



Under the High Patronage of
the Custodian of the Two Holy Mosques
King Salman Bin Abdulaziz Al Saud

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Global Ministerial Aviation Summit
المؤتمر الوزاري العالمي للطيران المدني

برعاية كريمة من خادم الحرمين الشريفين
الملك سلمان بن عبد العزيز آل سعود

Under the High Patronage of The Custodian of The Two Holy Mosques
King Salman Bin Abdulaziz Al Saud

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Under the Theme "SAFETY & SECURITY"

تحت شعار "الأمن والسلامة"

Regional Safety Oversight Organization (MENA RSOO)



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Presentation Outline

- Objectives / Goals.
- Why it is needed?
- Benefits.
- Scope.
- Legal/Institutional/Financial framework.
- Next steps.
- Summary / Conclusion.

Objectives / Goals of MENA RSOO

- Assist member States to develop and implement SSP
- Assist States to resolve safety oversight deficiencies, and thereby achieve compliance with international requirements
- The RSOO should perform its duties and functions within the framework of the GASP and should be fully aligned with the RASGs' priorities and objectives

Why MENA RSOO is needed?

“Assembly Resolution A37-8”

promotes the concept of regional cooperation for the purpose of enhancing safety and safety oversight, including the establishment of regional safety oversight organizations;

Why it is needed? (Continued)

- **Lack of or Inadequate Regulatory Framework**
- **Lack of or Inadequate Regulatory Guidance Materials and Procedures for industry and inspectors**
- **Lack of resources to attract, recruit and retain qualified technical personnel due, inter-alia, to relatively low remuneration package offered by many government regulatory bodies compared to industry**
- **Low aviation activity, which results in inability to support the full time services of qualified aviation safety inspectors in the conduct of certification and surveillance activities**

Why it is needed? (Continued)

- **Number of MENA States still require assistance to resolve safety oversight deficiencies**
- **The majority of States have attained Effective Implementation of more than 60%, and are therefore required to begin the development and implementation of the State Safety Programme (SSP), an area in which virtually all the MENA States require assistance.**
- **More than five initiatives/groupings in the fields of aviation safety and safety oversight which demonstrate the willingness of States to collaborate and pool resources in their efforts to enhance safety.**

Benefits of MENA RSOO

- **Enable States to establish and maintain sustainable safety oversight capabilities**
- **Build foundations for transition to safety management environment (assist States in the implementation of SSP)**
- **Facilitate harmonization of standards and practices, enabling application of standardized procedures across member States**
- **Cost effective solution by pooling resources (economy of scale)**

- **Provision of qualified inspectors to ensure effective safety oversight and surveillance activities**
- **Development/sharing of best practices**
- **Enhance aviation safety in the region**
- **Provide a platform for collective resolution of common safety concerns/deficiencies**

Scope of the MENA RSOO

- The RSOO should carry out a range of activities to support the implementation of SSP, in particular safety risk management, safety assurance and the establishment of an acceptable level of safety performance
- And, with respect to Safety Oversight activities, RSOO should carry out tasks and functions in the area of personnel licensing (PEL), flight Operations (OPS), Airworthiness (AIR), Aerodromes (AGA), and Air Navigation Services (ANS).
- Safety oversight activities of the RSOO should include harmonization of regulations, development of guidance materials, the conduct of audits and inspections, training and consultancies.

Legal Framework

9 States have signed **the letter of Intent** during the (DGCA-MID/3) , held in Doha, April 2015
(Bahrain, Egypt, Jordan, kuwait, Oman, Morocco, Qatar, and Saudi Arabia)

Institutional Framework

- MENA-RSOO would be established on the basis of a **MOU** that offer an agreed framework for performing the RSOO functions and services.
- The RSOO Steering Committee/ Board may decide in the future to transitioning the MOU to a more formalized **intergovernmental agreement or treaty**

Legal/Institutional/**Financial** **framework**

- Annual budget required for the MENA RSOO would be approximately **US \$ 1.5 million per year**.
 - The calculation is based on an assumed staff composed of one manager, four technical experts and one support staff.
- **Sources of Funding** : Contributions from RSOO members States
- The MENA RSOO can reduce expenditures by complementing a small number of full-time staff with seconded technical expertise, the recruitment of short-term consultants and the implementation of an inspector-sharing scheme

Financial framework (Continued)

- **Saudi Arabia will provide financial and technical support for the first 2 years of operations of the MENA RSOO by providing Two safety Experts, one (01) administrative employee and facilities,**

- **Other Sources of funding:**
 - Charging consulting and training fees;
 - Grants and donations;
 - Other sources as may be deemed appropriate by States.

Next steps/Action plan

- **Establishment of the steering committee:**
 - ✓ **To expedite the establishment of MENA RSOO to:**
 - Complete the process of legal and institutional framework for the establishment of RSOO.
 - Drafting, approving and signing the MOU by RSOO member states.
 - Establish a funding mechanism to ensure the sustainability of the RSOO.

Summary / Conclusion:

Summary:

- **RSOO represents a viable way of meeting the States' safety oversight obligations in an effective and sustainable manner**
- **Efforts to improve safety have been most successful when industry and States have worked together (Better use and coordination of industry and States resources)**

Conclusion:

States and Stakeholders are encouraged to:

- **support the expeditious establishment of the MENA RSOO;**
- **provide voluntary cash and/or in-kind contribution (seconded personnel, etc.)**

Thank you!

