



International Civil Aviation Organization

**MIDANPIRG/19 & RASG-MID/9 Meetings**

**(Riyadh, Saudi Arabia, 14 – 17 February 2022)**

**Agenda Item 7: Any other business**

**COOPERATION FOR LOCAL MANUFACTURING OF CIVIL AERONAUTICAL PRODUCTS**

*(Presented by Saudi Arabia)*

**SUMMARY**

This paper provides an overview on the rapid growth in aviation industry in Kingdom of Saudi Arabia (KSA). GACA is gearing up to strengthen its position as a potential state for aircraft design and manufacturing. This paper provides information on the need for cooperation between GACA and other local and international organizations within the ICAO framework.

**REFERENCES**

ICAO Annex 8 Airworthiness of Aircraft  
Doc 9760 – Airworthiness Manual

**1 INTRODUCTION**

1.1 The General Authority of Civil Aviation (GACA) is working on the development and the modernization of the Civil Aviation Sector in Kingdom of Saudi Arabia (KSA), which has been reflected in its mission statement:

*To develop the air transport industry in accordance with the latest international standards, strengthen the position of the Kingdom as a globally influential player in civil aviation, achieve financial growth and sustainability, and enforce the relevant rules, regulations and procedures to ensure air transport safety and security.*

1.2 In view of GACA's initiative to prepare for future development of civil aeronautical products industry in KSA, it was realized to establish an effective organization and regulatory framework to perform new duties and responsibilities of a state of manufacture and a state of design.

1.3 The design and manufacturing activities in KSA would be developed in phases; manufacture of aircraft parts, manufacture of non-type certificated aircraft under licenses, manufacture of type certificated aircraft under licenses, design and manufacture of new aircraft type and model.

1.4 On 26 January 2022, the GACA and King Abdulaziz City for Science and Technology (KACST) signed a Memorandum of Understanding (MOU) to establish a Joint Center for Research and Development (R&D) in the field of air transport safety. The memorandum aims to contribute in supporting aircraft manufacturing and design, drawing a roadmap to support research, development and innovation in the field of air transport safety, both for manned and unmanned aircraft, while achieving sustainability, increasing local content and reach self-sufficiency.

1.5 This comes within the objectives of the civil aviation sector strategy to enhance the scope of cooperation in the field of research and development, which GACA is keen to activate with governmental and non-governmental bodies and institutions specializing in advanced technical fields. All in order to keep pace with the latest developments in the field of research and development, in line with the Kingdom's Vision 2030.

## **2 DISCUSSION**

2.1 There are existing challenges facing those organizations who would investment in designing or manufacturing of aeronautical products (aircraft, engine, propeller or parts) locally in KSA, such as obtaining OEMs approvals, compliance with regulations, Return on Investment (ROI), skilled manpower, equipment and materials. On the other hand, there are challenges within GACA related to staffing and training of the Airworthiness Engineering Department (AED) as well as updating the regulatory framework along with development of publications such as eBook and Advisory Circulars, to ensure the compliance with ICAO requirements for a state of manufacture and state of design. As a result, GACA will develop a comprehensive strategic plan with short-term goals and long-term goals, and will propose new initiatives for such a transformational project with the next few months.

2.2 The opportunity for design and manufacturing activities of these aeronautical products in KSA could be accelerated with extension of the effort to have more relationship and cooperation with vendors, OEM, Research & Development Centers working in aviation industries worldwide. In addition to cooperation between the other ICAO contracting states who are considered as state of manufacture and state of design. Such cooperation should be in line with ICAO Annex 8 and Doc 9760 – Airworthiness Manual, which explains obligations and responsibilities of state of manufacture and state of design.

## **3 ACTION BY THE MEETING**

3.1 The meeting is invited to note the content of the paper.

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