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(NACC/DCA/11)**

Varadero, Cuba, 28-30 June 2023

**Agenda Item 4: NAM/CAR Regional Safety/Air Navigation Implementation
4.1 Safety Implementation Matters**

**IMPLEMENTATION OF THE REGIONAL SAFETY OVERSIGHT ORGANISATION (RSOO) FOR COCESNA
MEMBER STATES**

(Presented by COCESNA)

EXECUTIVE SUMMARY	
<p>This working paper is presented by COCESNA/ACSA to describe the mechanisms established by RSOOs to collaborate, share best practices, and performing oversight obligations of safety and optimizing the resources of COCESNA Member States, aiming to establishing and maintaining an effective aviation safety oversight system.</p>	
Action:	<ul style="list-style-type: none">➤ Support the establishment of RSOOs in the Latin American and Caribbean region, and the strengthening of RSOOs in the development of their activities, with appropriate technical assistance, as well as strengthening direct cooperation between ICAO and RSOO within the framework of the GASP, with the aim of adopting measures to achieve recognition and strengthen their safety oversight capabilities and facilitate the adoption and implementation of regulatory frameworks in a harmonised manner.➤ Promote a greater support to RSOOs from ICAO, to further develop and empower RSOOs.➤ Urge ICAO to be an important partner in the implementation of technical cooperation projects to ensure adequate and sustainable financing mechanisms applicable to RSOOs.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Strategic Objective 1 – Safety
<i>References:</i>	<ul style="list-style-type: none">• Doc. 9734 Part B.

1.

2. Introduction

1.1 The Central American Agency for Aviation Safety, known as “ACSA” was founded in 2000, as one of the divisions of COCESNA. The services provided by COCESNA-ACSA are certified under the ISO 9001-2015 Standards. COCESNA -ACSA has specialists for each of the technical areas of civil aviation, and it is characterized by offering tailored services, according to the needs and requirements of its Member States, always seeking the best results, optimizing resources, but above all, by seeking the satisfaction of the Member States of COCESNA and other interested parties. The services are targeting Civil Aviation Authorities in all areas and service providers such as ATS, Airlines, AVSEC, Maintenance organisations, Airports, Flight Training Organisations, and the aeronautical industry in general.

1.2 The creation of the Agency has been beneficial for the Civil Aviation Authorities in the Central American region to find commonalities among their requirements, training, technical material, and surveillance, as well as implementation and collaboration activities on common areas of interest of Safety.

2. Background and Challenges.

2.1 In the late 1990s, COCESNA Member States began to face staffing, resource, and training difficulties to meet and encompass all ICAO obligations as signatories to the Chicago Convention, evidencing inability to maintain satisfactorily levels of effective implementation with respect to SARPS, due to different circumstances at the governmental level.

2.2 Therefore, the creation of ACSA arose, aimed at tasks related to the implementation and surveillance of safety in compliance with the obligations imposed by ICAO, with trained personnel available to the Authorities.

2.3 While initially there was resistance, these already needed monitoring activities led to an increase of the requests for support and technical assistance from States and sometimes from service providers.

3. Development

3.1 In Central America, six (6) Member States (Belize, Costa Rica, El Salvador, Guatemala, Honduras, and Nicaragua) have agreed to cooperate in the field of safety. ACSA as Agency of the Central American region, carries out tasks that have been delegated by the States and assists in the review and implementation of the regulatory framework of aviation safety and security, and in the fulfilment of its tasks derived from the Chicago Convention and the ICAO Annexes.

3.2 There are many other RSOOs in other regions of the world and ACSA is an active member of the ICAO-facilitated RSOO Cooperative Platform, a forum where RSOOs can discuss common topics and ways to support each other.

3.3 At several high-level meetings since 2008 and during the 39th ICAO Assembly in September/October 2016, Europe presented a working paper explaining the benefits of regional cooperation mechanisms for safety. The deliberations in the Assembly resulted in the adoption of Resolution A 39-14 with the aim of strengthening the RSOO and making use of them whenever this could be advantageous to the States.

3.4 ACSA, despite the faced difficulties and challenges, has managed to establish itself as a solid and recognised RSOO at regional and international level, working to maintain an updated and professional technical level for its Member States, always with the commitment to provide technical assistance with efficient and high-level results for the region. ACSA has technical cooperation agreements with its counterpart, the European Aviation Safety Agency (EASA), with the aim of continuing to increase the technical level of its safety specialist and of the civil aviation safety inspectors (CASI) of the Central American region, with efforts to maintain and increase the effective implementation of safety are demonstrated.

3.5 The benefit of this collaboration has been the exchange of experience, knowledge, and technical documentation with its best practices, contributing to further regulatory harmonisation at regional level. Civil Aviation Authorities in Central America have seen the benefit avoiding duplication of efforts in improving service provider's oversight. The regional industry has also benefited from the harmonisation of concepts between the Authorities led by ACSA with the support of the different cooperation projects it maintains with ICAO, FAA and EASA.

3.6 For the Central American region as a tangible example of the benefits offered by RSOOs, and for the rest of the world, the importance of having these organisations to facilitate communication and exchange between States, optimise resources, avoid duplication of activities, facilitate the mutual recognition of approvals and certifications, as well as freedom of movement and employment opportunities among States, truly demonstrates a global need for their creation and strengthening for the benefit of safety.

3.7 The Agency's ongoing activities:

- a. The promotion of safety;
- b. Harmonized and implemented regulations at regional level;
- c. Regional training;
- d. Instructions and guidance material for regional technical staff;
- e. Promoting collaboration, teamwork and mutual learning;
- f. Identify and mitigate safety issues that arise at regional level;
- g. Participation in meetings, workshops, working groups and trainings with the ICAO NACC regional office and other international organizations such as IATA, AIRBUS among others;
- h. The allocation of regional priorities, for example, assistance to the Member State of Belize in the preparation of the CMA USOAP audit.

4. Conclusions

4.1 With the technical assistance of ACSA, the Central American States have succeeded in establishing:

- Updated and harmonised regulations;
- Updated and recurrent training;
- Effective implementation above 80%;

- Working groups in the different domains at regional level.

5. Suggested actions

5.1 Support the establishment of RSOOs in the Latin American and Caribbean region, and the strengthening of RSOOs in the development of their activities, with appropriate technical assistance, as well as strengthening direct cooperation between ICAO and RSOO within the framework of the GASP, with the aim of adopting measures to achieve recognition and strengthen their safety oversight capabilities and facilitate the adoption and implementation of regulatory frameworks in a harmonised manner.

5.2 Promote greater support to RSOOs from ICAO, to further develop and empower RSOOs.

5.3 Urge ICAO to be an important partner in the implementation of technical cooperation projects to ensure adequate and sustainable financing mechanisms applicable to RSOOs.