



DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Second Meeting (DGCA-MID/2)
(Jeddah, Kingdom of Saudi Arabia, 20-22 May 2013)

Agenda Item 6: Aviation Safety

REGIONAL SAFETY OVERSIGHT ORGANIZATION

(Presented by Saudi Arabia)

SUMMARY

This paper describes one of ICAO approaches into the implementation of the Global Aviation Safety Plan for the MID Region through the establishment of Regional Safety Oversight Organization (RSOO) for the purpose of the enhancement of countries capabilities in the monitoring and oversight of safety.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 Aviation industry is one of the important and vital industries worldwide, due to its direct and indirect ties to the global economy. As any other industry aviation is subjected to competition requiring continued monitoring and strategic studies based on market updates. Due to aviation safety importance which is the main pillar for civil aviation development and passenger confidence, ICAO underlined Global Aviation Safety Plan (GASP) that helps monitoring aviation safety related risks.

1.2 GASP is a proactive approach to aviation safety that assist in coordinate and guide safety policies and initiatives worldwide to reduce the accident risk for commercial aviation. It provides a common framework to ensure that regional, sub-regional, national and individual initiatives are coordinated to deliver a harmonized, safe and efficient international civil aviation system. GASP first draft was first introduced by ICAO in 1997 informal Air Navigation Commission and industry meeting. It was updated regularly until 2005 to ensure its continuing relevance. Later in 2006, Directors General of Civil Aviation Conference on a Global Strategy for Aviation Safety (DGCA/06) accepted GASP integrated approach to safety initiatives development by ICAO.

1.3 Through ICAO encouragement to the Middle East Region for the establishment of regional groups, the Middle East Regional Aviation Safety Group was established, which just recently introduced RSOO as an initiative for the GASP implementation.

2. DISCUSSION

2.1 The aim of a performance-based approach is to reduce risk and achieve continuous improvement in safety performance through the establishment and monitoring of specific performance criteria based on a data driven process.

2.2 Referring to the [Assembly Resolution](#) A37-8, The Regional Safety Oversight Organizations (RSOO) can give access to the expertise required through the sharing and pooling of resources, in order to implement and consistently comply with the ICAO Standards and Recommended Practices for safety. These advantages are evident for smaller or developing States, but can equally apply to bigger and more developed States to harmonize safety regulations and requirements in any one region.

2.3 The experience with Regional Safety Oversight Organizations is that they can definitely be an effective means of assisting States in discharging their safety oversight responsibilities, including the Continuous Monitoring Approach, while at the same time addressing their regional challenges and needs. All of this, in a cost-effective and harmonized manner. That is why the concept is flexible and can be adapted to the particular circumstances, stages of development and anticipated demands on their respective air transport systems.

2.4 As it's known, the format of an RSOO may and does differ from one State or Region to another. Existing bodies may play the role of an RSOO or may be transformed to fit a particular context. In the end, they must all respond to the safety objectives of the States or Regions concerned.

2.5 As critical, they must meet the fundamental criteria of an organizational body with a clear institutional structure, mandate, operating requirements and resources. RSOO implementation has attained such a degree of maturity as to provide a solid base of best practices and models for establishing new bodies or transforming existing ones.

2.6 In this process, ICAO is committed to doing all it can to support the RSOO effort, to help develop and apply solutions to help eliminate all of the roadblocks that stand in the way of an efficient, well-organized and performance-based RSOO that delivers on safety. The guidance material we have in the new, second edition of the ICAO Manual on The Establishment and Management of a Regional Safety Oversight Organization.

2.7 Current work within Arab countries involves,

- a) *Arab Civil Aviation Commission (ACAC) is currently working closely with ICAO and conducting studies for the establishment of RSOO.*
- b) *The Gulf Cooperation Council (GCC) Safety and Oversight Management is reviewing the possibilities of establishing a Sub-Regional Safety Oversight Organization (SRSOO).*

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) urge State at MID Region to acknowledge the necessity of establishment and implementation of RSOO in this region; and
- b) support the work carried out by ACAC in this regards including the visibility studies and contribute to the cost of the study.