



INTERNATIONAL CIVIL AVIATION ORGANIZATION

SEVENTH MEETING OF THE DIRECTORS GENERAL OF CIVIL AVIATION ADMINISTRATION OF THE AFI REGION (AFI-DGCA/7)

Niamey, Niger, 20 July 2018

Agenda Item 2.3: APIRG/RASG-AFI Integration – The Way forward.

PROPOSED STRATEGY TO ENHANCE THE PLANNING AND IMPLEMENTATION REGIONAL GROUPS (PIRGs) AS WELL AS THE REGIONAL AVIATION SAFETY GROUPS (RASGs).

(Presented by the Secretariat)

SUMMARY
<p>This paper provides information on the proposed strategy to enhance the PIRGs and RASGs. This strategy emanated from the ICAO Council Decision (C-DEC 210/4) and the Global PIRG/RASG Forum.</p>
<p>References:</p> <ul style="list-style-type: none">- RASG-AFI Procedural Handbook;- RASG-AFI/3 Meeting Report;- RASC/4 Meeting Report;- ICAO Council Decision (C-DEC 210/4) and the Global PIRG/RASG Forum.
<p>Related ICAO Strategic Objective(s):</p> <ul style="list-style-type: none">- Safety- Air Navigation Capacity and Efficiency.

1. INTRODUCTION

1.1 On 6 October 2009, the ICAO Air Navigation Commission (ANC) reviewed a proposal for the establishment of Regional Aviation Safety Groups (RASGs) and decided that the concept of RASGs be transmitted to States and appropriate international organizations for comments before a recommendation was made to the Council. It was highlighted during the discussions that the proposal for RASGs would not fundamentally change the efforts that were underway in several ICAO regions. A State letter dated 16 December 2009 sought comments from States and selected international organizations on the need for uniform establishment of RASGs in all regions, and provided suggested Terms of Reference and work programme of the

RASGs. The comments by States were very supportive of the establishment of RASGs. Consequently, the ICAO Council at the fourth meeting of its 190th Session held on 25 May 2010:

- a) approved the establishment of the following RASGs: RASG-PA for the Caribbean, South American, and North American regions (including Central America); RASG-EUR for the European region; RASG-APAC for the Asia Pacific regions; RASG-MID for the Middle East region and RASG-AFI for the African-Indian Ocean Region, with the aim of supporting a regional performance framework for the management of aviation safety;
- b) agreed to the terms of reference of the RASGs;
- c) agreed that the report of RASG meetings, similar to reports of planning and implementation regional Groups (PIRGs), would be reviewed by the ANC on a regular basis and by the Council as deemed necessary;
- d) approved the inclusion of the sentence “coordinate with respective RASG on safety issues” in the terms of reference of all PIRGs, viz APANPIRG, APIRG, EANPG, GREPECAS, MIDANPIRG and NAT SPG; and
- e) requested the ANC to report to the Council any duplication in the activities of the PIRGs and the RASGs.

2. DISCUSSION

2.1 A Council Decision, presented in C-DEC 210/4, stated several points for enhancing the PIRGs and RASGs. These included:

- better alignment and harmonization of the Groups’ working mechanisms;
- the need to adopt a project-based methodology for the work they undertake; and
- means to increase effectiveness and efficiency of the Groups.

2.2 The Council Decision also called for a closer link between the PIRGs and RASGs and States’ DGCAAs as well as a revision of the Groups’ Terms of References to support all these points and enhance their working arrangements.

2.3 In December 2017, ICAO held a Global PIRG and RASG Forum, to bring together key stakeholders and discussed the way forward. The Forum sought to address the points raised in the Council Decision and recommended addressing the following issues:

- The need to align the work of the Groups as well as their organizational structures with the latest ICAO Global Plans, such as the Global Aviation Safety Plan which contains clear Goals and Targets for the RASGs;
- The integration of the Groups’ work programmes with the ICAO Business and Operational Plans;
- The need to increase efficiency and avoid overlapping of activities, mainly looking at a new format for PIRG and RASG meetings; and
- Improved reporting by the Groups to ensure the necessary information reaches ICAO Headquarters;
- and enhanced monitoring to assess the Groups’ efforts in reaching their established goals and targets.

2.4 The next edition of the GASP, which is currently being finalized, contains Goals, Targets and Indicators that address Organizational challenges, focused primarily on the effective implementation of safety oversight systems, as well as operational safety risks linked to fatal accidents and a dedicated Goal related to infrastructure and the Basic Building Blocks defined in the Global Air Navigation Plan (GANP) as Basic Services.

2.5 The GASP's and GANP's Goals are supported by a set of roadmaps that presents a series of enhancement initiatives aimed specifically at individual States, "Regions", which means primarily the PIRGs/RASGs, and Industry. The PIRGs and RASGs then use the roadmaps to build their work program that focuses on the areas outlined in the GANP/GASP and requires data analysis to determine its success.

2.6 The Organizational structure of the PIRGs and RASGs should take into account three (3) main areas of the GASP: Organizational challenges (improving EI), Operational Risks, and Performance Measurement (data) and, in the same way for the GANP in term of operational capabilities (infrastructure) and analysis and predictive processes.

2.7 Each of these areas should be represented by a dedicated sub-group in the PIRGs/RASGs, which mirrors the structure of the GASP Study Group and the respective Group of GANP. The sub-Groups report to a Steering Committee that forms part of the PIRGs and RASGs.

2.8 Today, most of the meetings of PIRGs and RSAGs are separate, with a PIRG/RASG coordination meeting attached to one of them.

2.9 By 2019, the proposal is for the Regional Offices to schedule the PIRGs and RASGs at the same time,

- A Plenary session, including participants from both PIRGs and RASGs, will open the meeting;
- The Groups will meet in parallel, each in their own stream; and
- reconvene for a closing plenary, to address coordination issues and finalize the meeting report.

This is already happening in some Regions.

2.10 By 2020, we look to full integration of the Groups, which will follow the structure of the sub- Groups previously described and aligned and integrated with the Global Plans.

3. CONCLUSION

3.1 The next steps in the process of integrating PIRGs and RASGs involve the preparation of a transition plan to be completed before the end of 2018.

3.2 ICAO Regional Offices are expected to support and lead the PIRGs and RASGs as they implement the transition over the next two (2) years.

4. ACTION BY THE MEETING

4.1 The Meeting is invited to:

- a) acknowledge the information provided in this paper on the ultimate integration of PIRGs and RASGs for their effective and efficient functionality;
- b) note the implications of this objective in the future organization and workings of APIRG and RASG-AFI; and
- c) Make appropriate recommendations on a strategy to support RASG-AFI in the process, for the realization of the full integration of APIRG and RASG-AFI by 2020, in line with the GASP and GANP.

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