



International Civil Aviation Organization

MIDANPIRG/23 & RASG-MID/13 Meetings

(Cairo, Egypt, 14 – 18 June 2026)

Agenda Item 6.1: MIDANPIRG & RASG-MID Working Arrangements

WORKING ARRANGEMENTS OF MIDANPIRG & RASG-MID

(Presented by the Secretariat)

SUMMARY

The aim of this paper is to assess the working arrangements of MIDANPIRG and RASG-MID and explore possible ways of improving the efficiency of both Groups from a governance, implementation-efficiency, and resource-utilization perspective.

Action by the meeting is at paragraph 3.

REFERENCE

- MIDANPIRG Terms of Reference
- RASG-MID Terms of Reference

1. INTRODUCTION

1.1 The meeting may wish to recall that the President of the ICAO Council approved new generic Terms of Reference of PIRGs and RASGs on 25 July 2019, in order to clarify the roles of stakeholders and promote partnership among them, harmonize the methods of work and improve regional reporting through more frequent meetings. It was agreed that the option to further expand the generic terms of reference to suit the regions needs will ensure flexibility of the work and lay the foundation for a more efficient meeting model and reporting.

1.2 At the 40th Session of the ICAO Assembly, it was decided to align the meeting schedule of the PIRGs and RASGs with the annual reporting requirement to the Council (A40-WP/608 refers). The Council, (C-DEC 219/7), during the Review of Assembly Resolutions and Decisions working paper (C-WP/14983 Rev. 2, Attachment C), endorsed the Assembly decision for the PIRGs and RASGs to meet and report to Council on an annual basis. Accordingly, the President of the Council on 7 August 2020 mandated the need for PIRGs & RASGs to meet on annual basis.

1.3 MIDANPIRG through Decision 18/52 and RASG-MID through Decision 8/9 endorsed the revised Terms of Reference of MIDANPIRG and RASG-MID at **Appendices A & B**, respectively, which are aligned with the generic Terms of Reference of PIRGs and RASGs approved by the President of the Council on 7 August 2020 with an annual frequency of meetings.

2. DISCUSSION

2.1 Since April 2019 (MIDANPIRG/17 & RASG-MID/7), MIDANPIRG and RASG-MID meetings have been organized concurrently. The MID Region transitioned to a combined/parallel track meetings format to enhance coordination and improve efficiency.

2.2 The increasing operational complexity within the MID Region and the growing implementation demands on States and the ICAO MID Regional Office warrant reflection on whether the current working arrangements of MIDANPIRG & RASG-MID remain the most efficient and implementation-focused model for the Region. In particular, the meeting may wish to reflect on the followings:

- Frequency of the meetings
- Format of the meetings (maintaining the current format, merging the 2 Groups into one similar to Europe and Africa, alternating between in-person full scale and online limited scope meetings, hybrid format similar to GREPECAS (online setting then in-person setting), etc)
- Decision-making process, such as the possibility to empowerment the Chairpersons to approve some urgent Draft Conclusions and Decisions to expedite implementation (fast-track))

2.3 Although, the current working arrangements of the annual combined/parallel track MIDANPIRG & RASG-MID meetings provided important benefits, in terms of regional coordination, alignment with ICAO global planning and reporting processes, and continuous monitoring of GASP/GANP implementation; it also revealed several key challenges, including:

- limited implementation progress;
- increasing workload on States and the Secretariat;
- increasing resource requirements;
- increasing challenges with regard to the hosting of the meetings, considering that the MID Office premises are not suitable for the convening of these meetings; and
- increasingly heavy agendas covering all subjects within the same framework, which may reduce effectiveness and participant engagement on issues not directly relevant to their technical focus.

2.4 A benchmarking of the working arrangements adopted in the different ICAO Regions shows that there are big differences between the different Regions, as follows:

- APAC Region: PIRG for 2.5 days followed by a half day PIRG/RASG coordination meeting (on day 3), then the RASG for 2 days, in an in-person setting on a yearly basis;
- EUR (EASPG) and NAT (EASPG): combined/merged Groups with a 4 day in-person meeting on a yearly basis;
- AFI (AASPG): combined/merged Groups with a 5 day in-person meeting on a yearly basis (an initial feedback is that a frequency of 2 years is more reasonable)
- GREPECAS: virtual asynchronous meetings which could last up-to 4 weeks to build momentum (analysis of WPs and provision of comments); then 3 day in-person meeting (it seems that GREPECAS endorsed a Conclusion during last meeting, 4-6 March 2026, to move to a 3 year cycle)

2.5 It is worth mentioning also that during the past years many accomplishments/success stories have been realized, and need to be maintained, such as:

- the inclusion in the Agenda of the meetings of items related to “Update from States and International Organizations” and “States’ bi-lateral Coordination meetings”;
- increase in the number of participants;
- establishment of the MIDANPIRG Enhancement Programme;
- MIDANPIRG Chairman Award;
- MIDANPIRG Innovation Award;
- Chairpersons roles and engagement; and
- Decision-making process.

2.6 Based on the above, it is proposed that MIDANPIRG and RASG-MID meetings alternate between in-person and virtual formats. In-person meetings would be held during the years when DGCA-MID meetings take place (even-numbered years), at least six months prior to the DGCA-MID meeting. Virtual meetings would be conducted during odd-numbered years. The virtual meetings of MIDANPIRG and RASG-MID would be organized separately and would have limited agenda focused primarily on the follow-up of existing Conclusions and Decisions, as well as any urgent or time-critical matters requiring attention or reporting. In contrast, the in-person meetings, held every two years, would address full scope agenda and maintain the current meeting format, including joint plenary sessions and parallel tracks for MIDANPIRG and RASG-MID.

2.7 The meeting may wish to agree to further examine opportunities to enhance the effectiveness and efficiency of both Groups through consultations with the Chairpersons and States. The outcome of these consultations could be used to identify the most appropriate working arrangements and, if necessary, develop proposals for consideration at the next MIDANPIRG and RASG-MID meetings.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and update the TORs of MIDANPIRG and RASG-MID at **Appendices A and B**;
- b) discuss and assess the strengths and weaknesses of the current working arrangements of MIDANPIRG and RASG-MID; and
- c) agree on the proposals in paragraphs 2.6 and 2.7.

APPENDIX A**TERMS OF REFERENCE OF MIDANPIRG****1. Membership**

1.1 All ICAO Contracting States, recognized by ICAO, within the area of accreditation of the ICAO MID Regional Office shall be members of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG).

2. Participation

2.1 In addition to States, the importance of a collaborative and proactive role by airspace users, international and regional organizations, and industry should be recognized due to their involvement in the rapid pace of technological development, expertise and other opportunities for sharing of resources.

2.2 MIDANPIRG meetings are open to all members. Each State member should be represented by a senior-level delegate nominated by the State preferably from the civil aviation authority (CAA) in order to support related policy-making within the State. A delegate may be supported by an alternate delegate and/or advisers with the requisite technical knowledge in the subject matters under consideration.

2.3 The CAAs should be supported by service providers (such as air navigation services providers, airport, operators, meteorological service providers, etc.) as advisers.

2.4 States located outside the area of accreditation of ICAO MID Regional Office can be invited on a case-by-case basis and in accordance with the Regional Office Manual to attend as observers.

2.5 International organizations recognized by the ICAO Council to participate in ICAO meetings should participate, as observers, in the MIDANPIRG meetings, and be encouraged to do so. Other stakeholders may be invited as observers, when required, to contribute to the work of the MIDANPIRG.

2.6 The participation of industry stakeholders should take into account relevant capabilities such as an involvement in the rapid pace of technological development, specific knowledge and expertise, and other opportunities including sharing of resources

2.7 Civil aviation commissions/conferences in particular the Arab Civil Aviation Organization (ACAO) may be invited to participate in the work of the MIDANPIRG.

2.8 The members and observers will serve as partners in MIDANPIRG, and their joint commitment is fundamental for success in improving implementation and safety worldwide.

2.9 MIDANPIRG meetings should be live-streamed, to the extent possible, to enable additional State participants to follow the proceedings.

3. Working Arrangements**3.1 STRUCTURE**

3.1.1 MIDANPIRG has the obligation to apply the most effective and efficient organizational structure and meeting modalities that best suit the characteristics of the region's implementation work programme while maintaining to the extent possible, alignment with these Terms of Reference, the regional work programme and the Global Air Navigation Plan (GANP).

3.1.2 The ICAO MID Regional Director will serve as the Secretary of the MIDANPIRG.

3.1.3 The organization of the MIDANPIRG should address global and region-specific air navigation-related matters, and meetings should be closely coordinated between the MIDANPIRG and MID-RASG chairpersons and the Secretariat. MIDANPIRG and MID-RASG meetings should be held back-to-back or combined to facilitate coordination and to ensure the efficient use of resources.

3.1.4 The MIDANPIRG shall be administered by a chairperson and one or two vice-chairpersons elected from the State-nominated delegates present. The MIDANPIRG will establish the cycle of elections.

3.1.5 The MIDANPIRG will build on the work already done by States, ICAO Regional Offices and existing regional and sub-regional organizations to support the development, maintenance and implementation of an air navigation plan for the MID region.

3.1.6 MIDANPIRG contributory bodies may be created by the MIDANPIRG to discharge the MIDANPIRG work programme by working on defined subjects requiring detailed technical expertise. A contributory body shall only be formed when it has been clearly established that it is able to make a substantial contribution to the required work. A contributory body will be dissolved by the MIDANPIRG when it has completed its assigned tasks or if the tasks cannot be usefully continued.

3.1.7 Invitations to MIDANPIRG meetings must be issued at least three months in advance of the meeting to assist States to plan participation.

3.1.8 The Secretariat will review and update the MIDANPIRG Handbook periodically, and as required, to ensure a result-oriented approach.

3.1.9 Where the meeting is held in more than one ICAO working language, interpretation services shall be made available to facilitate participation in the deliberations and adoption of the report by all participants.

3.1.10 States, international organizations and industry are invited to submit working papers, research works, etc. in order to enhance the work of the MIDANPIRG and its contributory bodies. To ensure proper time for consideration and good decision-making, the Secretary should ensure that all working papers are available at least fourteen days prior to the start of the meeting for consideration.

3.2 Venue

3.2.1 MIDANPIRG meetings will be convened in the MID Regional Office, to the extent possible, to facilitate proper access by States. Approval to host MIDANPIRG meetings outside of the MID Regional Office must be obtained from the President of the Council.

3.2.2 The Secretary General will ensure the allocation of the necessary financial resources to host MIDANPIRG meetings.

3.2.3 MIDANPIRG contributory bodies may be convened at a different location, if required, to be determined by the Secretary and Chairperson of the MIDANPIRG, and contributory body. Venues shall be chosen with the primary aim of facilitating maximum State attendance.

3.3 State Role

3.3.1 State CAAs, supported by service providers as necessary, should participate in the work of the MIDANPIRG and its contributory bodies to:

- a) ensure the continuous and coherent development and implementation of regional air navigation plans (RANP) and report back on the key performance indicators (KPIs);
- b) support the regional work programme with participation from the decision-making authority with the technical expertise necessary for the planning and implementation mechanism, thus supporting policy decisions at the State level;
- c) enable coordination, at the national level, between the CAA, service providers and all other concerned stakeholders, and harmonization of the national air navigation plans (NANP) in line with the regional and global plans;
- d) facilitate the implementation of GANP goals and targets;
- e) report on the status of implementation, within the State, on a regular basis;
- f) plan for basic services to be provided for international civil aviation in accordance with ICAO Standards, within State national plans;
- g) facilitate the development and establishment of Letters of Agreement and bilateral or multilateral agreements;
- h) mitigate deficiencies identified under the uniform methodology for the identification, assessment and reporting of air navigation deficiencies in a timely manner;
- i) embrace a performance-based approach for implementation as highlighted in the Global Plans; and
- j) ensure the inclusion of the regional priorities in the States' national implementation plans to the extent possible.

3.4 International Organization and Industry Role

3.4.1 Industry, in particular airspace users, professional associations and organizations (such as Airports Council International (ACI), Civil Air Navigation Services Organisation (CANSO), International Federation of Air Line Pilots (IFALPA) Associations, International Federation of Air Traffic Controllers' Associations (IFATCA), International Air Transport Association (IATA), etc.) should participate in the work of the MIDANPIRG and its contributory bodies, in order to support air navigation implementation and collaborative decision-making processes, taking into consideration the safety aspects of air navigation services.

3.4.2 Their focus should be on identifying regional requirements and ensuring that their available resources are adequately allocated.

3.5 Reporting

3.5.1 The MIDANPIRG reports outcomes to the ICAO Council through the Air Navigation Commission (ANC) as facilitated by the ICAO Secretariat.

3.5.2 MIDANPIRG meeting reports should be provided in a standardized format to the governing bodies of ICAO to identify regional and emerging challenges, and shall include as a minimum:

- a) a brief history of the meeting (duration and agenda);
- b) a list of meeting participants, affiliation and number of attendees;
- c) a list of conclusions and decisions with a description of their rationale (what, when, why and how);
- d) common implementation challenges identified amongst MIDANPIRG members and possible solutions, assistance required and estimated timelines to resolve, if applicable, by sub-region;
- e) identification of and recommendations on particular actions or enhancements that would require consideration by the ANC and Council to address particular challenges, including the need for amendment proposals to global provisions and guidance materials submitted by States;
- f) a list of issues cross-referenced to actions to be taken by ICAO Headquarters and/or MID Regional Office;
- g) based on the GANP, and associated KPIs and tools, report to the extent possible on the status of implementation of air navigation goals, targets and indicators, including the priorities set by the region in their regional air navigation plans exploring the use of regional dashboards to facilitate monitoring regional progress being made;
- h) a list of items for coordination with the RASG-MID and a concise summary of the outcome of related discussions;
- i) air navigation deficiencies identified and timelines for mitigation thereof; and

- j) the work programme and future actions to be taken by the MIDANPIRG.

3.5.3 A technical officer from Headquarters (Air Navigation Bureau) will participate and provide support to the meeting and subsequently arrange for the presentation of reports, in coordination with the MID Regional Office and chairpersons of the MIDANPIRG, to the ANC and Council for review and harmonization.

3.5.4 The Draft MIDANPIRG report will be approved at the end of the meeting.

3.5.5 Headquarters will provide feedback to the MIDANPIRGs highlighting the actions taken by the ANC and Council related to their previous meeting outcomes.

3.5.6 The MIDANPIRG will report to Council on an annual basis through the consolidated report on PIRGs and RASGs.

4. Global Plans

4.1 In regard to Global Plans, the MIDANPIRG shall:

- a) support implementation by States of the *Global Air Navigation Plan* (GANP, Doc 9750) taking into account aspects of the *Global Aviation Safety Plan* (GASP, Doc 10004) and Global Aviation Security Plan (GASeP) by ensuring effective coordination and cooperation between all States and stakeholders;
- b) monitor and report the progress on the implementation by States of the GANP, and the regional objectives and priorities;
- c) ensure continuous and coherent development of the regional air navigation plan, *Regional Supplementary Procedures* (Doc 7030) and other relevant regional documentation, and propose amendments to reflect the changes in operational requirements in a manner that is harmonized with adjacent regions, consistent with ICAO Standards and Recommended Practises (SARPs), Procedures for Air Navigation Services (PANS) and the GANP;
- d) provide feedback on the GANP implementation and propose amendments to the Global Plans as necessary to keep pace with the latest developments and ensure harmonization with regional and national plans;
- e) in line with the GANP and regional priorities, identify specific deficiencies in the air navigation field, and propose mitigating actions and timelines to resolve deficiencies; and
- f) verify the provision of air navigation facilities and services in accordance with global and regional requirements.

5. Regional Activities

5.1 In regard to regional activities, the MIDANPIRG shall:

- a) serve as a regional cooperative forum that determines regional priorities, develops and maintains the regional air navigation plan and associated work programme based on the GANP and relevant ICAO Provisions;
- b) facilitate the development and implementation by States of air navigation systems and services as identified in the regional air navigation plan and Doc 7030;
- c) monitor and report on the status of implementation by States of the required air navigation facilities, services and procedures in the region, and identify the associated difficulties and deficiencies to be brought to the attention of the Council;
- d) facilitate the development and implementation of Corrective Action Plans (CAPs) by States to resolve identified deficiencies, where necessary;
- e) identify and report on regional and emerging air navigation challenges experienced that affect implementation of ICAO global provisions by States and measures undertaken or recommended to effectively address them;
- f) facilitate the development and implementation of regional and national air navigation plans by States; and
- g) assist Member States with guidance to implement complex aviation systems.

6. MIDANPIRG Coordination

6.1 In regard to coordination, the MIDANPIRG shall:

- a) coordinate safety issues with the RASG-MID;
- b) foster cooperation, information exchange, sharing of experiences and best practices among States and stakeholders;
- c) provide a platform for regional coordination and cooperation amongst States and stakeholders for the continuous improvement of air navigation systems in the region with due consideration to harmonization of developments and deployments, intra- and interregional coordination, and interoperability;
- d) ensure that all air navigation activities at the regional and sub-regional level are properly coordinated amongst role players to avoid duplication of efforts;
- e) identify security, environmental and economic issues that may affect the operation of the air navigation system, and inform ICAO Secretariat accordingly for action; and
- f) through the MIDANPIRG Secretary, inform the Directors General of Civil Aviation and related civil aviation commission/conferences of MIDANPIRG meeting results.

7. Interregional Coordination

7.1 The MIDANPIRG shall:

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- a) ensure interregional coordination through formal and informal mechanisms, including the participation in meetings established for the purpose of coordinating PIRG and RASG activities, the GANP, regional air navigation plans and regional supplementary procedures (SUPPs); and
- b) ensure coordination with informal groups, such as the South Atlantic Group (SAG) Informal South Pacific ATS Coordination Group (ISPACG) and Informal Pacific ATS Coordination Group (IPACG) to assure harmonized planning and smooth transition through regional interface areas.

7.2 ICAO Headquarters shall arrange a global coordination meeting between all PIRG and RASG chairpersons and secretaries on a biennial basis.

8. Expansion of Terms of Reference

8.1 The Terms of Reference above serve as a global basis for PIRG operations and may be further expanded by the MIDANPIRG, as required, to maintain the flexibility and efficiency of its work. Additional terms of reference adopted by the MIDANPIRG must be approved by the President of the Council and be included in the MIDANPIRG Procedural Handbook.

APPENDIX B

TERMS OF REFERENCE OF RASG-MID

1. MEMBERSHIP

1.1 All ICAO Contracting States recognized by ICAO, within the area of accreditation of the ICAO MID Regional Office shall be members of the RASG-MID.

2. PARTICIPATION

2.1 In addition to States, the importance of a collaborative and proactive role by airspace users, international and regional organizations, and industry should be recognized due to their involvement in the rapid pace of technological development, expertise and other opportunities for sharing of resources.

2.2 RASG-MID meetings are open to all members. Each State member should be represented by a senior-level delegate nominated by the State, preferably from the civil aviation authority (CAA) in order to support related policy-making within the State. A delegate may be supported by an alternate delegate and/or advisers with the requisite technical knowledge in the subject matters under consideration.

2.3 The CAAs should be supported by representatives from service providers and industry.

2.4 States located outside the area of accreditation of the ICAO MID Regional Office can be invited on a case-by-case basis and in accordance with the *Regional Office Manual* to attend as observers.

2.5 International organizations recognized by the ICAO Council to participate in ICAO meetings should participate, as observers, in the RASG-MID meetings, and be encouraged to do so. Other stakeholders may be invited as observers, when required, to contribute to the work of the RASG-MID.

2.6 The participation of industry stakeholders should take into account relevant capabilities such as an involvement in the rapid pace of technological development, specific knowledge and expertise, and other opportunities including sharing of resources.

2.7 Civil aviation commissions/conferences, in particular the Arab Civil Aviation Organization (ACAO), may be invited to participate in the work of the RASG-MID.

2.8 The members and observers will serve as partners in RASG-MID, and their joint commitment is fundamental for success in improving safety worldwide.

2.9 RASG-MID meetings should be live-streamed, to the extent possible, to enable additional State participants to follow the proceedings.

3. WORKING ARRANGEMENTS

3.1 Structure

3.1.1 RASG-MID has the obligation to apply the most effective and efficient organizational structure and meeting modalities that best suit the characteristics of the region's implementation work programme while maintaining to the extent possible, alignment with these Terms of Reference, the MID regional work programme and the Global Aviation Safety Plan (GASP).

3.1.2 The ICAO MID Regional Director will serve as the Secretary of the RASG-MID.

3.1.3 The organization of the RASG-MID should address global and region-specific safety-related matters, and meetings should be closely coordinated between the RASG-MID and MIDANPIRG chairpersons and the Secretariat. RASG-MID and MIDANPIRG meetings should be held back-to-back or combined to facilitate coordination and to ensure the efficient use of resources.

3.1.4 The RASG-MID shall be administered by a chairperson and first vice-chairperson elected from the State-nominated delegates present and second vice-chairperson be elected from the international and regional organizations, and/or industry present. The RASG-MID will establish the cycle of elections.

3.1.5 The RASG-MID will build on the work already done by States, ICAO MID Regional Office and existing regional and sub-regional organizations (such as the cooperative development of operational safety and continuing airworthiness programmes, regional safety oversight organizations (RSOO), regional accident and incident investigation organizations (RAIOs) and industry) to support the establishment and operation of safety management processes for the MID Region.

3.1.6 RASG-MID contributory bodies may be created by the RASG-MID to discharge the RASG-MID work programme by working on defined subjects requiring detailed technical expertise. A contributory body shall only be formed when it has been clearly established that it is able to make a substantial contribution to the required work. A contributory body will be dissolved by the RASG-MID when it has completed its assigned tasks or if the tasks cannot be usefully continued.

3.1.7 Invitations to RASG-MID meetings must be issued at least three months in advance of the meeting to assist States to plan participation.

3.1.8 The Secretariat will review and update the RASG-MID Procedural Handbook periodically, and as required, to ensure a result-oriented approach.

3.1.9 Where the meeting is held in more than one ICAO working language, interpretation services shall be made available to facilitate participation in the deliberations and adoption of the report by all participants.

3.1.10 States, international organizations and industry are invited to submit working papers, research works, etc. in order to enhance the work of the RASG-MID and its contributory bodies. To ensure proper time for consideration and good decision-making, the Secretary should ensure that all working papers are available at least fourteen days prior to the start of the meeting for consideration.

3.1.11 The frequency of the RASG-MID meetings will be on an annual basis.

3.2 Venue

3.2.1 RASG-MID meetings will be convened in the MID Regional Office, to the extent possible, to facilitate proper access by States. Approval to host RASG-MID meetings outside of the MID Regional Office must be obtained from the President of the Council.

3.2.2 The Secretary General will ensure the allocation of the necessary financial resources to host RASG-MID meetings.

3.2.3 RASG-MID contributory bodies may be convened at a different location, if required, to be determined by the Secretary and Chairperson of the RASG-MID, and contributory body. Venues shall be chosen with the primary aim of facilitating maximum State attendance.

3.3 State role

3.3.1 State CAAs, supported by service providers as necessary, should participate in the work of the RASG-MID and its contributory bodies to:

- a) ensure the continuous and coherent development and implementation of regional safety plans (MID-RASP) and report back on the key performance indicators (KPIs);
- b) support the regional work programme with participation from the decision-making authority with the technical expertise necessary for the planning and implementation mechanism, thus supporting policy decisions at the State level;
- c) support the implementation of effective safety management and collaborative decision-making processes to mitigate aviation safety risks, thus supporting policy decisions at the State level;
- d) contribute information on safety risk, including State safety programme (SSP) safety performance indicators (SPIs, in accordance with the GASP as part of their safety risk management activities);
- e) ensure coordination, at the national level, between the CAA, service providers and all other concerned stakeholders, and harmonization of the national plans with the regional and global plans;
- f) facilitate the development and establishment of Letters of Agreement and bilateral or multilateral agreements;
- g) ensure the implementation of the GASP goals and targets; and
- h) embrace a performance-based approach for implementation as highlighted in the Global Plans.

3.4 International organization and industry role

3.4.1 Industry stakeholders/partners should participate in the work of the RASG-MID and its contributory bodies in order to support the implementation of safety oversight activities, safety management and collaborative decision-making processes, as well as to identify regional requirements, mitigate aviation safety risks, provide technical expertise, as required, and ensure adequate resources.

3.4.2 Their focus should be on identifying regional requirements and ensuring that their available resources are adequately allocated.

3.5 Reporting

3.5.1 The RASG-MID reports outcomes to the ICAO Council through the Air Navigation Commission (ANC) as facilitated by the ICAO Secretariat.

3.5.2 RASG-MID meeting reports should reflect the structure of the GASP (organizational challenges, operational safety risks, infrastructure and safety performance measurement) and RASG-MID deliverables should map the expected GASP goals and targets.

3.5.3 RASG-MID meeting reports should be provided in a standardized format to the governing bodies of ICAO to identify regional and emerging challenges, and shall include as a minimum:

- a) a brief history of the meeting (duration and agenda);
- b) a list of meeting participants, affiliation and number of attendees;
- c) a list of conclusions and decisions with a description of their rationale (what, when, why and how);
- d) a list of safety enhancement initiatives (SEIs) linked to the associated GASP targets and indicators, and the appropriate mechanism used to measure their effectiveness;
- e) common implementation challenges identified amongst RASG-MID members and possible solutions, assistance required and estimated timelines to resolve, if applicable, by sub-region;
- f) identification of and recommendations on particular actions or enhancements that would require consideration by the ANC and Council to address particular challenges;
- g) a list of issues cross-referenced to actions to be taken by ICAO Headquarters and/or Regional Offices;
- h) based on the GASP, and associated SPIs and tools, report to the extent possible on the status of implementation of safety goals, targets and indicators, including the priorities set by the region in the MID regional safety plan (MID-RASP) exploring the use of regional dashboards to facilitate monitoring regional progress being made;
- i) a list of items for coordination with the MIDANPIRG and a concise summary of the outcome of related discussions;
- j) feedback on implementation issues and actionable recommendations to the ICAO Council to continually improve future editions of the GASP that identify regional safety objectives and priorities to ensure proper focus on emerging safety concerns; and
- k) the work programme and future actions to be taken by the RASG-MID.

3.5.4 A technical officer from Headquarters (Air Navigation Bureau) will participate and provide support to the meeting and subsequently arrange for the presentation of reports, in coordination with the MID Regional Office and chairpersons of the RASG-MID, to the ANC and Council for review and harmonization.

3.5.5 The Draft RASG-MID report will be approved at the end of the meeting.

3.5.6 Headquarters will provide feedback to the RASG-MID highlighting the actions taken by the ANC and Council related to their previous meeting outcomes.

3.5.7 The RASG-MID will report to Council on an annual basis through the consolidated report on PIRGs and RASGs.

4. GLOBAL PLANS

4.1 In regard to Global Plans, the RASG-MID shall:

- a) support implementation by States of the *Global Aviation Safety Plan* (GASP, Doc 10004) taking into account aspects of the *Global Air Navigation Plan* (GANP, Doc 9750) and Global Aviation Security Plan (GASeP) by ensuring effective coordination and cooperation between all States and stakeholders;
- b) monitor and report the progress on the implementation by States of the GASP and the regional objectives and priorities;
- c) provide feedback on the GASP implementation and propose amendments to the Global Plans as necessary to keep pace with the latest developments and ensure harmonization with regional and national plans;
- d) in line with the GASP and regional priorities, identify specific aviation safety risks and propose mitigating actions using the mechanisms defined by Annex 19 — *Safety Management* and the *Safety Management Manual* (Doc 9859), with timelines to resolve deficiencies; and
- e) verify the provision of services in accordance with global and regional requirements.

5. REGIONAL ACTIVITIES

5.1 In regard to regional activities, the RASG-MID shall:

- a) serve as a regional cooperative forum that determines regional priorities, develops and maintains the regional aviation safety plan and associated work programme based on the GASP and relevant ICAO Provisions, integrating global, regional, sub-regional, national and industry efforts in continuing to enhance aviation safety worldwide;
- b) facilitate the development and implementation of safety risk mitigation action plans by States, taking into consideration States' level of effective implementation of the critical elements of safety oversight systems and progress being made to improve the level;

- c) monitor and report, using a data driven approach, the region's main aviation safety risks, and determine regional priorities and associated work programme based on the GASP;
- d) analyze safety information and hazards to civil aviation at the regional level and review the action plans developed within the region to address identified hazards;
- e) identify and report on regional and emerging safety challenges experienced that affect implementation of ICAO global provisions by States and measures undertaken or recommended to effectively address them; and
- f) facilitate the development and implementation of regional and national aviation safety plans by States.

6. RASG-MID COORDINATION

6.1 In regard to coordination, the RASG-MID shall:

- a) coordinate safety issues with MIDANPIRG;
- b) foster cooperation, information exchange, sharing of experiences and best practices among States and stakeholders;
- c) provide a platform for regional coordination and cooperation amongst States and stakeholders for the continuous improvement of safety in the region with due consideration to harmonization of developments and deployments, and intra- and interregional coordination;
- d) ensure that all safety activities at the regional and sub-regional level are properly coordinated amongst role players to avoid duplication of efforts;
- e) identify security, environmental and economic issues that may affect aviation safety, and inform ICAO MID Secretariat accordingly for action;
- f) identify practical examples and tools to support effective safety management implementation; and
- g) through the RASG-MID Secretary, inform the Directors General of Civil Aviation and related civil aviation commission/conferences of RASG-MID meeting results.

7. INTERREGIONAL COORDINATION

7.1 The RASG-MID shall:

- a) ensure interregional coordination through formal and informal mechanisms, including the participation in meetings established for the purpose of coordinating RASG-MID and MIDANPIRG activities, the GASP and MID regional aviation safety plans (MID-RASP); and
- b) identify stakeholders that could be impacted by RASG-MID SEIs within and outside the region, and develop an effective communication and coordination strategy with stakeholders.

7.2 ICAO Headquarters shall arrange a global coordination meeting between all RASG and PIRG chairpersons and secretaries on a biennial basis.

8. EXPANSION OF TERMS OF REFERENCE

8.1 The Terms of Reference above serve as a global basis for RASG operations and may be further expanded by the RASG-MID, as required, to maintain the flexibility and efficiency of its work. Additional terms of reference adopted by the RASG-MID must be approved by the President of the Council and be included in the RASG-MID Procedural Handbook.
