European and North
Atlantic Office

SUMMARY OF DISCUSSIONS OF THE
EUROPEAN REGIONAL AVIATION SAFETY GROUP (RASG-EUR)
SECOND MEETING

(Paris, France, 26 to 27 February 2013)

1.   Introduction

1.1   The second meeting of the European Regional Aviation Safety Group (RASG-EUR/02) was held in the European and North Atlantic Office of ICAO (EUR/NAT) in Paris, France, from 26 to 27 February 2013.

1.2   Mr Haydar Yalçin, Deputy Director General of Civil Aviation of Turkey, chaired the meeting and Mr Luis Fonseca de Almeida, Regional Director, ICAO European and North Atlantic Office served as Secretary. He was assisted by Mr George Firican, Deputy Regional Director, ICAO European and North Atlantic Office and Mr Nicolas Rallo, Regional Officer-Safety, ICAO European and North Atlantic Office. The meeting was conducted in English and Russian.

1.3   80 participants attended the meeting from 33 States and 12 international organizations.

1.4   The list of participants is in **Appendix A**.

2.   Adoption of the agenda

2.1   The following agenda was adopted:

Agenda Item 1:   Welcome, introduction, approval of agenda and schedule, administrative issues

Agenda Item 2:   Updates on the Global Aviation Safety Plan (GASP) and RASGs

Agenda Item 3:   State of aviation safety in 2012, globally and in the ICAO EUR Region

Agenda Item 4:   RASG-EUR working structure

    a)   RASG-EUR procedural handbook

    b)   Creation of the "ICAO EUR Regional Expert Safety Team" (IE-REST)

    c)   Agenda Item 5: RASG-EUR work programme

    d)   ICAO updates (Annex 19, Safety Indicator Study Group, Safety Information Protection Taskforce, Loss of Control related activities, Runway Safety related activities)

    e)   Priorities for the RASG-EUR work programme

    f)   Coordination with the EANPG and NATSPG

Agenda Item 6:   Updates from RASG-EUR Members and Partners (States and International/Regional Organizations) on significant events since RASG-EUR/01

Agenda Item 7:   Any other business and next RASG-EUR meeting

3.   Welcome, introduction, approval of agenda and schedule, administrative issues

3.1   The meeting approved the agenda proposed by the ICAO Secretariat.

4.   Updates on the Global Aviation Safety Plan (GASP) and RASGs

4.1   The RASG-EUR was presented with information regarding the ongoing revision of the Global Aviation Safety Plan (GASP), which was to be endorsed by the ICAO General Assembly in September 2013. The RASG-EUR was also informed about the RASG activities in the various ICAO Regions.

5.   State of aviation safety

5.1   The RASG-EUR was presented with statistical information regarding accidents which occurred in the Region up to 2011, and with a verbal update regarding accidents in 2012. The RASG-EUR was informed that more detailed information would be made available at future RASGs, provided the cooperation of the stakeholders concerned could be obtained - in particular the national and regional accident investigation authorities in activity in the ICAO EUR Region.

5.2   The RASG-EUR was also provided with a verbal briefing regarding the ICAO Coordinated Validated Missions (ICVMs) conducted in the ICAO EUR Region in 2012, the number of States (11) in the Region found to have a "Lack of Effective Implementation (LEI) rate higher than 40% in respect of the eight critical elements of a State safety oversight system, and the number of States (1) in the Region having "significant safety concerns".

6.   RASG-EUR working structure

6.1   The RASG-EUR reviewed a proposal for working structure and arrangements for RASG-EUR, presented by the ICAO Secretariat but based on the work carried out by the RASG-EUR Coordination Group (RCOG) in 2012. The structure and arrangements were documented in the proposed RASG-EUR Procedural Handbook, and included the creation, as a RASG-EUR contributory group, of the "ICAO EUR Regional Expert Safety Team" (IE-REST), to support the development and implementation of safety enhancement initiatives and activities in that part of the ICAO EUR Region which is not covered by the regulatory framework of the European Union (EU)/European Aviation Safety Agency (EASA). Accordingly, the RASG-EUR agreed to the following:

RASG-EUR Conclusion02/01   RASG-EUR Procedural Handbook

        That the ICAO Regional Director, Europe and North Atlantic, on behalf of the RASG-EUR, take
        the necessary steps to publish the RASG-EUR Procedural Handbook as contained in **Appendix C**
        to this report.

**RASG-EUR Conclusion 02/02   Establishment of the ICAO EUR Regional Expert
                                Safety Team (IE-REST)**

        That:

        a)   The ICAO EUR Regional Expert Safety Team East (IE-REST) be created with the terms of
                reference presented in Appendix B to the RASG-EUR Procedural Handbook as contained in
                Appendix C to this report; and

        b)   The ICAO Regional Director, Europe and North Atlantic, on behalf of the RASG-EUR, take
                the necessary steps to invite States, international/regional organizations and industry
                representatives to nominate members to the IE-REST, and to schedule as soon as practicable
                a first meeting of the IE-REST.

7.   RASG-EUR work programme

ICAO updates

7.1   The RASG-EUR was provided with updates from the ICAO Secretariat regarding:

a)   ICAO initiatives related to loss of control in flight (LOC-I), complemented by a presentation from Turkey regarding aspects related to LOC-I;

b)   ICAO initiatives related to runway safety;

c)   The development of Annex 19 to the Chicago Convention and the activities of the Safety Management Panel (SMP);

d)   The work undertaken by the Safety Information Exchange Study Group (SIXSG);

e)   The work undertaken by Safety Information Protection Task Force (SIPTF); and

f)   The ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA).

Priorities for the IE-REST work programme

7.2   The RASG-EUR discussed the recommendations presented by the ICAO Secretariat on behalf of the RCOG regarding the priorities to be taken into account by the IE-REST when developing and implementing safety enhancement initiatives (SEIs) in its geographical area of competence (i.e. the part of the ICAO EUR Region which is not covered by the EU/EASA regulatory framework). Accordingly, the RASG-EUR agreed to the following:

RASG-EUR Decision 02/01 –   Priorities for consideration by the ICAO EUR Regional Expert Safety Team (IE-REST)

That the ICAO EUR Regional Expert Safety Team:

a)   consider the priorities contained in **Appendix D** to this report for the development of safety enhancement initiatives (SEIs);

b)   identify SEIs to be launched within the IE-REST geographical area;

c)   prioritize these possible SEIs based on a safety impact/changeability assessment; and

d)   use the tool ("SEI tool") developed by ICAO to develop and monitor the implementation of SEIs to be launched within its geographical area.

Coordination with the European Air Navigation Planning Group (EANPG) and the North Atlantic Systems Planning Group (NAT SPG)

7.3   The RASG-EUR was provided with information regarding the EANPG and NAT SPG structure, objectives and working methods, including the safety related activities undertaken within these two groups. The RASG-EUR exchanged views regarding the necessary coordination and cooperation to avoid duplication of efforts and ensure that safety issues are addressed in the most effective and efficient manner. When discussing the RASG-EUR Procedural Handbook, the RASG-EUR had agreed to the proposal made by the EANPG Chairman to have the Chairpersons of the EANPG and NATSPG participate in the RASG-EUR as RASG-EUR Partners (para 2.1.4 *bis* of the RASG-EUR Procedural Handbook refer). It was highlighted that coordination and cooperation were particularly important with the EANPG, which has the same geographical area as the RASG-EUR. The RASG-EUR was informed that the next meeting of the EANPG (EANPG/55, to be held in Paris from 25 to 28 November 2013), would review in detail the issue of coordination and cooperation with the RASG-EUR on safety related matters.

Updates from RASG-EUR Members and Partners

7.4   The RASG-EUR was provided with updates regarding the activities carried out within the framework of the European Commercial Aviation Safety Team (ECAST) and the European Aviation Safety Plan (EASp) and their outcomes. The RASG-EUR agreed to promote the use of the ECAST and EASp deliverables, in particular through their review and use as applicable by the IE-REST, and to strengthen cooperation with the ECAST and the Network of Analysts (NoA) through exchange of information and, optionally, participation in meetings as observers.

7.5   The RASG-EUR was informed by Airports Council International (ACI) about the status of implementation of ACI's Airport Excellence (APEX) in Safety Programme. The RASG-EUR agreed to support the use of ACI APEX in Safety Programme at aerodromes in the ICAO EUR Region and to encourage aerodrome operators to approach ACI for assistance through the ACI APEX in Safety Programme.

7.6   The RASG-EUR was also informed by EASA, Eurocontrol and the European Civil Aviation Conference (ECAC) regarding safety related activities and upcoming events organized in the ICAO EUR Region.

7.7   The RASG-EUR highlighted the importance of strengthening coordination and cooperation, and avoiding duplication, when planning and organizing safety related events in the ICAO EUR Region. In that respect, the "multi-labeling" of safety related events was promoted.

8.   Any other business and next RASG-EUR meeting

8.1   The RASG-EUR decided that the third meeting of the RASG-EUR (RASG-EUR/03) would be held on 25 and 26 February 2014, provisionally in Paris.

APPENDIX A - LIST OF PARTICIPANTS

AUSTRIA
Joachim WIRTHS
Klaus KRZIWANEK

AZERBAIJAN
Alexander TELEGIN

BELARUS
Andrei BURDUKOU

BELGIUM
Danny KLEIJKENS

BULGARIA
Todor PENEV

CROATIA
Dinko VODANOVIC

CZECH REPUBLIC
Ladislav MIKA

DENMARK
Kirsten SONDERBY

ESTONIA
Heli OST

FINLAND
Heli KOIVU

FRANCE
Franck GIRAUD
Sophie GERMAIN
Thierry LEMPEREUR
Jude MARIADASSOU
Pascale ROBERT

GEORGIA
Tamara ARCHUADZE
Levan KARANADZE

GREECE
Georgios SOURVANOS

HUNGARY
Julia MICZKI
István MUDRA

ISRAEL
Alon SHALEV

ITALY
Rosario CONCILIO
Benedetto MARASA

KAZAKHSTAN
Almatbek MAMBETOV

LATVIA
Ivars Alfreds GAVEIKA
Iveta GIELA
Gundars LAPINS

LITHUANIA
Virgilijus DANILEVICIUS

NETHERLANDS
Frederik BLAAUW

NORWAY
Svein Olav AASEN

POLAND
Anna CZERWIŃSKA
Piotr MICHALAK

PORTUGAL
Luis Trindade SANTOS
José Manuel SALGUEIRO

REPUBLIC OF MOLDOVA
Dan STRATAN
Irie ZIDU

ROMANIA
Andrei FILIPOIU
Claudia VIRLAN

RUSSIAN FEDERATION
Vladislav SHEIN
Andrey SHNYREV

SERBIA
Predrag JOVANOVIC

SLOVAKIA
Michal HYSEK

SPAIN
Silvia TRONCOSO
FERNANDEZ

SWITZERLAND
Sandra RÜFENACHT

TURKEY
Haydar YALÇIN (Chairman)
Mustafa ERDOĞAN
Aydın ÖZKAZANÇ

UNITED KINGDOM
Mark CHESNEY
Paul CREMIN

UNITED STATES
David KNORR

ACI
Olivier SCIARA

CANSO
Janne ENARVI

EANPG
Phil ROBERTS

EASA
Gregory LIEVRE
Adrian SAYCE

ECAC
Salvatore SCIACCHITANO
Peter KIRK

ECAST
Michel MASSON
Bertrand DE COURVILLE

EUROCONTROL
  Marc DEBOECK
  Tony LICU
  Tzvetomir BLAJEV

FSFI
  Evgeniy Ivanovich
  SHAPOSHNIKOV

IAC
  Sergey ZAYKO

IATA
  Giancarlo BUONO
  Arkady MERKULOV

ICCAIA
  Vladimir GORBUNOV
  William ETZOLD
  André POUTREL

IFALPA
  Francis NARDY
  Arnaud du BEDAT

ICAO
  Luis FONSECA de ALMEIDA
  George FIRICAN
  Nicolas RALLO
  Victor KOURENKOV
  Cornelia LUDORF
  Elkhan NAHMADOV
  Rosa Maria DI MARTINO
  Leyla SULEYMANOVA

INTERPRETERS
  Katia DERSIN
  Vadim POLYAKOV

APPENDIX B

LIST OF DOCUMENTS

WP/FL/ IP/ PPT	Ag Item	Title	Presented by
WPs			
1	1	Provisional agenda	Secretariat
2	4b	Creation of the ICAO EUR Regional Expert Safety Team (IE-REST)	Secretariat
3	5b	Priorities for the RASG-EUR work programme and use of the "SEI tool"	Secretariat
4	4a	RASG EUR procedural handbook	Secretariat
5	6	European Commercial Aviation Safety Team (ECAST) update, February 2013	ECAST
6	5c	Coordination with the EANPG	Secretariat
7	6	Airport excellence (APEX) in safety programme	ACI
FLs			
1	4a	RASG EUR procedural handbook	Secretariat
2	4b	IE-REST TORs revised	Secretariat
IPs			
1	1	Tentative schedule	Secretariat
2	2	Global Aviation Safety Plan (GASP) update	Secretariat
3	5a	ICAO update on Annex 19	Secretariat
4	5a	Safety information protection task force (SIP TF)	Secretariat
5	5a	Update on the work of the Safety information exchange study group (SIX SG)	Secretariat
6	5a	Runway safety related activities	Secretariat
7	5a	Loss of control (LOC)	Secretariat
8	5a	ICAO USOAP CMA	Secretariat
9	2	Update on other RASGs	Secretariat
PPTs			
1	6	European Commercial Aviation Safety Team (ECAST) update, February 2013	ECAST
2	3	Status of safety in EURNAT	Secretariat
3	5c	Coordination with the EANPG	Secretariat
4	5a	Turk Hava Yollary (THY) automation training and Loss of Control (LOC)	Turkey

APPENDIX C (RASG-EUR PROCEDURAL HANDBOOK)

EUROPEAN REGIONAL AVIATION SAFETY GROUP

(RASG-EUR)

PROCEDURAL HANDBOOK

FIRST EDITION – FEBRUARY 2013

THIS PAGE IS INTENTIONALLY LEFT BLANK

TABLE OF CONTENTS

RASG-EUR PROCEDURAL HANDBOOK - GENERAL

FOREWORD

The RASG-EUR Procedural Handbook was adopted by the RASG-EUR on 26 February 2013. Its purpose is to provide, for ease of reference, a consolidation of material regarding the work of the RASG-EUR. It contains the organizational structure, the terms of reference (ToRs), the working arrangements, internal procedures and practices governing the conduct of business of the RASG-EUR.

The Handbook has a series of loose-leaf pages, organised in section headings. A table of contents is provided, which serves also as a subject index and as a checklist for the current pages.

Replacement pages and/or updated editions will be issued as necessary. Additional material will be incorporated in the existing sections or will be the subject of new sections, as required.

The Procedural Handbook is distributed to Members and Partners of the RASG-EUR, the ICAO Secretariat, and to other States, international organizations and stakeholders participating in meetings, contributing to, or having interest in the work of the RASG-EUR and/or its Contributory Bodies.

An electronic copy of the Procedural Handbook is also available in PDF format, on the website of the ICAO European and North Atlantic (EUR/NAT) Office (http://www.paris.icao.int/documents_rasg-eur/index.php)**.**

1. BACKGROUND

1.1   On 6 October 2009, the ICAO Air Navigation Commission reviewed a proposal for the establishment of Regional Aviation Safety Groups (RASGs) and decided that the concept of RASGs should be transmitted to States and appropriate international organizations for comment 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 are presently 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-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;*

   b)   *agreed to the terms of reference of the RASGs[1] ;*

   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 EANPG, APIRG, APANPIRG, 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.*

---

[1] *allowing flexibility for each RASG.*

1.2   Further, the 37th Session of the ICAO General Assembly, Montreal, 28 September to 8 October 2010, agreed to Assembly Resolution A37-4.

Quote from Assembly Resolution A37-4: ICAO global planning for safety

  a)   *recognized that safety is a shared responsibility involving ICAO, Contracting States and all other stakeholders;*

  b)   *recognized that regional aviation safety groups should be implemented by ICAO, taking into account the needs of the various regions and building on the already existing structures and forms of cooperation;*

  c)   *stressed the need for continuous improvement of aviation safety through a reduction in the number of accidents and related fatalities in air transport operations in all parts of the world, particularly in States where safety records are significantly worse than the worldwide average;*

  d)   *urged Contracting States, regional safety oversight organizations and international organizations concerned to work with all stakeholders to implement the GASP objectives and GASR methodology objectives and to implement these methodologies to reduce the number and rate of aircraft accidents.*

1.3   A high level State meeting on the establishment of the RASG-EUR was held in the ICAO EUR/NAT Office in Paris, France, on 16 May 2011. The meeting was presented with information on the Global Aviation Safety Plan (GASP) and the Global Aviation Safety Roadmap (GASR), as well as with background information on the establishment of the RASG-EUR, its objectives, working methods, scope and structure.

1.4   In the ensuing discussions, the meeting commended the initiative, which was seen as the means to achieve a harmonised and consistent approach to safety and safety management in the region and to support the implementation of the GASP and GASR. The meeting adopted terms of reference of the RASG-EUR and highlighted the need for avoidance of duplication of work and considered the sharing of information and experience between all stakeholders is a key element of success for the RASG-EUR. The coordination with, and support from the various regional organizations established in the region was viewed as an important element.

1.5   The main purpose of the RASG-EUR is to develop an integrated, data-driven strategy to support the implementation of the GASP and the associated GASR in the region and to provide the ICAO Council with a monitoring tool**.**

2. TERMS OF REFERENCE

2.1   Membership

2.1.1   Contracting States entitled to participate as members in the RASG-EUR meeting are those whose territories or dependencies are located partially or wholly within the area of accreditation of the European and North Atlantic (EUR/NAT) Office of ICAO (see section 1 of **Appendix A**).

2.1.2   Regional organizations, within the area of accreditation of the EUR/NAT Office of ICAO, which have mechanisms in place for the management of aviation safety are entitled to participate as members in the RASG-EUR (see section 2 of **Appendix A**).

2.1.3   RASG-EUR Members are entitled to participate in the following**:**

- election of the RASG-EUR Chairperson and Vice-Chairpersons;
- decisions regarding the RASG-EUR work programme; and
- adoption of any decision, conclusion or statement of the RASG-EUR

2.1.4   International organizations, air operators, aircraft design organizations and manufacturers, air navigation service providers, aerodrome operators, aircraft maintenance organizations, aviation training organizations and other aviation industry representatives are invited to participate in and contribute to the work of the RASG-EUR and its contributory bodies. They are entitled to participate in RASG-EUR activities as RASG-EUR Partners (see section 3 of **Appendix A**).

2.1.4 *bis*   The Chairpersons of the European Air Navigation Planning Group (EANPG) and the North Atlantic Systems Planning Group (NAT SPG) are invited to participate in and contribute to the work of the RASG-EUR as RASG-EUR Partners.

2.1.5   Contracting States, non-Contracting States and Regional Organizations which are not Members of the RASG-EUR but wishing to contribute to its work may become RASG-EUR Partners, subject to decision by the RASG-EUR Secretariat.

2.1.6   The joint commitment of RASG-EUR Members and Partners is fundamental for ensuring the highest benefit of activities carried out under the RASG-EUR and contributing to the improvement of aviation safety.

2.2   Objectives of the RASG-EUR

2.2.1   The objectives of the RASG-EUR are:

a)   to support the implementation of the GASP and the associated GASR in the EUR Region by ensuring effective coordination and cooperation between all stakeholders and monitoring progress in the implementation of the GASP and GASR; and

b)   as part of the GASP and GASR and building on the work already performed by States and regional organizations, to support the establishment and operation of performance-based safety systems within the Region.

3.   WORKING ARRANGMENTS

3.1   Relations with Members and Partners

3.1.1   RASG-EUR Members and Partners shall be kept fully informed of activities of the RASG-EUR. To achieve this objective, they should receive, on a regular basis:

a)   the proposed agenda for meetings of the RASG-EUR;

b)   the reports of meetings of the RASG-EUR; and

c)   the summaries of discussions, or reports of meetings of RASG-EUR contributory bodies.

3.1.2   RASG-EUR Members and Partners should ensure necessary co-ordination, follow-up and monitoring of any implementation activity within their organizations.

3.2   Relations with the European Union (EU) and the European Aviation Safety Agency (EASA)

3.2.1   Member States of the EU and of EASA already have in place mechanisms for the management of aviation safety at the regional level in the context of the EU Common Transport Policy. For those issues falling within the remit of the RASG-EUR, the EU, represented by the European Commission

and EASA, can exchange information with ICAO regarding the relevant States. The RASG-EUR will in all cases facilitate the exchange of best practices and safety information among all stakeholders in the region.

3.2.2 In particular, the RASG-EUR Secretariat will regularly liaise with the European Commission and EASA, to coordinate and avoid duplication with the work carried out under the EU/EASA framework.

3.3 Relations with States having concluded aviation agreements with the EU and/or working arrangements with EASA

3.3.1 For those RASG-EUR Member States which, not being members of the EU or EASA, have concluded aviation agreements with the EU and/or working arrangements with EASA, the RASG-EUR shall take into consideration the nature and scope of these agreements and avoid duplication while ensuring consistency of any activities conducted under the RASG-EUR with these agreements.

3.3.2 In particular, attention shall be paid to avoid duplication of activities related to the collection and analysis of relevant safety data when these activities are already carried out by virtue of working arrangements with EASA.

3.4 Relations with other bodies and organizations

3.4.1 RASG-EUR Members and Partners shall keep each other informed of the activities of other aviation bodies and organizations to the extent that such activities are likely to be of interest to the Group.

3.4.2 When necessary, the RASG-EUR shall provide information and/or advice to such bodies and organizations in order to:

    a) avoid duplication of studies and/or effort; and

    b) engage their assistance in matters which, while having a bearing on aviation safety, are outside the competence of ICAO and/or the terms of reference of the RASG-EUR.

3.5 Administration of the RASG-EUR

3.5.1 The RASG-EUR shall be administered by:

    a) a Chairperson and up to three Vice-Chairpersons elected from the RASG-EUR Members; and

    b) the ICAO EUR/NAT Regional Director, who serves as Secretary of the RASG-EUR and is assisted in this task by appropriate experts from the ICAO EUR/NAT Regional Office and ICAO Headquarters (HQ), as required.

3.5.2 The Chairperson, in close co-operation with the Secretary, shall make all necessary arrangements for the most efficient working of the RASG-EUR. The RASG-EUR shall operate with a minimum of formality and paper work (paperless meetings).

3.5.3 The Secretary of the RASG-EUR should coordinate dates of the meetings, agenda, working papers and presentations with the Director of the Air Navigation Bureau of ICAO (D/ANB). When required, an officer from ICAO Headquarters, Air Navigation Bureau (ANB) will participate and provide support to the RASG-EUR meetings.

3.5.4 The Regional Officer, Safety, of the ICAO EUR/NAT Regional Office is the designated officer (Focal Point) to conduct and coordinate the day to day affairs of the RASG-EUR. S/he will be assisted by appropriate experts from the ICAO EUR/NAT Regional Office and ICAO HQ, as required.

3.5.5   Between meetings of the RASG-EUR, some subjects may be dealt with by correspondence and teleconferencing among RASG-EUR Members, RASG-EUR Partners and the ICAO EUR/NAT Regional Office.

3.5.6   In order to ensure the necessary continuity in the work of the RASG-EUR and unless otherwise determined by special circumstances, the Chairperson and Vice-Chairpersons of the RASG-EUR should assume their functions at the end of the meeting at which they are elected and serve for three cycles unless otherwise re-elected.

3.5.7   RASG-EUR Members may at any time request that the election of the Chairperson and/or Vice-Chairpersons be included on the agenda.

3.6   Work Programme

3.6.1   The RASG-EUR aims at supporting the implementation of the GASP and GASR throughout the Region.

3.6.2   As part of the GASP and GASR, and building on the work already done by States and regional organizations, the RASG-EUR will focus primarily on supporting the establishment of integrated safety analysis and risk mitigation capabilities throughout the Region.

3.6.3   The RASG-EUR will support the implementation of the GASP and GASR by:

   a)   enhancing the coordination of safety activities at the regional and sub-regional level to avoid duplication of efforts;

   b)   facilitating the sharing of, and discussion on safety information, safety related matters and experiences among all stakeholders;

   c)   conducting follow-up activities related to the GASP and GASR as required; and

   d)   providing feedback to ICAO to continuously improve and ensure an up-to-date global safety framework.

3.7   Meetings of the RASG-EUR

3.7.1   The Chairperson, having consulted RASG-EUR Members and the RASG-EUR Secretary, shall decide the date and duration of meetings of the RASG-EUR.

3.7.2   The ICAO EUR/NAT Regional Office will provide the required secretariat services to the RASG-EUR. If a RASG-EUR Member or Partner offers to host a RASG-EUR meeting, it shall be responsible for providing a venue, services and all costs related to the travel and daily subsistence allowance for the ICAO EUR/NAT Regional Office staff required to attend the meeting.

3.7.3   Members may be accompanied by advisers. Total attendance should be kept to a minimum consistent with the topics to be discussed to maintain the desired informality of proceedings.

3.8   RASG-EUR Coordination Group (RCOG)

3.8.1   The RASG-EUR Coordination Group (RCOG), composed of representatives from RASG-EUR Members and Partners, is established to coordinate and support the work of the RASG-EUR. To this end, the RCOG will:

   a)   propose the RASG-EUR work programme;

   b)   coordinate the activities of the RASG-EUR and all GASP/GASR safety related initiatives in the EUR region;

   c)   act as an advisory body to the RASG-EUR;

d)   provide regular updates on the level of implementation of the GASP and GASR to the RASG-EUR; and

e)   undertake any action required to ensure that the RASG-EUR achieves its objective to reduce aviation risks and minimize or avoid duplication of efforts in the EUR Region.

RCOG Membership

3.8.2   The RASG-EUR Coordination Group (RCOG) shall be co-chaired by one of the RASG-EUR Vice-Chairpersons and one RASG-EUR Partner representative from the industry (to be elected for a three-year mandate by the RCOG). The RCOG is composed of the following RASG-EUR Members and Partners who are willing to participate actively in its work, including:

a)   the RASG-EUR Vice-Chairpersons;

b)   a number of representatives from RASG-EUR Members (see sections 2.1.1 to 2.1.3);

c)   a number of representatives from RASG-EUR Partners (see section 2.1.4 and 2.1.5);

d)   the Regional Officer, Safety, of the ICAO EUR/NAT Regional Office, assisted by appropriate experts from the ICAO EUR/NAT Regional Office and ICAO HQ, as required; and

e)   other participants who might be invited on ad-hoc basis, as required.

3.9   Establishment of contributory bodies

3.9.1   To assist it in its work, the RASG-EUR may establish specific contributory bodies (other than the RCOG) to assist in processing its task list by working on defined subjects requiring specific technical expertise. A specific RASG-EUR contributory body will be established on a temporary basis when it has been determined that it can make a substantial contribution to the work programme of the RASG-EUR.

3.9.2   As a general rule, a RASG-EUR contributory body would not be created if the related safety issue(s) is/are already addressed in existing regional aviation safety mechanisms/teams within the region. In the case of existing safety teams, a condition for this would be that, after approval of all stakeholders involved, participation would be granted to the appropriate experts of the authorities and/or industry, as applicable, of the RASG-EUR Members and Partners.

3.9.3   RASG-EUR contributory bodies, other than the RCOG, may take one of the following forms:

−   a Regional Expert Safety Team (REST); or

−   an ad-hoc group.

3.9.4   A REST can be established by the RASG-EUR when needed, i.e. when an issue/activity relevant to the implementation of the GASP or GASR is not yet covered by an existing regional aviation safety mechanism/team, or is required to address sub-regional considerations. RESTs are subject-specific teams, which shall be governed by the procedures outlined below:

a)   RESTs will have specific terms of reference; and

b)   participation in RESTs should be by specialists in the subjects under consideration. Such specialists should be provided by RASG-EUR Members and Partners having relevant experience in the field concerned.

3.9.5   RESTs will operate in coordination with, and under the guidance of, the RCOG. They should accomplish their tasks by using a performance framework as contained in the GASP. The duration of each REST will be determined by the RASG-EUR.

3.9.6   The RASG-EUR and its contributory bodies will consider using the outcome of activities carried out under existing safety initiatives/mechanisms/teams, such as the European Strategic Safety Initiative (ESSI), when relevant to the implementation of the GASP and/or GASR. ESSI is an aviation safety partnership between EASA, other regulators and the industry.

3.9.7   The RASG-EUR or the IE-REST may establish one or more ad-hoc Groups, composed of experts from within and/or outside the RASG-EUR or the IE-REST, to undertake specific activities, such as performing studies or preparing supporting documentation on defined subjects for consideration by the RASG-EUR or IE-REST. Other States and international organizations may be invited to provide experts to participate in these ad-hoc Groups, as required. Each ad-hoc group will have a rapporteur, which will be appointed by the Secretary of the RASG-EUR

3.9.8   An ad-hoc group shall be dissolved either when it has completed its assigned task or when it has become apparent that work on the subject in question cannot be usefully continued.

3.10   ICAO EUR Regional Expert Safety Team (IE-REST)

3.10.1   The ICAO EUR Regional Expert Safety Team (IE-REST) is established, as a REST within the RASG-EUR structure, to support the development and implementation of safety enhancement initiatives and activities in the part of the ICAO EUR Region which is not covered by the EU/EASA regulatory framework, in line with the objectives of the European Regional Aviation Safety Group (RASG-EUR).

3.10.2   These safety enhancement initiatives and activities may be implemented through the harmonized efforts of the regulatory authorities, in coordination with service providers, airlines and aircraft manufacturers. The IE-REST Members will serve as focal points for introducing the safety enhancement initiatives and activities within their respective States or organizations and, in the case of representatives of civil aviation authorities, for coordinating their Government's efforts with industry.

3.10.3   The terms of reference of the IE-REST are contained in **Appendix B** to the RASG-EUR Procedural Handbook.

3.11   Coordination and Reporting lines

3.11.1   The RASG-EUR reports to the ICAO Council through the ICAO Air Navigation Commission (ANC) and the ICAO Secretariat. The RCOG reports to the RASG-EUR.

3.11.2   The IE-REST reports to the RASG-EUR through the RCOG. Coordination between the RASG-EUR contributory bodies will primarily be ensured by the RCOG and the ICAO EUR/NAT Secretariat.

3.11.3   An ad-hoc group established by the RASG-EUR reports to the RASG-EUR via the RCOG. An ad-hoc group established by the IE-REST reports directly to the IE-REST.

3.11.4   Routine relations between the RASG-EUR or its contributory bodies and other ICAO groups and meetings shall be conducted through the respective Secretaries/rapporteurs and/or the ICAO EUR/NAT Regional Office.

3.11.5   ICAO HQ and ICAO Regional Offices other than the EUR/NAT Office shall be kept informed of correspondence exchanged as part of the activities of the RASG-EUR and its contributory bodies whenever it may have an impact on their work.

4. PROCEDURES FOR THE CONDUCT OF MEETINGS OF THE RASG-EUR AND ITS CONTRIBUTORY BODIES

4.1   General

4.1.1   The RASG-EUR should operate with a minimum of formality and paperwork (paperless meetings) and the rules of procedure for the conduct of meetings should be as flexible and simple as possible. The RASG-EUR is expected to conduct its business by consensus of all interested parties. The following provisions do not include therefore any procedures for handling motions or voting.

4.1.2   Reports on meetings should not include statements by specific members or participants. However, specific divergent views expressed in relation to decisions taken or conclusions reached shall be recorded as an integral part of the report.

4.2   Convening of RASG-EUR and RCOG meetings

4.2.1   The RASG-EUR shall meet once per year, but may meet more frequently if deemed necessary. At each meeting, the RASG-EUR should agree on the date, duration and venue of its next meeting.

4.2.2   The convening letter for a RASG-EUR meeting shall be issued by the Secretary of the RASG-EUR, normally 90 days prior to the meeting. The convening letter should be accompanied by a provisional agenda, together with explanatory notes prepared by the Secretary of the RASG-EUR, in order to assist participants in preparing for the meeting.

4.3   Establishment of the provisional agenda of the RASG-EUR

4.3.1   The Secretary of the RASG-EUR, in consultation with the Chairperson of the RASG-EUR shall establish a provisional agenda on the basis of the work programme adopted and the documentation available.

4.3.2   At the opening of the meeting any RASG-EUR Member or Partner may propose the inclusion of additional items on the agenda, and this shall be accepted if the majority of RASG-EUR Members attending the meeting so agree.

4.4   Languages

4.4.1   The language of the meetings of the RASG-EUR, RCOG and IE-REST shall be English. Translation and interpretation in Russian language will be provided as needed for these meetings.

4.4.2   The reports of meetings (or summaries of discussions) and supporting documentation for meetings of the RASG-EUR, RCOG and IE-REST will be prepared in English. The reports of the RASG-EUR (plenary) meetings will also be prepared in Russian.

4.5   ICAO Secretariat support to the RCOG and IE-REST

4.5.1   The Secretary of the RCOG and IE-REST is the Regional Officer, Safety, of the ICAO EUR/NAT Regional Office. S/he will be assisted by Experts from the ICAO Regional Office and/or ICAO Headquarters, as required.

4.5.2   Each ad-hoc group will have a rapporteur, who will produce summary of discussions for reporting to the RCOG Secretary. Ad-hoc group meetings will normally not be supported by the ICAO Secretariat.

4.6   Roles and Responsibilities

Chairperson of the RASG-EUR

4.6.1   The Chairperson will:

1.   call for RASG-EUR meetings;

2.   chair the RASG-EUR meetings;

3.   keep the focus on high priority items;

4.   ensure agendas meet objectives to improve safety;

5.   provide leadership for on-going projects and accomplishments;

6.   promote consensus among the RASG-EUR members;

7.   coordinate RASG-EUR activities closely with the Secretariat and follow-up meeting outcomes and actions; and

8.   promote the RASG-EUR and lobby for contributors.

Secretariat of the RASG-EUR

4.6.2   The Secretariat will support the Chairperson by providing administrative, coordination and technical support to the RASG-EUR. In particular, The Secretariat will:

1.   coordinate meeting logistics with meeting host(s);

2.   develop meeting agendas;

3.   ensure meeting agendas, documentation and summaries are provided to RASG-EUR Members and Partners;

4.   ensure meeting summaries, notices, and related documents are posted in a timely manner on the RASG-EUR section of the ICAO EUR/NAT website;

5.   track, monitor and facilitate action items and report status to the RASG-EUR;

6.   ensure alignment of RASG-EUR activities with the GASP/GASR;

7.   maintain communication with RASG-EUR Members;

8.   identify required administrative support; and

9.   manage the RASG-EUR work programme.

RASG-EUR Members and Partners

4.6.3   Representatives of Members and Partners of the RASG-EUR shall assume the duties and responsibilities of ensuring the normal conduct of business of the RASG-EUR. They should attend the meetings of the RASG-EUR and maintain the continuity of the RASG-EUR's work in the interval between meetings. This may take the form of the assignment of specific tasks to selected individual RASG-EUR Members or Partners.

4.6.4   Each RASG-EUR Member or Partner will designate a Representative and Alternate to support the RASG-EUR goals and objectives. If a designated Representative or Alternate changes, the proposed replacement shall be notified by the RASG-EUR Member or Partner concerned to the RASG-EUR Secretary.

4.6.5   RASG-EUR Members and Partners will:

   a)   be prepared to provide active support by deliberating and identifying issues;

   b)   support goals and objectives by maintaining timely and active communication with the RASG-EUR; and

   c)   when relevant, share safety improvements with RASG-EUR members.

Non-Member Participants and Guest Observers

4.6.6   Non-Member Participants are individuals who may be invited at the discretion of the RASG-EUR Secretary, in coordination with the Chairperson, to participate in RASG-EUR activities and meetings to enhance the quality and effectiveness of RASG-EUR by providing advice and views when requested, but with no rights to take part in decisions.

4.6.7   Guest Observers are individuals who may be invited at the discretion of the RASG-EUR Secretary, in coordination with the Chairperson, to strictly observe a RASG-EUR meeting or activity.

4.7   Supporting documentation

4.7.1   The following documentation, including proposed action as required, may be presented to the RASG-EUR meetings by States, International Organizations, the Secretariat or the RCOG:

   a)   *Working papers*: these normally contain material with a draft decision, conclusion, or inviting action by the meeting;

   b)   *Information papers*: these are submitted in order to provide the meeting with information on which no action is required and will normally not be discussed at the meeting;

   c)   *Flimsies*: these are documents (such as papers or Powerpoint presentations) which are prepared on an ad-hoc basis before or in the course of a meeting with the purpose to assist the meeting in the discussion on a specific matter or in the drafting of a text for a Conclusion or Decision.

4.7.2   Working papers and Information papers shall be presented in a standardized format. Each paper should be limited to one agenda item or sub-item and contain, as appropriate, introduction of the matter, brief discussion and - in the case of a working paper - conclusions with specific proposals for action.

4.8   Conclusions and Decisions of the Meetings

4.8.1   Action taken by the RASG-EUR shall be recorded in the form of:

   a)   *Conclusions*, which deal with matters which, in accordance with the terms of reference of the RASG-EUR, merit directly the attention of States or on which further action will be initiated by ICAO in accordance with established procedures;

   b)   *Decisions*, which deal with matters of concern only to the RASG-EUR and its contributory bodies; and/or

   c)   *Statements*, which deal with a position reached by consensus regarding a subject without a requirement for specific follow-up activities.

4.8.2   Each Conclusion and Decision formulated by the RASG-EUR should explicitly and clearly respond to the following "4 W" questions:

Why	Why this Conclusion or Decision is needed (subject)
What	What action is required (State Letter, survey, proposal for amendment, seminar, etc.)
Who	Who is responsible of the required action (e.g. ICAO, States, Partners, etc)
When	Target date

4.9   Conduct of business for RASG-EUR meetings

4.9.1   The meetings of the RASG-EUR shall be conducted by the Chairperson or, in his absence, by one of the Vice-Chairpersons of the RASG-EUR.

4.9.2   At the first sitting of each meeting, following the opening by the Chairperson, the Secretary shall inform participants of the arrangements made for the conduct of the meeting, its organization and of the documentation available for consideration of the different items on the agenda.

4.9.3   The RASG-EUR shall at each of its meetings review outstanding Conclusions/Decisions and Action Plans of the previous meeting in order to keep them current and their number at a minimum consistent with the progress achieved in implementation.
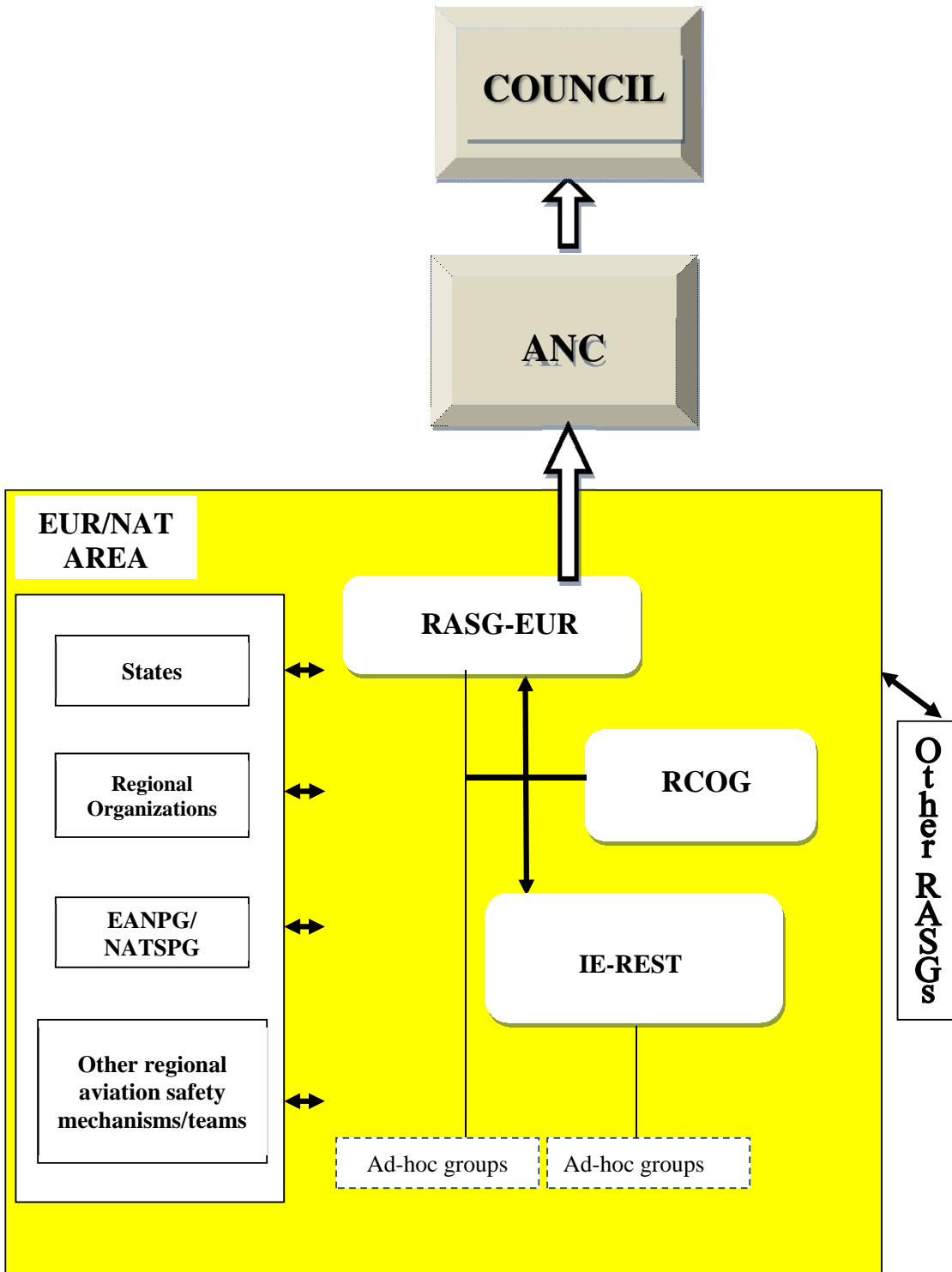
4.10   Reports

4.10.1   Reports on meetings shall be of a simple layout and as concise as possible and shall include:

      a)   a brief history of the meeting (duration, attendance and agenda);

      b)   the list of Conclusions and Decisions of the meeting; and

      c)   the work programme and future action by the RASG-EUR.

4.10.2   A draft report in English will be prepared by the Secretariat and sent to the RASG-EUR meeting participants within 5 working days of the meeting closure for review and approval.
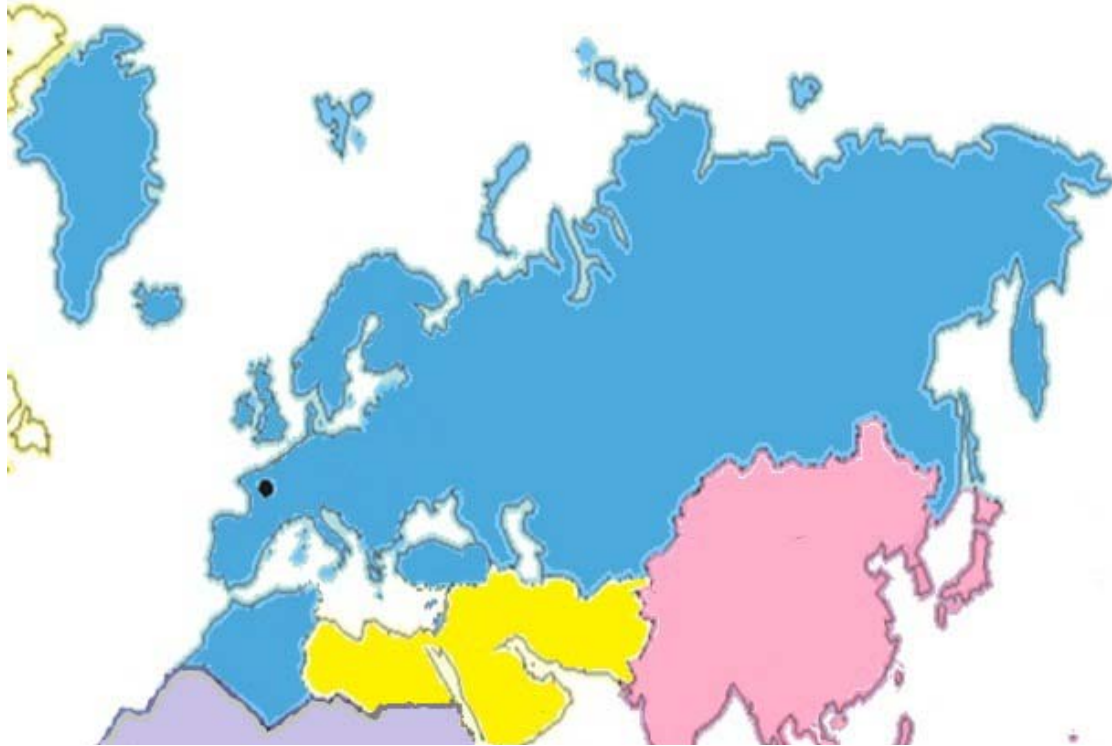
4.10.3   The report shall be posted on the ICAO EUR/NAT website and shall also be circulated to all RASG-EUR Members and Partners.

5. RASG-EUR ORGANIZATIONAL STRUCTURE

COUNCIL

ANC

EUR/NAT AREA

States

Regional Organizations

EANPG/ NATSPG

Other regional aviation safety mechanisms/teams

RASG-EUR

RCOG

IE-REST

Other RASGs

Ad-hoc groups | Ad-hoc groups

_____

Appendix A – **ICAO EUR/NAT OFFICE – ACCREDITATION AREA**

*(paragraph 2.11 refers***)**

1. Contracting States entitled to participate as members in the RASG-EUR:

Albania
Algeria
Andorra
Armenia
Austria
Azerbaijan
Belarus
Belgium
Bosnia and Herzegovina
Bulgaria
Croatia
Cyprus
Czech Republic
Denmark
Estonia
Finland
France
Georgia

Germany
Greece
Hungary
Iceland
Ireland
Israel
Italy
Kazakhstan
Kyrgyzstan
Latvia
Lithuania
Luxembourg
Malta
Monaco
Montenegro
Morocco
Netherlands
Norway
Poland
Portugal

Republic of Moldova
Romania
Russian Federation
San Marino
Serbia
Slovakia
Slovenia
Spain
Sweden
Switzerland
Tajikistan
The former Yugoslav
Republic of Macedonia
Tunisia
Turkey
Turkmenistan
Ukraine
United Kingdom
Uzbekistan

2. Regional organizations entitled to participate as members in the RASG-EUR:
- European Aviation Safety Agency (EASA)
- European Civil Aviation Conference (ECAC)
- European Commission (EC)
- EUROCONTROL
- Interstate Aviation Committee (IAC)

3. Partners entitled to participate in the RASG-EUR:

    A. Non-Contracting States within the EUR/NAT accreditation area:
- Holy See
- Liechtenstein

    B. International Organizations:
- Airports Council International (ACI)
- Civil Air Navigation Services Organization (CANSO)
- Flight Safety Foundation (FSF)
- Flight Safety Foundation International (FSFI)
- International Air Transport Association (IATA)
- International Business Aviation Council (IBAC)
- International Coordinating Council of Aerospace Industries Associations (ICCAIA)
- International Council of Aircraft Owner and Pilot Associations (IAOPA)
- International Federation of Air Line Pilots' Associations (IFALPA)
- International Federation of Air Traffic Controllers' Associations (IFATCA)

    C. Contracting States outside the EUR/NAT accreditation area:
- United States

    D. Other stakeholders:

Regional Organizations, e.g. Association of European Airlines (AEA), etc.

—————————————

Appendix B – TERMS OF REFERENCE FOR THE ICAO EUR REGIONAL EXPERT SAFETY TEAM (IE-REST)

(paragraph 3.10.3. refers)

1.   Purpose

1.1   The purpose of the ICAO EUR Regional Expert Safety Team (IE-REST) is to support the development and implementation of safety enhancement initiatives and activities in the part of the ICAO EUR Region which is not covered by the EU/EASA regulatory framework, in line with the objectives of the European Regional Aviation Safety Group (RASG-EUR). These safety enhancement initiatives and activities may be implemented through the harmonized efforts of the regulatory authorities, in coordination with service providers, airlines and aircraft manufacturers. The IE-REST Team Members will serve as focal points for introducing the safety enhancement initiatives and activities within their respective States or organizations and, in the case of representatives of civil aviation authorities, for coordinating their Government's efforts with industry.

1.2   To accomplish these objectives, the IE-REST will, as much as possible in partnership with the various safety groups in function within the IE-REST geographical area (i.e. the part of the ICAO EUR Region which is not covered by the EU/EASA regulatory framework):

    1.2.1   Review the available relevant safety data and analyse safety risk areas;

    1.2.2   Review the global safety initiatives (GSIs) established in the Global Aviation Safety Plan (GASP);

    1.2.3   Review relevant safety enhancement initiatives and activities which have already been developed by existing safety groups such as the European Commercial Aviation Safety Team (ECAST), the Commercial Aviation Safety Team (CAST) and RASGs other than RASG-EUR, with a view to applying leading practices; and

    1.2.4   Use a data-driven and risk based approach develop and support the implementation of safety enhancement initiatives and activities which have the potential to effectively and economically reduce aviation risks in the IE-REST geographical area.

2   Membership

2.1   Membership of the IE-REST includes competent representatives from the relevant State aviation authorities (personnel licensing, flight operations, airworthiness, aerodrome, ATM, accident/incident investigation representatives), regional/international organizations, air operators, service providers, manufacturers and industry organizations.

2.2   Other representatives or entities directly involved in aviation safety may be invited to join the IE-REST as members or observers as decided by the RASG-EUR Secretariat. In particular, RASG-EUR members (States or regional organizations) located outside the IE-REST geographical area but wishing to contribute to the IE-REST work may become IE-REST members.

2.4   Other stakeholders may be invited to participate in IE-REST meetings or activities as appropriate to the subjects under consideration.

3.0 Working methods

3.1 IE-REST Co-chairs will be elected from the IE-REST nominated members. One Co-chair will be elected from a Contracting State and the other Co-chair will be elected from the industry. The term of office of IE-REST Co-chairs will be for two years.

3.2 The Regional Officer, Safety, ICAO European and North Atlantic Office (EUR/NAT Office) will serve as the IE-REST Secretary. The ICAO Regional Office, Europe and North Atlantic, and ICAO Headquarters will provide additional administrative and technical support as needed.

3.3 The IE-REST, as much as possible in partnership with the various safety teams in function within the IE-REST geographical area:

- supports the objectives of the RASG-EUR;

- reviews the available relevant safety data and analyses the identified safety risk areas;

- promotes and supports the collection and protection of safety data, including data on incidents and hazards;

- promotes safety culture and reporting culture;

- reviews relevant safety enhancement initiatives and activities which have already been developed by existing safety groups such as ECAST, CAST, and RASGs other than RASG-EUR with a view to applying leading practices;

- using a data-driven and risk based approach, develops and supports the implementation of safety enhancement initiatives which have the potential to effectively and economically reduce aviation risks in the Region;

- advises the RASG-EUR of any important safety enhancement initiatives which have not been launched within the RASG-EUR;

- identifies areas of safety concern that would require emphasis within the Region, and recommends to the RASG-EUR activities to address those concerns;

- supports the implementation of data driven action plans developed using risk analysis by performance-based safety systems;

- works closely with air operators, service providers, manufacturers and industry organizations, and other appropriate organizations to ensure that activities are performed through a coordinated effort; and

- perform other activities as needed.

3.4 The IE-REST Co-chairs will facilitate the sharing of safety information and experiences among all stakeholders in the region and will develop methods that minimize duplication of safety activities at the regional and sub-regional level.

3.5 The IE-REST Co-chairs will maintain close contact with ICAO to benefit from its advice on the subject and to this effect they will provide regular feedback to the IE-REST Secretariat on the activities of IE-REST. In addition, they will liaise as required with other regional safety teams to benefit from their efforts.

3.6   IE-REST Co-chairs shall:

- Call meetings;
- Chair the IE-REST meetings;
- Keep focus on high priority items;
- Ensure agendas meet objectives;
- Promote consensus among the group members;

- Coordinate IE-REST activities closely with the RASG-EUR Secretariat;
- Promote IE-REST and lobby for contributors and support; and
- Conduct follow-up activities as required.

3.7   IE-REST Members commit to:

- Assist the IE-REST Co-chairs;
- Provide technical expertise and collaborate in the development of material as requested by IE-REST;
- Achieve consensus among the group members;
- Maintain communication and linkage with the Secretariat regarding RASG-EUR activities; and
- Complete tasks assigned to them.

3.8   The IE-REST reports to the RASG-EUR through the RASG-EUR Coordination Group (RCOG).

3.9   The IE-REST will normally meet twice each year. The on-going work/coordination of the IE-REST may be accomplished through electronic communications and regular teleconferences. Additional meetings may be organized when needed to address urgent safety issues.

3.10   IE-REST meetings will be conducted in English. Translation and interpretation in Russian language will be provided as needed.

3.11   The IE-REST will use the "Safety Enhancement Initiative Tool" adopted by the RCOG for developing and monitoring the implementation of safety enhancement initiatives launched within the RASG-EUR.

- END -

APPENDIX D - PRIORITIES TO BE CONSIDERED BY THE ICAO EUR REGIONAL EXPERT SAFETY TEAM (IE-REST) FOR THE DEVELOPMENT OF SAFETY ENHANCEMENT INITIATIVES (SEIs) TO BE LAUNCHED WITHIN ITS GEOGRAPHICAL AREA

1- Priorities regarding systemic issues at State level:

   i.   Strengthening the capacity of civil aviation authorities (CAAs) to recruit, train and retain adequately qualified and experienced staff;

   ii. Urging and supporting the establishment of a State Safety Programme by each State;

   iii. Ensuring that CAAs have the appropriate degree of autonomy;

   iv. Within the SSP: enhancing the effectiveness and efficiency of occurrence reporting systems;

   v.   Within the SSP: Enhancing the effectiveness and efficiency of safety data analysis systems (including actions to achieve consistent use of ICAO accident and incident reporting system(ADREP)/ECCAIRS taxonomy, data quality control, and availability of ECCAIRS in Russian language);

   vi. Enhancing States' capacity to regulate, approve and conduct continuing surveillance of type rating training organizations (TRTO); and

   vii. Enhancing the effectiveness and efficiency of accident and serious incidents investigation systems.

2- Priorities regarding systemic issues at Regional level:

   i.   Improving coordination between the safety initiatives taken by the various regional organizations (including industry organizations) and States in the Region, and monitoring progress in the implementation of these initiatives; and

   ii. Encouraging and supporting assistance to States when needed, including through inter-State cooperation.

3- Priorities regarding systemic issues at industry level:

   i.   Supporting the implementation of safety management systems (SMS) by the industry, in particular enhancing the effectiveness and efficiency of:

      (1)   internal occurrence reporting systems; and

      (2)   For air operators: Flight Data Analysis System;

   ii. Supporting the implementation of ICAO provisions related to Fatigue Risk Management Systems (FRMS); and

   iii. Facilitating the implementation of industry best/leading practices.

4- Priorities regarding runway safety specifically:

   i.   supporting the creation and implementation of local Runway Safety Teams (RSTs).

5- Priorities regarding controlled flight into terrain (CFIT) specifically:

    i.   Supporting the installation and operation of enhanced ground proximity warning systems (EGPWS) – GPWS with forward looking feature- wherever possible and, if not, the installation of lower cost solutions; and

    ii.   Supporting the implementation of the recommendations contained in the Flight Safety Foundation (FSF) Approach and Landing Accident Reduction (ALAR) toolkit, including making the latest version of the toolkit available in Russian language.

6- Priorities regarding loss of control (LOC) specifically:

    i.   supporting the implementation of the upcoming amendments to ICAO provisions following the work of the LOC committee hosted by ICAO Headquarters

- END -