



International Civil Aviation Organization

**First Meeting of the Middle East Regional Aviation Safety Group
(RASG-MID/1)**

(Cairo, Egypt, 18 – 19 September 2011)

Agenda Item 5: RASG-MID Terms of Reference and Working Arrangements

RASG-MID TERMS OF REFERENCE

(Presented by the Secretariat)

SUMMARY

This paper proposes Terms of Reference (TOR) for the Middle East Regional Aviation Safety Group (RASG-MID), based on the suggested TOR approved by the ICAO Council.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 On 25 May 2010, the 190th Session of the ICAO Council having reviewed the Council Working Paper no. 13558 ([C-WP/13558](#)) presented by the Air Navigation Commission (ANC) on the establishment of the Regional Aviation Safety Groups (RASGs):

- 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 draft TOR for the RASGs, as at **Appendix A** to this working paper; and
- c) agreed that the reports 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.

2. DISCUSSION

2.1 The main purpose of the RASG-MID would be to develop an integrated, data-driven strategy and implement a work programme that supports a regional performance framework for the management of safety. This approach is designed to reduce the commercial aviation fatality risk in the MID Region and promote States and industry safety initiatives in harmony with the Global Aviation Safety Plan (GASP).

2.2 The RASG-MID would support the implementation of the GASP and the associated Global Aviation Safety Roadmap (GASR) in the MID Region and monitor progress in their implementation by ensuring effective coordination and cooperation between all stakeholders.

2.3 The GASP and GASR are built on the principle of partnership and, as such, involve all relevant stakeholders in the development and implementation of any activities aimed at improving safety by using Global Safety Initiatives (GSIs) and focus areas respectively. Together with ICAO, the stakeholders in the civil aviation sector are States, regional organizations, international organizations, air operators, aircraft design organizations and manufacturers, air navigation service providers, aerodrome operators, aircraft maintenance organizations, aviation training organizations and other industry representatives.

2.4 In view of the above, the proposed draft TOR for the RASG-MID are at **Appendix B** to this working paper.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) endorse the TOR of the RASG-MID at **Appendix B** to this working paper; and
- b) approve the following Draft Decision.

Why	To approve the RASG-MID TOR
What	RASG-MID TOR
Who	RASG-MID
When	September 2011

DRAFT DECISION 1/X: RASG-MID TERMS OF REFERENCE

*That, the RASG-MID Terms of Reference are approved as at Appendix XX to the Report on Agenda Item X (**Appendix B** to this working paper).*

APPENDIX A

SUGGESTED TERMS OF REFERENCE FOR REGIONAL AVIATION SAFETY GROUPS (RASGs)

1. ESTABLISHMENT

1.1 Consistent with the Planning and Implementation Regional Group (PIRG) mechanism, the Regional Aviation Safety Groups (RASGs) may be established in the following regions by the Council of ICAO. The meetings of the RASGs will be convened as required.

Regional Aviation Safety Group – Pan American (RASG-PA) for Caribbean, South American and North American Regions; (based on the existing arrangements put in place by States.)

Regional Aviation Safety Group – Europe (RASG-EUR) for the European Region;

Regional Aviation Safety Group – Asia Pacific (RASG-APAC) for APAC Regions;

Regional Aviation Safety Group – Africa (RASG-AFI) for the African Region; and

Regional Aviation Safety Group – Middle East (RASG-MID) for the Middle East Region.

2. MEMBERSHIP

2.1 Contracting States entitled to participate as members in a RASG meeting are:

a) *those whose territories or dependencies are located partially or wholly within the geographical area to be considered by the meeting;*

b) *those located outside the area:*

1) *which have notified ICAO that aircraft on their register or aircraft operated by an operator whose principal place of business or permanent residence is located in such States, operate or expect to operate into the area; or*

2) *which provide facilities and services affecting the area.*

2.2 Contracting States not meeting the above criteria and non-Contracting States are entitled to participate in RASG meetings as observers. The aircraft operators, international organizations, maintenance and repair organizations, regional organizations, training organizations, aircraft manufactures, airport and air navigation service providers and any other allied organizations/representatives will be invited to attend RASG meetings in the capacity of observers. The members and observers will serve as partners of RASG and their joint commitment is fundamental for success in improving aviation safety worldwide. The Regional Director will serve as the Secretary of the RASG. Wherever two Regional Directors are involved, they would alternate serving as Secretary of the RASG and PIRG to balance the Secretariat responsibilities between these two regional groups.

3. RESOURCES

3.1 An officer from Headquarters (ANB) will participate and provide support to the RASG meetings. The ANB officer will serve as the interface between the RASG and the Air Navigation Commission and present the reports of RASG meetings to the Commission/Council for review and harmonization.

4. WORK PROGRAMME

4.1 The RASG will develop and implement a work programme that supports a regional performance framework for the management of safety on the basis of the Global Aviation Safety Plan (GASP) and the Global Aviation Safety Roadmap (GASR). The reports of RASG meetings will be reviewed by the Commission on a regular basis and by the Council as deemed necessary.

4.2 Using the GASP and GASR, the RASG will build on the work already done by States, existing subregional organizations such as the Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs) and Regional Safety Oversight Organizations (RSOOs) and support the establishment and operation of a performance-based safety system for the region by:

- a) analyzing safety information and hazards to civil aviation at the regional level and reviewing the action plans developed within the region to address identified hazards;
- b) facilitating the sharing of safety information and experiences among all stakeholders;
- c) ensuring that all safety activities at the regional and subregional level are properly coordinated to avoid duplication of efforts;
- d) reducing duplication of efforts by encouraging collaboration, cooperation and resource sharing;
- e) conducting follow-up to GASP/GASR activities as required;
- f) coordinating with respective PIRG on safety issues; and
- g) providing feedback to ICAO to continually improve and ensure an up-to-date global safety framework.

APPENDIX B

**TERMS OF REFERENCE FOR THE
MIDDLE EAST REGIONAL AVIATION SAFETY GROUP (RASG-MID)**

1. MEMBERSHIP

- 1.1 Contracting States entitled to participate as members in the RASG-MID meetings are those whose territories or dependencies are located partially or wholly within the area of accreditation of the ICAO Middle East Regional Office; i.e.: Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Libya, Oman, Qatar, Saudi Arabia, Sudan, Syria, UAE and Yemen.
- 1.2 Other Contracting States and non-Contracting States are entitled to participate in RASG-MID meetings as observers. The aircraft operators, international organizations, maintenance and repair organizations, regional and sub-regional organizations, training organizations, aircraft manufactures, airport and air navigation service providers and any other allied organizations/representatives will be invited to attend the RASG-MID meetings in the capacity of observers.
- 1.3 The following stakeholders are the Permanent Observers to RASG-MID:
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|------------|--|
| AACO | Arab Air Carrier Organization |
| ACAC | Arab Civil Aviation Commission |
| ACI | Airports Council International |
| AIRBUS | Airbus Aircraft Manufacturer |
| BOEING | Boeing Commercial Airplane Company |
| CANSO | Civil Air Navigation Services Organization |
| COSCAP-GS | Cooperative Development of Operational Safety and Continuing Airworthiness Programme-Gulf States |
| EASA | European Aviation Safety Agency |
| Embraer | Embraer Aviation International |
| FAA-USA | Federal Aviation Authority – United States of America |
| FSF | Flight Safety Foundation |
| IACA | International Air Carrier Association |
| IATA | International Air Transport Association |
| IBAC/MEBAA | International Business Aviation Council/Middle East Business Aviation Association |
| IFALPA | International Federation of Airline Pilots Association |
| IFATCA | International Federation of Air Traffic Controllers Association |
| MEASR-TLST | Middle East Aviation Safety Roadmap - Top Level Safety Team |
| WFP (UN) | World Food Programme (United Nations) |
- 1.4 The members and observers will serve as partners of RASG-MID and their joint commitment is fundamental for success in improving aviation safety worldwide.

2. THE TERMS OF REFERENCE OF THE GROUP ARE:

- a) to support the implementation of the Global Aviation Safety Plan (GASP) and the associated Global Aviation Safety Roadmap (GASR) in the MID Region by ensuring effective coordination and cooperation between all stakeholders and monitoring progress in the implementation of the GASP and GASR; and
- b) to support the establishment and operation of a performance-based safety system for the Region, using the GASP and GASR, and building on the work already done by States and regional organizations.

3. IN ORDER TO MEET THE TERMS OF REFERENCE, THE GROUP SHALL:

- a) 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;
- b) facilitate the sharing of safety information and experiences among all stakeholders;
- c) ensure that all safety activities at the regional and sub-regional level are properly coordinated to avoid duplication of efforts;
- d) reduce duplication of efforts by encouraging collaboration, cooperation and resource sharing;
- e) conduct follow-up to GASP/GASR activities as required;
- f) coordinate with MIDANPIRG on safety issues; and
- g) provide feedback to ICAO to continually improve and ensure an up-to-date global safety framework.

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