Regional Safety Oversight Organization Symposium

Symposium on Regional Safety Oversight Organizations

ICAO Headquarters
Montréal, Canada
26 - 28 October 2011
Purpose

- Provide briefing on the RSOO Symposium
- Appreciation to European Union for providing funding support to permit COSCAPs to participate
Background

- ICAO Safety Oversight Manual, Part B — Establishment of a Regional Safety Oversight Organization provides guidance on the establishment, management and sustainable operation of a regional safety oversight organization
Symposium on RSOOs

- Brought together all parties that have a stake in the establishment and management of RSOOs
- To promote regional cooperation for enhancing safety oversight
Definition of RSOO

- **RSOO** covers a number of legal forms and institutional structures:
  - formalized international intergovernmental organizations (e.g., EASA and the Pacific Aviation Safety Office (PASO))
  - less institutionalized projects (e.g., COSCAP).
- ICAO Assembly resolutions leave it up to each group of States that wish to establish an RSOO to determine the legal form and structure that best fits their needs.
Strong support for RSOOs as means to strengthen safety oversight on a regional basis.

Resolution A37-8 on regional cooperation:
- Recognized the potential for RSOOs to assist States resolve safety-related deficiencies
- Directed Council to promote the regional cooperation for enhancing safety and safety oversight, including the establishment of RSOOs
- Encouraged States to support the creation of regional and sub-regional partnerships for strengthening aviation safety and safety oversight bodies, including RSOOs.
Symposium Themes

- Policy and Framework for Regional Cooperation
- Challenges facing RSOOs
- RSOO role in the USOAP CMA, SSP, RASG
- Development and implementation of work programmes to ensure alignment with the ICAO strategic objectives
- Sharing of safety information and data and the creation of common databases
- RSOO business plans and sustainable funding mechanisms
Session 1: Purpose and classification

- Reviewed different models of RSOOs and forms of regional cooperation
- no “one-size-fits-all” for all RSOOs
- Choice depends on local and regional circumstances
- Need to define and classify RSOO activity and responsibility (examples):
  - Technical assistance, capacity building
  - Regulatory, enforcement powers
  - Rulemaking powers
  - Harmonisation / standardisation / mutual recognition
Session 2: Benefits of Regional Cooperation

- Harmonization for effective safety oversight, including legislation, policy and procedures
- Economies of scale, and sharing and development of scarce and expensive human resources
- Cooperation to resolve aviation safety issues
- A dedicated internet website needs to be developed to effectively share information, such as regulations, manuals and procedures
Session 3: Enablers, obstacles and lessons learnt

- Enablers such:
  - clear political will on the part of member States
  - support from partners, stakeholders and the international organizations

- Challenges that States may face:
  - Existence of distinct political groups and structures;
  - Unharmonized regulations
  - Strong sovereignty issues that may impede regional cooperation
Session 4: Establishment of a funding mechanism

- Different options available for the funding of an RSOO,
  - State contributions and subsidies
  - fees for services
  - user charges
  - passenger safety levies
- Need full transparency of the costs involved and the use of any revenue collected for the purpose of safety oversight
- ICAO needs to develop guidance on the sustainable funding of an RSOO
Session 5: Financial and Technical assistance

- Important role of industry partners to support safety, through both financial and in-kind contributions
- Contributions from donor parties and stakeholders, and loans and grants from financial institutions (e.g., World Bank) are an important source of funding an RSOO
- RSOO must demonstrate good governance and the ability to effectively implement its mandate
- Systems must routinely evaluate the capability of RSOO to meet its objectives, performance targets and expectations of member States
Session 6: Role in ICAO strategies and programmes

- Collaborative networks must be developed to enable RSOOs to share outputs and best practices
- ICAO needs to assess the resource impacts of all ICAO outputs on safety oversight systems
- ICAO should identify champions to develop models that can be readily adapted
- RSOOs can assist States with SSP and serve as sources of both proactive information and human resources for USOAP CMA intervention
- Need to ensure dialogue and synergies between the RSOOs and the RASGs, and avoid duplication of effort
Session 7: Management of safety information and/or data

RSOOS can assist by:
- establishing mandatory and voluntary incident reporting systems
- facilitating the collection, storage, analysis and exchange of safety data and information
- facilitating analysis of information

Economies of scale in processing and storing information provided that appropriate protocols for ensuring mandatory requirements for States to access information are developed.

Close collaboration between RSOOs and Regional Accident and Incident Investigation Organizations (RAIOs) important
Summary

- Various forms of organization, according to needs and determination of Member States
- Focus on needs and priorities of Member States
- Collaboration between RSOOs / COSCAPs is important
- ICAO headquarters is working to strengthen communications and sharing
- Symposium outcomes consistent with COSCAP-SEA practices