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**SESSION 1:
THE FUTURE OF AVIATION REGULATORS**



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The primary role of an aviation regulator

- Provide Requirements, AMCs, GMs
 - based on ICAO SARPs, PANS and others
- Conduct Oversight

08 Critical Elements
(CE)





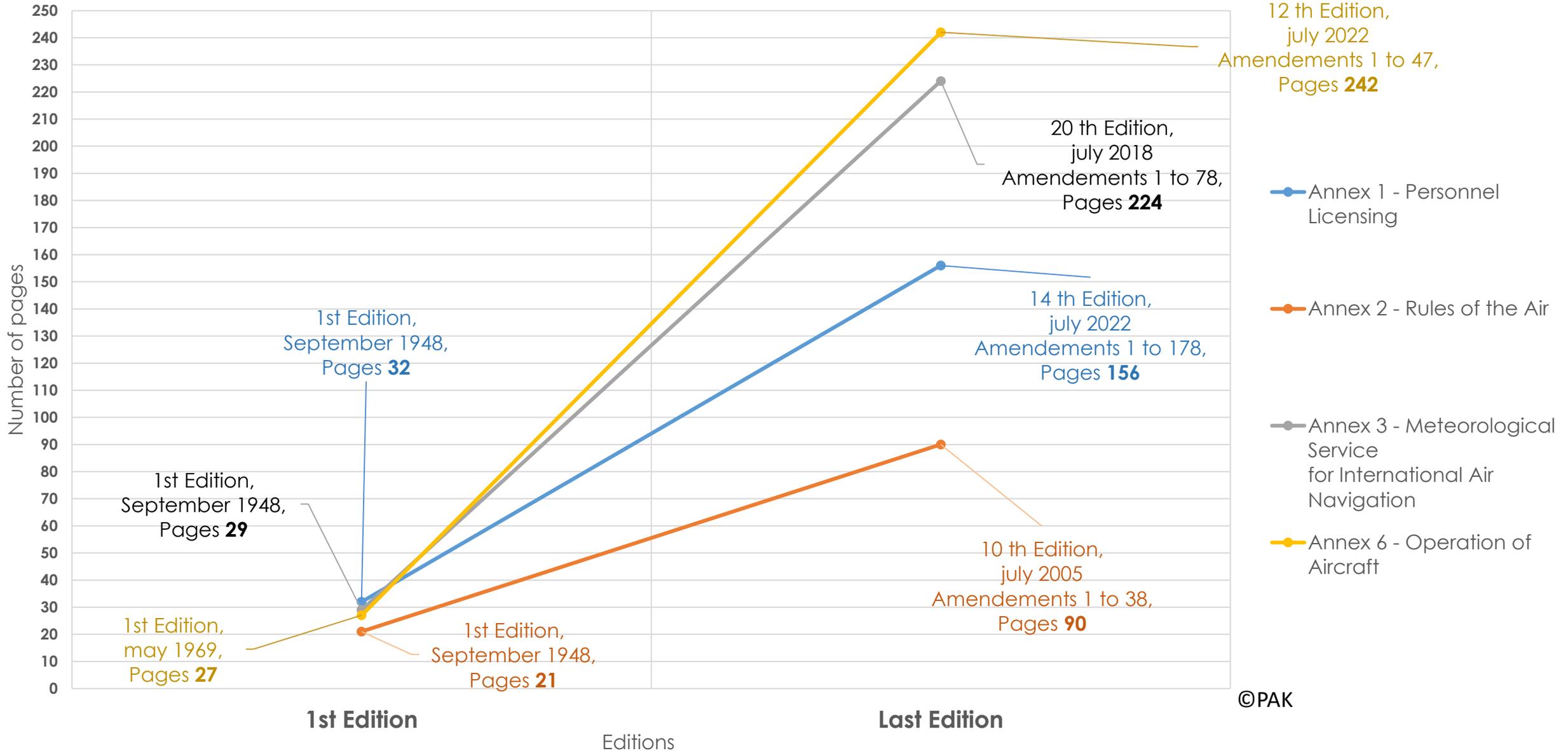
Current Practice to manage Critical Elements (CEs) (Interventions)



The CAA carries out / is involved in CE-1 to CE-8 activities

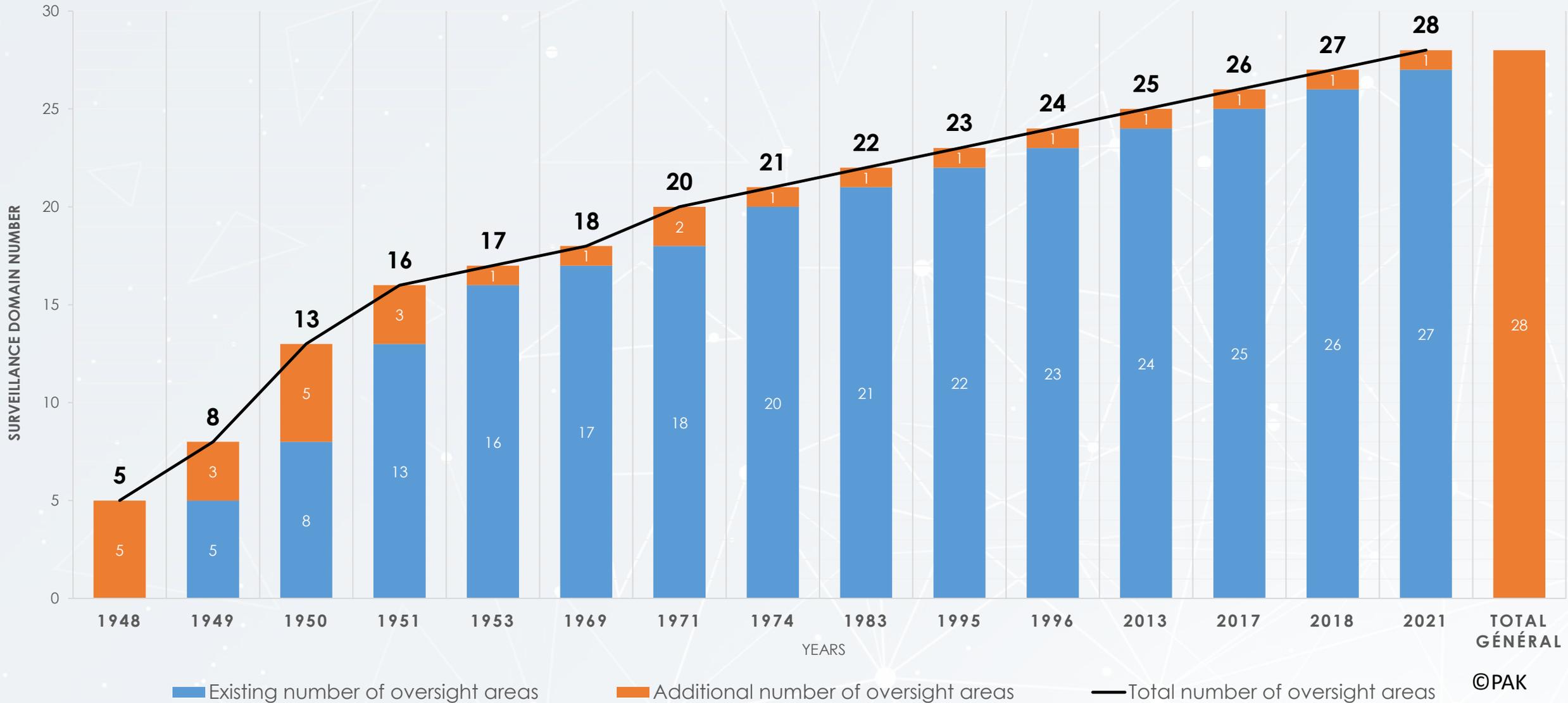


Evolution of the volume of ICAO SARPs





Evolution of areas covered by ICAO SARPs





The future challenges

Increasing number of traditional and new entrants





Keeping the same practice to respond to future challenges?

Overloading of authorities

- Less time to tackle issues with the strongest safety impact, that can save lives which is our primary and most important responsibility,
- Lost of effectiveness

Number and qualification of Inspectors

- Difficulty to proportionally increase the workforce at the same rate
- Difficulty to have competencies in such a wide range of subjects



To prepare for the future

1. “Share “ the load



□ CE1 to CE5:

- Common and harmonized regulations, trainings, guidance materials

□ CE6:

- Extending the validation process as standardized by ICAO Annex 1, 1.2.2 to other certifications than licences



To prepare for the future

1. “Share “ the load

- ❑ **CE 6:** Making better use of all available resources by delegating some part of activities like high-level audits:
 - ➔ To the Regional Safety Oversight Organization (RSOO)
 - ➔ To the industry
 - ➔ To 3rd party accredited bodies

- ❑ **Industry audit programmes include:**
 - ➔ IATA Operational Safety Audit (IOSA) (Airlines)
 - ➔ Basic Aviation Risks Standards (BARS) (General Aviation)
 - ➔ IATA Safety Audit for Ground Operations (ISAGO) (Ground Handling)
 - ➔ Airports Council International (ACI) APEX(Airports)
 - ➔ Air Navigation Service Provider (ANSP) peer reviews



To prepare for the future

1. “Share “ the load

□ Example of use of 3rd party in an ICAO SARPs

- ➔ The quality system established in accordance with 2.2.2 should be in conformity with the International Organization for Standardization (ISO) 9000 series of quality assurance standards and should be certified by an approved organization. (*Annex 3 – Meteorological Service for International Air Navigation*)
- ➔ The quality management system established in accordance with 3.6.1 should follow the ISO 9000 series of quality assurance standards and be certified by an accredited certification body (*Annex 15 – Aeronautical Information Services*)



To prepare for the future

2. “Return closer to operations”

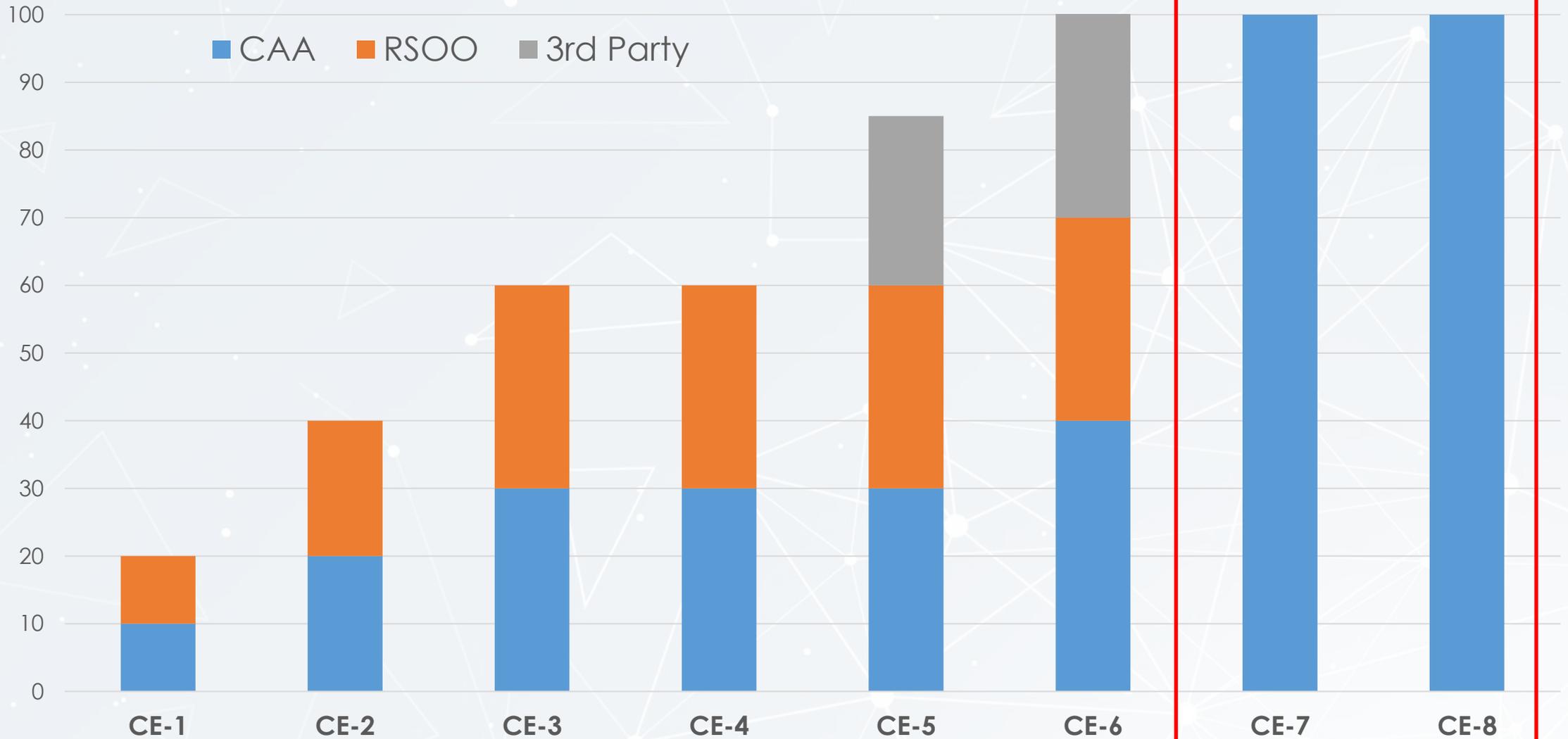
- Increasing the effective presence where the operations are conducted
 - e.g. The ramp inspection programme has helped resolved immediate and major safety concerns.
 - Increase the scope of that programme and extend it to Air Navigation and Aerodromes services, with an intensive use of technology (equipped control rooms, shared operations manuals, etc.)

- Identifying the threats and focusing on them



To prepare for the future

Partnerships for managing CEs





To prepare for the future

3. “Clean” ICAO SARPs

- ❑ Improving the categorization of ICAO standards
 - ➔ Administrative
 - ➔ Organizational
 - ➔ Built-in safety
 - ➔ Operations
 - ➔ Etc.
- ❑ Linking threats to regulations
 - ➔ The safety risks we are trying to mitigate are not obvious in all regulations



3. “Clean” ICAO-SARPs

ICAO A39 – 2016: Working Paper 92 – Enablers for Risk-based Safety Oversight

(Presented by Slovakia on behalf of the EU Member States, the other Member States of ECAC and by EUROCONTROL)

- The ever-increasing number of SARPs raises issues of long term sustainability and manageability by States
- ICAO to review SARPs, with a view to replace, where appropriate, prescriptive SARPs and guidance material with outcome-focused SARPs and material; and delete those that are no longer necessary
- ... Additionally industry standards should be used where possible



Conclusion

In the future,

We can keep the same ICAO-SARPs based system but with a strategic change on management of the 08 critical elements and a long term global effort to categorize and clean ICAO SARPs.

And I will quote Malcom Sparrow , Professor at Harvard Business School, who introduced his excellent book « The Regulatory craft », with that assertion:

« By choosing wisely what to enforce, when, and how, regulatory agencies can take an unmanageable accumulation of laws and deliver perfectly reasonable regulatory protection ».