



RSOO Study

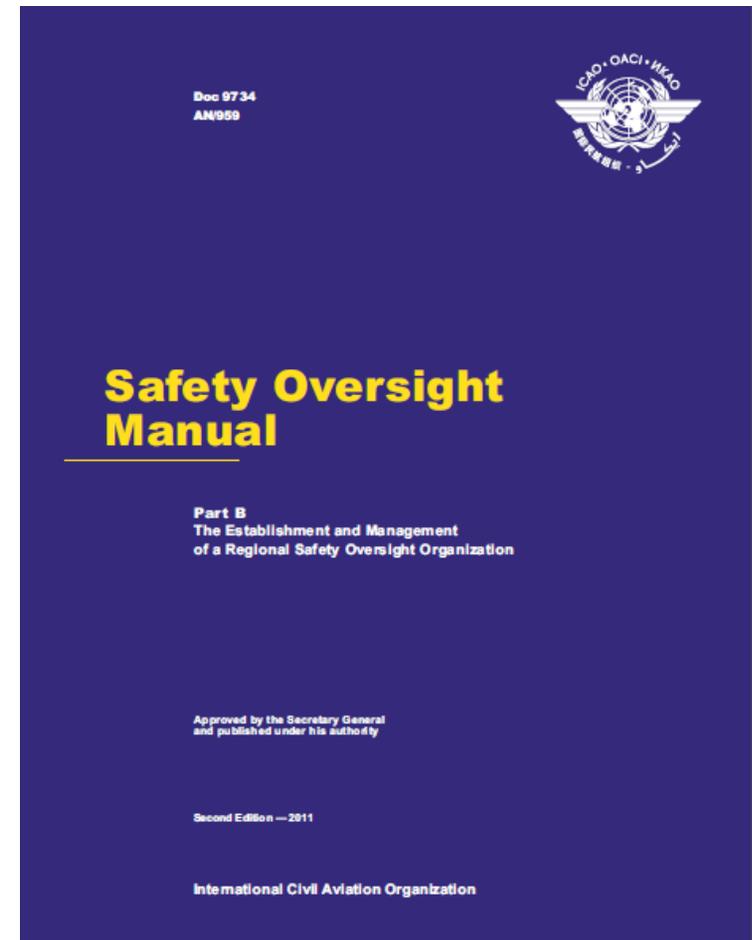
Presented by

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Introduction

- **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.**





The need for RSOO

- **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**



Benefits of establishing an 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**





RSOO & SSP/SMS

- **RSOOs could assist States in the process of establishment of SSP and provide economies of scale in processing and storing safety information, for example for:**
- **establishment of safety information databases**
- **use of common hazard identification methodologies and risk assessment approaches**
- **pooled risk and safety analysis expertise**
- **RSOO may provide the supporting systems to capture and retain operator surveillance/audit data for “smaller” States**
- **This information may need to be correlated with mandatory and voluntary safety reporting sources**



RSOO & SSP/SMS

- **Safety information is critical for safety management approach**
 - **requires continuous collection and advanced systems that can be burdensome for smaller States**
- **RSOO can provide an independent body to receive safety reports**
- **RSOOs can provide common and shared solution for all forms of safety information**



Key Elements

- **Active collaboration from all stakeholders**
- **Immune to national, political or individual influence**
- **Strong coordination between the States and the RSOO**
- **Strong commitment**
- **Comprehensive analysis of each State's needs**
- **Intended scope**
 - **Objectives**
 - **Functions**
 - **Activities**





Key Elements

- **The scope of activities of the RSOO will depend on:**
 - **the needs of its member States**
 - **the established priorities**
 - **the level of authority delegated**
 - **the level of resources devoted to the RSOO**





Regional Strategy

- **Prioritize effective and efficient implementation**
- **Pool human and financial resources**
- **Address regional constraints more effectively**
- **Supplement shortfalls and develop confidence**
- **Strengthen cooperation and collaboration on the collection, analysis and sharing of safety data and information**
- **Provide support to industry**
- **Promote the use of best practices**
- **Ensure objectivity and independence of inspectors**



Regional Strategy

- **The Strategy was endorsed by the ACAC Executive Council in December 2012 and by the DGCA-MID/2 meeting in May 2013**
- **ICAO was requested to support ACAC in the conduct of the RSOO Study**
- **A simplified questionnaire was sent to the MENA States so as to obtain their commitment to participate in the study.**
 - ✓ **Bahrain, Egypt, Iraq, Jordan, Kuwait, Morocco, Oman, Qatar, Saudi Arabia, Sudan, Tunisia, UAE and Yemen**
- **Work begun on the study in January 2015, upon the hiring of a Consultant.**



RSOO Study Results

- **Initial Report reviewed by ACAC and ICAO**
- **Workshop in Rabat, 23-24 March 2015**
- **Main outcomes of the Study presented to and supported by the RASG-MID/4 meeting (Jeddah, Saudi Arabia, 30 March – 1 April 2015)**
- **Final Report submitted on 12 April 2015**
- **Final Report circulated by ACAC to the 13 States that participated in the Study**
- **Comments requested on the Letter of Intent**



RSOO Study Proposals

- 1) An RSOO for the MENA Group of States should be established.**
- 2) A minimum of five State signatories to the Letter of Intent for establishing the MENA RSOO is required to start the process of establishment.**
- 3) The primary objective of the RSOO should be to assist member States to develop and implement SSP (core service). The RSOO should also assist States to resolve safety oversight deficiencies, and thereby achieve compliance with international requirements (on demand services).**



RSOO Study Proposals

- 4) The RSOO should have an advisory/consultative mandate, under which member States would hold it accountable for the performance of certain tasks and functions, whilst retaining their sovereign responsibilities.**
- 5) 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.**
- 6) With respect to safety oversight, the RSOO should carry out tasks and functions in the area of PEL, OPS, AIR, AGA and ANS.**
- 7) Safety oversight activities of the RSOO should include harmonization of regulations, development of guidance materials, the conduct of audits and inspections, training and consultancies.**



RSOO Study Proposals

- 8) 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.**
- 9) The RSOO should make regular reports on the status of its activities to the ACAC Safety Committee and the RASGs.**
- 10) The MENA RSOO should be first established on the basis of an MOU.**
- 11) The establishment of the MENA RSOO on the basis of an MOU should not preclude its later transitioning to a formal inter-governmental agreement/treaty, if so decided by the RSOO's Board.**
- 12) The MOU should provide the RSOO with legal personality, thus enabling it to act independently.**



RSOO Study Proposals

- 13) The MOU should be binding on the signatories to the agreement.**
- 14) The primary source of funding for the common core functions of the RSOO should be contributions made in equal amounts by member States.**
- 15) Funding for services provided on demand to individual States should be on the basis of fees to be charged to the beneficiary States (cost recovery basis).**
- 16) Both business and financial plans should be developed to support the RSOO.**
- 17) In order to reduce cost, and when appropriate, the RSOO should use technical personnel seconded by States, the recruitment of short-term consultants and the implementation of an inspector-sharing scheme.**



Future Activities and Work Plan for establishing the MENA RSOO

Activity	Responsible Entity	Completion Date
Signing of the Letter of Intent for establishing RSOO	MENA States committed to the establishment of the RSOO	June 2015
Establishment of the Steering Committee	MENA States committed to the establishment of the RSOO	June 2015
Obtaining funding	Participating States, ACAC, ICAO, funding agencies and industry	October 2015
Recruitment of consultant	Steering Committee members	January 2016
Review of deliverables, including the financial and business plans	HLTF	May 2016
Approval of deliverables, signing of the RSOO MOU and other related documents and agreement on the RSOO location	Steering Committee members	June 2016
Launch of the MENA RSOO (including recruitment of RSOO staff and establishment of the RSOO location)	Steering Committee members	January 2017

RSOO Effectiveness

- **Clear objectives**
- **Structured project management**
 - **Planning**
 - **Key performance indicators**
 - **Costs and timelines**
 - **Monitoring**
- **Simple and transparent processes**





Conclusions

- **Efforts to improve safety have been most successful when industry and States have worked together (Better use and coordination of industry and States resources)**
- **RSOO(s) represent a viable way of meeting the States' safety oversight obligations in an effective and sustainable manner**
- **Commitment of States at Highest level**
- **Active involvement of the industry**
- **Action by the Meeting in WP/13**



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THANK YOU