENING OF RSOOs

3.1 An evaluation of RSOOs in general will be conducted in order to update information on major challenges faced in relation to their improvement. In addition, and upon request, a more in-depth gap analysis can be conducted on an individual RSOO in order to determine the actions that need to be taken for strengthening it. For the purpose of carrying out both the evaluation and the gap analysis, the following five criteria have been defined:

- a) **Relevance:** This will assess the RSOO's mission, goals, programmes and activities, and their alignment with those of its Member States or donors as well as ICAO. Is the RSOO meeting the expectations and needs of its Member States and stakeholders, and is it well integrated into the strategic plans and programmes of its Member States?
- b) **Effectiveness:** This will assess the extent to which an RSOO is able to meet its goals and objectives. Is the RSOO sufficiently empowered to carry out its mission? Has it been given international legal personality that enables it to establish agreements and working arrangements with other international organizations (including ICAO) and third-party States? Have formal delegations of authority been established that will enable the RSOO to carry out safety oversight duties and functions on behalf of its Member States? Have common standards and practices been established in the region? Is the RSOO sufficiently resourced to enable it to meet its programmed activities?

- c) **Efficiency:** This will assess the use of human and financial resources, and make a comparison of the RSOO's outputs and the costs incurred. Unnecessary overlap and duplication of programmes and activities between the RSOO and its member States, ICAO and other international organizations are to be avoided.
- d) **Sustainability:** This will assess the long-term viability of the RSOO, particularly in respect to legal authority, human resources and financial viability and sustainability. How effective is the management of the RSOO in terms of the organization's strategic development and quality assurance? Has a mechanism been established for the sustainable funding of the RSOO?
- e) **Adaptability:** This will assess the ability of the RSOO to adapt to an evolving environment, brought about by a rapidly expanding aviation industry, changing technologies, scope and processes.

3.2 All gap analyses of individual RSOOs will be conducted on a cost recovery basis.

3.3 Integral to the strengthening and improvement of RSOOs will be the establishment of an RSOO cooperative platform. The RSOO platform will interface with ICAO, facilitate the supply of technical assistance and support to RSOOs and provide RSOOs with a common pool of experts. In general, it will greatly enhance cooperation between RSOOs by enabling the exchange of information and sharing of best practices. Any RSOO recognized by ICAO or having a clear roadmap towards ICAO evaluation may become part of the cooperative platform.

#### 4. **DEVELOPMENT AND IMPLEMENTATION OF AN ICAO GLOBAL AVIATION SAFETY OVERSIGHT SYSTEM (GASOS)**

4.1 The primary objective of the global aviation safety oversight system is the implementation of an enhanced safety oversight model that resolves the challenges faced by current regional- and national-based models caters for future challenges posed by a rapidly expanding air transport industry and offers practical and affordable options in the area of safety oversight.

4.2 Under the global aviation safety oversight system, an ICAO recognized safety oversight provider will be any international, regional or sub-regional aviation safety oversight body that carries out tasks and functions on behalf of a State or group of States. Suitably empowered and strengthened RSOOs and other State safety oversight providers will constitute the building blocks of a global safety oversight system.

4.3 On a voluntary basis, safety oversight providers may request recognition from ICAO in respect to competencies to carry out the specific tasks and functions. Each task and function will be mapped to a USOAP CMA protocol question (PQ) or set of PQs. A safety oversight provider may receive several levels of recognition for various tasks and functions.

4.4 The following three levels are defined, based on the complexity of tasks and functions performed:

- **Level 1** – advisory and coordinating tasks and functions
- **Level 2** – operational assistance tasks and functions
- **Level 3** – certifying agency tasks and functions

4.5 For Level 1 and 2 tasks and functions, ICAO recognition will be based on an initial assessment to evaluate the capabilities of the provider.

4.6 For a provider to receive ICAO recognition for Level 3 tasks and functions, it will have to first undergo an activity under the ICAO USOAP CMA.

4.7 ICAO recognition will be renewed at a determined frequency, on the basis of a re-assessment for Levels 1 and 2, and will depend on USOAP CMA results for Level 3.

4.8 All ICAO recognized safety oversight providers will have to demonstrate competence in the tasks and functions that they provide, in order to qualify for ICAO recognition, and ICAO will maintain an inventory of competent safety oversight providers and the tasks and functions that they provide. An ICAO recognized safety oversight provider could include the civil aviation authority of a State that provides assistance to another State, or an RSOO that carries out safety oversight tasks and functions.

## **5 RSOO COOPERATIVE PLATFORM**

5.1 A Platform will be established to facilitate greater cooperation between RSOOs. The detailed objectives of this Platform are to:

- a) facilitate inter-RSOO communication;
- b) become an information hub and facilitate the exchange of information and sharing of best practices, including the establishment of common or harmonized definitions, standards and specifications relevant to RSOOs;
- c) facilitate the exchange of data and common data analysis;
- d) facilitate the supply of technical assistance and support to RSOO;
- e) interface with ICAO on topics of mutual interest for RSOO;
- f) receive tasks from ICAO that concern development of the RSOO community;
- g) provide an RSOO pool of experts; and
- h) nurture the continued stability and progression of RSOO.

5.2 Any RSOO may become part of the cooperative platform. Consideration shall be given to supporting other regional mechanisms in development towards becoming an RSOO.



5.3 The interim Platform should progressively and initially:

- a) develop terms of reference describing its tasks and governance scheme;
- b) organize regular meetings among and between RSOOs, adjacent to other relevant forums; and
- c) develop a web-based application and other tools to support this.

5.4 It should also study the outcomes of the 2017 RSOO Forum to determine, in coordination with ICAO, where it could provide support in the follow up of the actions in strengthening RSOOs. The nature of tasks should be expanded progressively; overlaps with existing ICAO, regional or State activities is to be avoided.

5.5 The resources necessary should be supported by contributions by the RSOOs or their member States as well as ICAO Voluntary Funds. Additional forms of funding should be further explored.

5.6 The Platform's secretariat, as addressed by the terms of reference, should regularly report to its members as well as the ICAO Secretariat and may be reported on to the ICAO governing bodies through existing reporting mechanisms regarding its activities and the actions undertaken. The Platform will not replace the representation of the RSOO member States to ICAO. It will cooperate closely with the State representatives to ICAO in order to coordinate positions.

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## APPENDIX/APÉNDICE B

**EZULWINI DECLARATION ON  
REGIONAL SAFETY OVERSIGHT ORGANIZATIONS IN AFRICA**

Ezulwini, Kingdom of Swaziland, 24<sup>th</sup> March 2017

**We** African Ministers responsible for Civil Aviation, meeting in Ezulwini, Kingdom of Swaziland on 24 March 2017, on the occasion of the Forum on Regional Safety Oversight Organizations (RSOOs) for Global Aviation Safety organized by the European Aviation Safety Agency (EASA) and the Kingdom of Swaziland in collaboration with the International Civil Aviation Organization (ICAO);

**Mindful of** the Convention on International Civil Aviation signed in Chicago on 7 December 1944 (Chicago Convention);

**Mindful of** ICAO Assembly Resolutions A39-12 and A39-14 that, in particular, encourage Member States to develop sustainable solutions and to foster the creation of regional or sub-regional partnerships to address their common problems related to safety oversight capabilities, and of the expected benefits associated with RSOOs;

**Mindful of** the Treaty Establishing the African Economic Community signed in Abuja, Nigeria, in June 1991;

**Mindful of** the existing Regional Economic Communities (RECs) established in the Continent;

**Mindful of** the strong links between the Strategic Objectives of ICAO and the United Nations 2030 Agenda for Sustainable Development, especially in recognition that safe and secure aviation and global connectivity contribute significantly to socio-economic development;

**Mindful of** the African Civil Aviation Policy (AFCAP) adopted by the Second Conference of the AU Ministers of Transport, in Luanda, Angola on 25 November 2011 and the strategies and commitments developed in the Declaration, subsequently endorsed by the Assembly of Heads of State and Government of the AU, in Addis Ababa, Ethiopia, on 27 January 2012;

**Mindful of** the Abuja Declaration on Civil Aviation Safety in Africa of 20 July 2012, affirming States' commitment to enhance aviation safety in Africa, and its endorsement by the Assembly of Heads of State and Government of African Union (AU) in Addis Ababa, Ethiopia, in January 2013;

**Mindful of** the role of the New Partnership for Africa's Development (NEPAD) as a framework for the development of Africa;

**Mindful of** the various programmes, objectives and targets currently being pursued under ICAO's No Country Left Behind (NCLB) initiative, launched in December 2014;

**Considering** the importance of regional cooperation to improve aviation safety oversight in air transport industry development world-wide, and its impact on national economic development particularly in Africa;

**Considering** the compelling need to continuously improve aviation safety in Africa and the need to urgently find immediate and sustainable resolution to deficiencies in aviation safety oversight;

**Commending** ICAO for its continued technical assistance to Africa, including the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) and the Regional Aviation Safety Group for Africa-Indian Ocean (RASG-AFI) supported by AFCAC in the efforts to implement programmes and projects towards enhancing safety; and

**Having considered** the Global Strategy and Action Plan for the Improvement of RSOOs and the establishment of a global aviation safety oversight system adopted by the Forum on RSOOs for Global Aviation Safety held in Ezulwini, Swaziland, from 22 to 23 March 2017.

**Concerned by:**

1. The slow progress in the implementation of the critical elements of States' safety oversight systems and ICAO Standards and Recommended Practices (SARPs) related to safety, across the continent;
2. Insufficient number of qualified and competent technical personnel for ensuring aviation safety oversight in Africa;
3. Inadequacy of financial resources to ensure effective functioning of RSOOs to support States capability to improve aviation safety and meet their oversight obligations;
4. Duplication of membership of RSOOs across the continent and the lack of delegation of functions to RSOOs by member or partner States as appropriate;
5. Inadequate organizational safety culture;
6. Challenges in harmonization of policies, regulations, procedures and practices and weak mechanisms of sharing information and resources; and
7. Insufficient guidance and harmonised training mechanisms for implementation of the safety related provisions of ICAO Annexes.

**Recalling:**

1. The importance of air transport in economic development across the continent;
2. The role of the ICAO and AFCAC as specialized agencies in fostering the development of international civil aviation and the Memorandums of Cooperation (MOCs) between the AU Commission, AFCAC and ICAO; and

3. The critical roles of the RECs, RSOOs and Cooperative development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs) in the implementation of regional aviation safety and continuous monitoring programmes.

**Reaffirming:**

The urgent need to implement national, regional and continent-wide strategies on aviation safety in Africa with a view to promoting air transport as a means for the enhancement of Africa's development and integration.

**Welcoming:**

1. The encouraging progress achieved by some States in the implementation of the critical elements of their safety oversight systems and ICAO SARPs related to safety;
2. The various initiatives undertaken by sector organizations in the continent by RECs and development partners; and
3. Establishment and operationalization of COSCAPs, RSOOs and Regional Accident and Incident Investigation Organizations (RAIOs).

**Undertake to:**

1. Meet our States' obligations under the Chicago Convention, including effective safety oversight;
2. Ensure the implementation of the policy objectives, commitments, regulations and strategies on aviation safety as adopted in the AFCAP;
3. Support the effective implementation of the ICAO Global Aviation Safety Plan (GASP), States safety oversight systems, the AFI Plan and AFI-Cooperative Inspectorate Scheme (CIS);
4. Ensure that aviation safety is given its due consideration in States' National Development Plans
5. Strengthen and maintain RSOOs to effectively perform their functions, including those delegated by States; and
6. Support the provision of sustainable sources of funding and resources for RSOOs to carry out effective safety oversight of civil aviation.

**Decide to:**

1. Ensure political and technical commitment at the national, regional and continental level for the optimization of RSOOs in Africa;
2. Accelerate the establishment and strengthening of RSOOs that can effectively support regulatory oversight for aviation safety;
3. Ensure the strengthening of RSOOs' relationships with, and empowerment within,

their Member States;

4. Ensure the strengthening of the relationship of RSOOs with ICAO and coordination of activities related specifically to the delegation of functions to RSOOs by Member States;
5. Ensure the utilization of RSOOs for timely resolution of all Significant Safety Concerns (SSCs) and deficiencies identified through the ICAO Universal Aviation Safety Oversight Audit Programme – Continuous Monitoring Approach (USOAP-CMA); and ensure the progressive increase in the Effective Implementation (EI) rate of the Critical Elements of States' Aviation Safety Oversight systems;
6. Increase the effectiveness of RSOOs through optimization of their relationship and collaboration with partners and donors;
7. Ensure the availability and retention of sufficient and competent/skilled aviation safety professionals by RSOOs; and
8. Endorse the implementation of the global strategy and action plan to improve RSOOs and the establishment of a global aviation safety oversight system.

**Make a Solemn Appeal** to ICAO, Financial Institutions, and all development and industry partners and organizations, to support aviation safety in Africa;

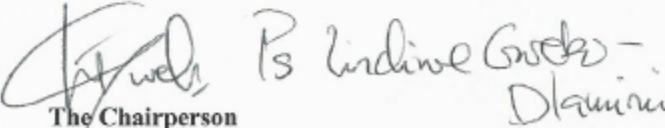
**Urge** States to implement, the Abuja Declaration on aviation Safety in Africa and its associated targets as may be amended, in particular provisions relating to the optimization of RSOOs, including funding and delegation of functions to these organizations as appropriate.

**Urge** RSOOs to actively participate in ICAO and AFCAC activities that promote safety.

**Consent** to the development of a Strategic Plan for Supporting and Strengthening RSOOs in the AFI Region and an action Plan to implement this Declaration; and

**Request** ICAO through the AFI Plan and in collaboration with AFCAC and partners, to coordinate the funding of development and implementation of the Strategic Plan.

**Done and adopted** at Ezulwini, Kingdom of Swaziland, on this 24<sup>th</sup> day of March 2017.

  
**The Chairperson**  
**Minister of Public Works and Transport,**  
**Kingdom of Swaziland**