

The Role of **Regional Safety Oversight Organizations** (RSOOs) in supporting States to ensure aviation safety

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Your safety is our mission.

Benefits of regionalisation



Airlines

- Increased safety and interoperability
- Lower costs (training and hiring of personnel across the region)
- Move beyond third, fourth and fifth freedom rights
- In the future, seamless airspace -> reduced fuel consumption and reduced emissions



Authorities

- Harmonisation and ability to pool resources and safety/security information
- Greater cost efficiency through mutual recognition and economies of scale
- Greater capacity to address cross-border challenges



Passengers

- Safer travel
- Lower prices
- Improved connectivity



Governments

- Enhanced policy dialogue
- Linked regions and communities
- Improved contribution to tourism, trade, investment and service flows



Partners

- Efficient delivery
- Bloc-to-bloc dialogue
- Politically more neutral

Some more background

- Different types of RSOOs (and RAIOs)
 - Established and evolved independently
 - Practical considerations first – safety followed
 - Spectrum from informal groups to fully fledged organisations
- First manual for RSOOs in 2006
 - First policy on regional cooperation
 - Initially little exchange between regions



More recent events



2017 RSOO forum
Eswatini



2019 40th ICAO
Assembly (A40-6)



2022 Strengthening
Regional Cooperation
virtual conference

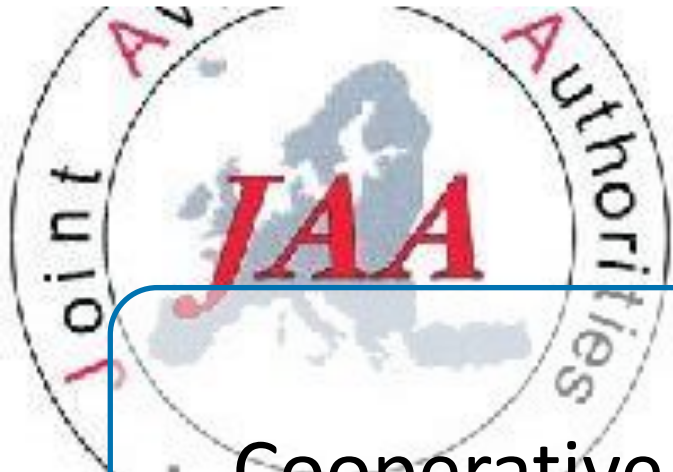


2023 RSOO forum Kenya

EASA as a RSOO

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Before EASA – the Joint Aviation Authorities



Cooperative framework



Supranational framework (only when beneficial)

Facts and figures

Established
2002

800

aviation experts
& administrators



31

EASA member states

= 27 + 4

EU + Switzerland, Norway
Iceland, Liechtenstein



EU Aviation Safety Agency - what we do



Certification & Approvals



EU rules and guidance material



Topics



International cooperation



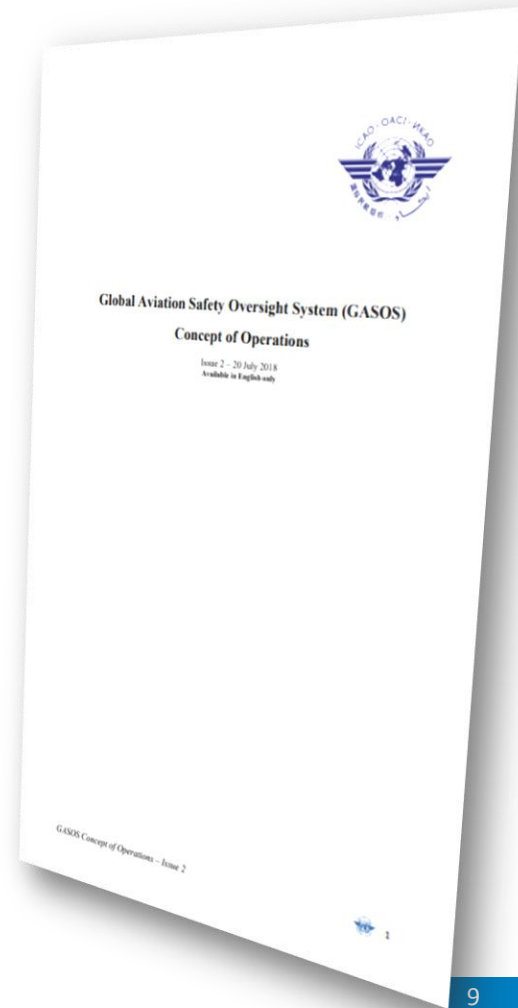
Member State Inspections



Themes

EASA as an RSOO

- Level 3 of delegation as per GASOS CONOPS and draft Doc 9734B
- Common EU regulatory framework with **directly applicable regulations** (not designed specifically for aviation, but to enable the EU Single Market of which aviation is only a small, but important part)
- Transport in general is a shared competence between the EU and the Member States
- Concept of Competent Authority – by default the CAA of the State of the principal place of business; or EASA in the areas delegated in the Basic Regulation
- It does not replace States. The **States remain accountable for safety** in their airspace and retain their international responsibilities under the Chicago Convention.



EASA support of RSOOs



Africa

- *AAMAC*
- *ASSA-AC*
- *BAGAIA*
- *BAGASOO*
- *CASSOA*
- *COSCAP UEMOA*
- *iSASO*



*Latin America and
the Caribbean*

- *ACSA*
- *CASSOS*
- *SRVSOP*

How does this work within the Chicago Convention?

Your safety is our mission.

Example of an RSOO solution integrated in the ICAO framework:

Amendment 174 to Annex 1:

1.2.2.3.1 Notwithstanding the provisions in 1.2.2.1 and 1.2.2.2, Contracting States **may automatically render valid each other's licences**, provided that the States shall have:

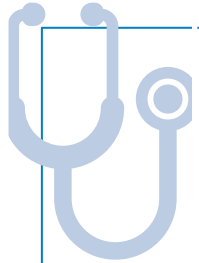
- a) adopted **common licensing regulations** that are compliant with this Annex;
- b) entered into a **formal agreement recognizing the automatic validation process**;
- c) **established a surveillance system** to ensure the continuing implementation of the common licensing regulations; and
- d) **registered the agreement with ICAO** pursuant to Article 83 of the Convention on International Civil Aviation.

Note 1.— The registry of agreements with their associated list of Contracting States can be found in ICAO's Database of Aeronautical Agreements and Arrangements.

Note 2.— Common licensing regulations refer to a common licensing regulatory framework that is legally binding and directly applicable to Contracting States party to the agreement, recognizing the automatic validation process. Common licensing regulations used by those States contain identical requirements for licence issuance, maintenance of competency and recent experience. A regional aviation safety body can develop and maintain these common regulations for its member States.

1.2.2.3.2 An endorsement shall appear on licences rendered valid under the process of 1.2.2.3.1 indicating that the licence is automatically validated under the agreement described in 1.2.2.3.1 and referencing the ICAO registration number of the agreement. The endorsement shall further include a list of all States that are party to the agreement. 1.2.2.3.2.1 provides a transition period for States that meet the requirements in 1.2.2.3.1 and have issued licences prior to the applicability of this.

Further benefits



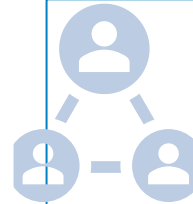
RSOOs know their States well



Synergy and coordination



Sharing and simultaneous transmission of information



Creation of regional systems (ramp inspections, occurrence reporting)

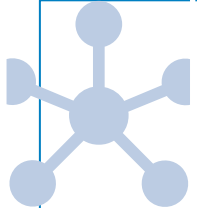
Some last takeaways



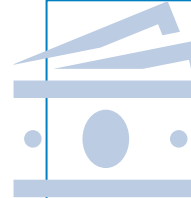
Let the benefits drive integration



There is no “one-size-fits-all” solution to RSOOs



You don't need a supranational structure like the EU to make it work



Sustainable funding is a key challenge

Thanks for your attention!

easa.europa.eu/connect



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An Agency of the European Union 