



DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

First Meeting (DGCA MID/1) (Abu Dhabi, UAE, 22-24 March 2011)

Agenda Item 5: Aviation Safety Issues

ESTABLISHMENT OF MID REGIONAL SAFETY OVERSIGHT ORGANIZATIONS – (RSOOs)

(Presented by the Secretariat)

SUMMARY

The purpose of this paper is to present the outcome of MIDANPIRG/12 related to the advantages of the establishment of Middle East (MID) Regional Safety Oversight Organizations (RSOOs) and to seek support for the establishment of RSOO in the MID Region in order to enhance States' safety oversight capabilities in the MID Region.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 The Safety Oversight Manual Doc 9734 Part A provides guidance to assist States with the establishment of a national safety oversight system.

1.2 Part B of Doc 9734 provides guidance on the establishment and management of a Regional Safety Oversight System and outlines the duties and responsibilities of States, individually and/or collectively, with respect to the establishment and management of a regional safety oversight system.

2. DISCUSSIONS

2.1 The meeting may wish to note that MIDANPIRG/11, through Conclusion 11/87 "ENHANCEMENT OF MID STATES' CAPABILITIES FOR SAFETY OVERSIGHT" urged States to cooperate bilaterally and/or jointly as a group of States to make the appropriate arrangements in order to strengthen their safety oversight capabilities.

2.2 MIDANPIRG/12 noted that safety oversight audits and audit follow-ups conducted by ICAO indicated that a number of States have not been able to implement an effective safety oversight system over their aviation activities. The main reason identified for this situation is the lack of adequate resources, specifically in terms of qualified technical expertise. This has led ICAO to conclude that regional or sub-regional safety oversight organizations may be required to overcome this problem through shared objectives, strategies, and activities and, most importantly, that they would enable States to pool resources and thus be able to attract, recruit, and retain appropriately qualified and experienced personnel in the aviation fields.

2.3 It was recognized that regional safety oversight systems provide economies of scale by allowing for the sharing of required resources and providing administrative savings by sharing costs that would otherwise be prohibitive given an individual State's resources. The advantages of regional organizations are most evident in the area of safety oversight, but can also be achieved in other areas, such as the provision of air navigation services, security or environment.

2.4 It was highlighted that prior to the establishment of a regional safety oversight system, States willing to participate in this regional project should formulate a strategy that is well-defined in terms of purpose, objectives, activities, output, result indicators, duration and the expected results or outcomes from establishing an effective regional safety oversight system. The strategy should seek to empower States to determine common priorities and programmes, to solve regional safety-related deficiencies and, eventually, to secure financial support for improving the regional aviation structure and implement procedures for more efficient allocation of resources. It was underlined that ICAO can play a significant role in assisting States in the development of such a strategy.

2.5 The meeting may wish to note that ICAO, through its Technical Cooperation Programme, has formulated intra-State (regional) projects, known as the Cooperative Development of Operational Safety and Continuing Airworthiness Projects (COSCAPs). COSCAPs represent the first step towards establishment of RSOOs. In this respect, a COSCAP-GS (Gulf States) has been established in the MID Region since January 2006 (more details on the COSCAP-GS in a separate presentation).

2.6 Based on the above, MIDANPIRG/12 agreed that the participation of a minimum number of States is required to ensure that the establishment of a RSOO is both realistic and feasible. Accordingly, through Conclusion 12/80 "*ESTABLISHMENT OF MID REGIONAL SAFETY OVERSIGHT ORGANIZATIONS (RSOOS)*", the meeting agreed that States be requested to inform the ICAO MID Regional Office about their views/intentions for the establishment of MID RSOOs, prior to 31 March 2011.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information in this paper;
- b) support the establishment of MID RSOOs; and
- c) give directions with regard to this important endeavour.