



DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Third Meeting (DGCA-MID/3) (Doha, Qatar, 27-29 April 2015)

Agenda Item 5: Aviation Safety

RSOO STUDY

(Presented by the Secretariat)

SUMMARY

This paper presents the outcome of the study related to the establishment of RSOO(s) for the ACAC and ICAO MID States, in accordance with the Strategy for the establishment of RSOO(s) endorsed by the DGCA-MID/2 meeting.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 The ACAC/ICAO Seminar/Workshop, which was held in Rabat in December 2012, developed a strategy for the establishment of an RSOO. The Strategy was endorsed by the ACAC Executive Council and the DGCA-MID/2 meeting, in December 2012 and May 2013, respectively. The DGCA-MID/2 meeting also agreed that ICAO would support ACAC in the conduct of the RSOO Study.

1.2 Work begun on the study in January 2015, upon the hiring of a consultant. The main results of the study are presented in this paper.

2. DISCUSSION

2.1 The study was conducted on the basis of information from a number of sources, including ICAO and IATA, and from questionnaires that were sent out to the ACAC and ICAO MID States (MENA States). One questionnaire contained questions on the establishment of an RSOO and the other questionnaire required States to provide information on the development and implementation of their State Safety Programme (SSP).

2.2 In line with the agreed step-by-step approach endorsed as part of the RSOO Strategy, a simplified questionnaire was sent to the MENA States so as to obtain their commitment to the study. A total of thirteen States completed the questionnaire. These States include Bahrain, Egypt, Iraq, Jordan, Kuwait, Morocco, Oman, Qatar, Saudi Arabia, Sudan, Tunisia, UAE and Yemen. The results of the Study were therefore, in part, based on the analysis of the responses received from States to the questionnaire. The consultant also analysed the results of the questionnaire sent to all MID States for the purpose of measuring the status of development and implementation of their SSP.

2.3 The Initial Report of the Study prepared by the Consultant was reviewed by ACAC and ICAO and accordingly a revised set of recommendations/proposals was presented to the ACAC/ICAO Workshop on the Initial Results of the Study on the Establishment of Regional Safety Oversight Organization(s), held in Rabat, Morocco, 23-24 March 2015. The Final Report of the Study was consolidated taking into consideration the outcome of the Workshop.

2.4 The Report highlights that MENA States have clearly expressed a need for the establishment of an RSOO, and that the analysis conducted in this study corroborates that need. The study also concludes that, within the overall framework of the GASP and the safety objectives and targets of the RASGs, the primary objective of a MENA RSOO would be to assist its member States to develop and implement SSP. The MENA RSOO would also, on the demand of individual States, provide assistance to improve States' safety oversight capabilities, resolve safety oversight deficiencies and achieve compliance with international safety requirements.

2.5 With respect to the legal framework for the MENA RSOO, it is concluded that the RSOO would be established on the basis of an MOU that would be binding on all its signatories and would give the RSOO legal personality.

2.6 With respect to the organizational structure, it's proposed that the RSOO would consist of a manager, four fulltime technical experts and one support staff, to be complemented by technical personnel seconded by the member States and consultants recruited on short-term contracts, as and when required. A Board composed of the Directors General of the member States would govern the RSOO.

2.7 The primary source of funding for the core, common services of the RSOO, in respect to the assistance to States for the development and implementation of SSP, would be financial contributions, made in equal amounts by the member States. Services provided, in the area of safety oversight, on an on-demand basis would be funded on the basis of fees charged to the recipient State. Other sources of funding would include bank grants and financial contributions from donor States, regional and international organizations, aircraft manufacturers, etc.

2.8 It is also concluded that both a business plan and a financial plan will need to be developed to support the establishment and operations of the RSOO.

2.9 The study outlines a work plan for carrying out the next steps for completing the establishment of the RSOO, which envisages the start of operation of the RSOO by January 2017. An important step in the work plan is the signing of the Letter of Intent by the Directors General of those States that are ready to commit to the process of establishing the RSOO.

2.10 It is proposed that a minimum of five States will have to sign the Letter of Intent in order to start the establishment process. The Directors General of the States that sign the Letter of Intent will constitute the Steering Committee, the task of which will be to approve the deliverables developed by the Consultant. The main deliverables should include the legal, organizational and financial frameworks of the MENA RSOO and associated documents, such as the business and financial plans. A High Level Task Force (composed of senior civil aviation officials of the participating States) will review the deliverables prior to their approval by the Steering Committee. The amount of approximately U.S. \$150,000 will be required for funding the establishment of the RSOO. This may be obtained from any possible source, including contributions made by the members of the Steering Committee.

2.11 The Proposals of the RSOO Study as well as the proposed future activities and work plan for the establishment of the MENA RSOO are provided in a separate Power Point Presentation (PPT).

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and endorse the results of the RSOO Study; and
- b) encourage States to sign the Letter of Intent related to the establishment of the MENA RSOO as soon as possible to expedite the project.