



International Civil Aviation Organization

**Third Meeting of the RASG-MID Steering Committee
(RSC/3)**

(Cairo, Egypt, 9 – 11 December 2014)

Agenda Item 4: Coordination between RASG-MID and MIDANPIRG

**COORDINATION BETWEEN RASG-MID AND
MIDANPIRG FOR SAFETY RELATED ISSUES**

(Presented by Secretariat)

SUMMARY

This paper highlights the coordinated activities between RASG-MID and MIDANPIRG for safety related issues in order to enhance the efficiency of both Groups and avoid duplication of efforts, taking into consideration global developments.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG/14 Report
- MSG/4 Report
- RASG-MID/3 Report

1. INTRODUCTION

1.1 The meeting may wish to recall that while RASGs have been established to 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, aerodrome and ATM safety.

2. DISCUSSION

2.1 The RASG-MID/3 meeting (Kuwait, 27 - 29 January 2014) agreed with MIDANPIRG/14 meeting (Jeddah, Saudi Arabia, 15-19 December 2013) on the transfer of aerodrome safety activities from MIDANPIRG to RASG-MID. Thus, all aerodrome safety issues, which represent the main activity of the MIDANPIRG AOP Sub-group and ADCI Task Force would be transferred to RASG-MID.

2.2 The RASG-MID/3 meeting also agreed that SMS implementation be fully addressed by RASG-MID.

2.3 The meeting may wish to note that RASG-MID and MIDANPIRG have been coordinating specific air navigation safety related issues such as mitigation measures for CFIT and Call-sign Confusion. Other subjects of interest to both groups have been identified, in particular those related to ATM safety such as SMS implementation for ANS/ATM, Language Proficiency for Air Traffic Controllers, RVSM safety monitoring, etc.

2.4 The meeting may wish to note that the MSG/4 meeting (Cairo, Egypt, 24 - 26 November 2014) recognized that many mitigation measures could be investigated to eliminate the risks associated with the Call-sign Confusions. Accordingly, the meeting agreed to the following Draft Conclusion:

MSG CONCLUSION 4/22: CALL-SIGN CONFUSION

That,

- a) a survey based on the Questionnaire at **Appendix 5A** related to the acceptance/processing of flight plans containing “alphanumeric” call signs ending with letter(s) be conducted;*
- b) States that have not yet done so be invited to take necessary measures to comply with ICAO Annex 10 and Doc 4444 provisions related to the acceptance of the alphanumeric Call-signs; and*
- c) States be invited to inform the ICAO MID Regional Office of the preferred option for the mitigation of the risks associated with the Call-sign Confusion before **31 January 2015**.*

2.5 The MSG/4 meeting also recognized the urgency of implementing mitigation measures for the Call-sign Confusion and similarity. Accordingly, the meeting agreed to establish a Call-sign Confusion ad-hoc Working Group (CSC WG) and agreed to the following MSG Decision:

MSG DECISION 4/23: CALL-SIGN CONFUSION AD-HOC WORKING GROUP

That, a Call-sign Confusion ad-hoc Working Group be established in order to:

- a) analyze the results of the survey on the acceptance/processing of flight plans containing “alphanumeric” Call-signs ending with letter(s); and*
- b) develop solutions to mitigate the risk associated with Call-sign Confusion and similarity.*

2.6 It is proposed that development of mitigation measures related to Call-sign Confusion and similarity be transferred to the Call-sign Confusion ad-hoc Working Group (CSC WG).

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this working paper and take action as appropriate in order to enhance effective coordination between RASG-MID and MIDANPIRG; and
- b) support the proposal at para 2.6.