



International Civil Aviation Organization

**First Meeting of the RASG-MID Steering Committee
(RSC/1)**

(Cairo, Egypt, 18 – 20 June 2012)

Agenda Item 6: Coordination between RASG-MID and MIDANPIRG

OUTCOME OF MIDANPIRG/13 RELATED TO SAFETY

(Presented by the Secretariat)

SUMMARY

This paper presents the outcome of the MIDANPIRG/13 meeting related to safety to improve the process of coordination of activities between RASG-MID and MIDANPIRG and avoid duplication of efforts.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG/13 Report
- RASG-MID/1 Report

1. INTRODUCTION

1.1 Flight safety issues were addressed through different mechanisms established by States and industry partners.

1.2 Regional Aviation Safety Groups (RASGs) have been established by the Council to serve as a regional cooperative forum integrating global, regional, sub-regional, national and industry efforts in continuing to enhance aviation safety worldwide.

2. DISCUSSION

2.1 Improving the safety of the Global Air Transport System is ICAO's guiding and most fundamental Strategic Objective. In all of its coordinated safety activities, ICAO strives to achieve a balance between identified and assessed risk and the requirements of practical and achievable mitigation strategies.

2.2 On 25 May 2010, the ICAO Council approved the establishment of the following Regional Aviation Safety Groups: 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-AFI for the African region and RASG-MID for the Middle East region, with the aim of supporting a regional performance framework for the management of safety.

2.3 Subsequent to the ICAO Council decision related to the establishment of Regional Aviation Safety Groups (RASG), the First Meeting of the Directors General of Civil Aviation-Middle East (DGCA-MID/1) agreed to the establishment of the Regional Aviation Safety Group-Middle East (RASG-MID) with the aim of supporting a Regional Performance Framework for the management of safety in the MID Region. Subsequently, the first RASG-MID meeting took place in Cairo, 18-19 September 2011.

2.4 The RASG-MID/1 meeting recalled that the main purpose of RASGs would be to develop an integrated, data-driven strategy and implement a work programme that supports a regional performance framework for the management of safety. This approach is designed to reduce the aviation fatality risk in the MID Region and promote States and industry safety initiatives in harmony with the Global Aviation Safety Plan (GASP). The RASG-MID would support the implementation of the GASP and the associated Global Aviation Safety Roadmap (GASR) in the MID Region and monitor progress in their implementation by ensuring effective coordination and cooperation between all stakeholders.

2.5 The creation of RASGs by the Council, similar to PIRGs, has raised concern related to the parallels that were being drawn between the PIRG framework in which regional, and national implementation plans are being developed and implemented and the RASG framework that would monitor progress, coordinate actions among States to facilitate implementation of Global Aviation Safety Plan (GASP) and the associated Roadmap (GASR).

2.6 Although, the PIRGs had been developed to deal mainly with air navigation plans at a regional and global level, they did touch on some safety issues related to ATM.

2.7 While RASGs will initially deal with safety issues directly related to flight operations, planning should be initiated as soon as circumstances permit to adopt a systems approach so that RASGs address safety issues from an integrated perspective that includes flight operations and ATM safety. Until such time, the Secretariat will ensure that the safety issues raised by the PIRGs and RASGs are fully coordinated.

2.8 The Thirteenth Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/13) was hosted by the General Civil Aviation Authority (GCAA) of the United Arab Emirates in Abu Dhabi, from 22 to 26 April 2012. The meeting was attended by a total of one hundred and two (102) participants, which included experts from ten (10) States (Bahrain, Egypt, Iran, Jordan, Kuwait, Oman, Qatar, Saudi Arabia, UAE and Yemen) and six (6) International Organizations/Agencies (ACAC, CANSO, IATA, IFALPA, Jeppesen and MIDRMA).

2.9 The meeting may wish to note that MIDANPIRG/13 noted the concerns raised about the English Language Proficiency (ELP) of the ground support services personnel which was considered as a contributing factor to the runway safety occurrences. Taking into consideration the agreed mechanism for coordination between MIDANPIRG and the RASG-MID, the meeting agreed that the issue of ELP for ground support services personnel be addressed by the RASG-MID.

2.10 MIDANPIRG/13 noted that the RASG-MID/1 meeting agreed that SSP and SMS implementation as well as Runway Safety issues be included in the Work Programmes of both RASG-MID and MIDANPIRG, for some period. Nevertheless, taking into consideration the scope of SSP implementation, which goes far beyond the safety of air traffic services and aerodrome operations, the meeting agreed, pending the approval of RASG-MID, that SSP implementation should be monitored by RASG-MID. MIDANPIRG will continue to monitor the SMS implementation by the air traffic services and aerodrome operators.

2.11 Based on the outcome of the RASG-MID/1 meeting, MIDANPIRG/13 agreed that:

- SSP implementation, English Language Proficiency (ELP) and Accidents and Incidents Analysis be addressed within the framework of RASG-MID;
- SMS implementation as well as Runway Safety issues be included in the Work Programmes of both RASG-MID and MIDANPIRG, for some period; and
- RVSM safety monitoring continue to be part of MIDANPIRG Work Programme.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) support the MIDANPIRG/13 decisions in para. 2.9, 2.10 and 2.11; and
- b) address any other safety issue related to the coordination between MIDANPIRG and RASG-MID.