



*International Civil Aviation Organization*

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

*(Cairo, Egypt, 18 – 19 September 2011)*

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

**REGIONAL SAFETY TEAMS**

*(Presented by IATA)*

**SUMMARY**

The RASG-PA (Pan-America) is presently the only existing RASG, and has been a success in improving safety processes in the Pan-American region.

This paper proposes considerations for the establishment of the regional safety teams under the RASG-MID considering the RASG-PA as reference model.

Action by the meeting is at paragraph 3

**1. INTRODUCTION**

1.2 An expected specific function of the RASG is to monitor implementation of the Global Aviation Safety Plan (GASP) and the associated Global Aviation Safety Roadmap (GASR), communicate progress to these plans, and exercise a coordination function where required.

1.3 The RASG should also serve as a focal point to ensure harmonization and coordination of efforts aimed at reducing aviation safety risks.

**2. DISCUSSION**

2.1 Pursuant to IATA's WP/15 proposal, a Steering Committee composed of representatives of States, Industry, and International Organizations, would be an efficient instrument in guiding the work of any established Regional Safety Team and ensure that all safety initiatives under the RASG-MID will discharge in a timely manner.

2.2 Following the RASG-PA model and in order to actively mitigate safety risks and achieve significant improvements in the MID region, IATA supports the establishment of Regional Safety Teams under the RASG-MID, provided that:

- a) the Steering Committee completes an analysis of the identified key risk areas against work that has already been done in the region to ensure harmonization and avoid duplication;
- b) the Steering Committee assumes the role of maintain accountability for the established teams and ensuring that the regional teams are meeting their deliverables; and
- c) all aviation stakeholders, including Industry and International Organizations, have an active participation in the established teams.

2.3  
Teams:

IATA suggest the following risk areas to be considered when establishing the Regional Safety

- Cabin Safety;
- Runway safety;
- Fatigue Risk Management;
- Language Proficiency;
- Apron management, and ground handling;
- Accidents and incidents reporting, review, and follow-up (for example ATS incidents, Laser Beams, and Bird Strikes); and
- Infrastructure safety (for example capability of available infrastructure facilities to safely support the expansion in the MID region in the areas of CNS, and level of ATC service).

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note that efficient fulfilling of the objective of enhancing safety under RASG-MID can only be achieved by eliminating duplicated efforts and ensuring the committed participation of all stakeholders; and
- b) support the establishment of Regional Safety Teams in accordance with the terms indicated under this paper.