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 STRUCTURE

(*Presented by IATA*)

SUMMARY

During the MIDANPIRG/12 held on 17-21 October 2010, a working paper on the establishment of the RASG-MID was presented, with suggested terms of reference.

This paper proposes considerations for the drafting of the RASG-MID structure.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

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 be transmitted to States and appropriate international organizations for comments 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 the establishment of RASGs in all regions, and provided suggested terms of reference and a work program for the RASGs. The comments by States were very supportive of the establishment of RASGs. Consequently, at the fourth meeting of its 190th Session held on 25 May 2010, the ICAO Council approved the establishment of RASGs for various regions including the Middle East Region.

1.2 The RASG-PA (Pan-America) is presently the only existing RASG. It has been a success in improving safety processes in the Pan-American region, and a model to be considered when extending the concept to other ICAO regions. This obviously needs to take into consideration specific regional requirements.

1.3   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.

2.   DISCUSSION

2.1   At present, there are two Sub-Regional Groups in the MID Region that address flight safety issues. The ICAO group, Cooperative Development of Operational Safety and Continuing Airworthiness Program-Gulf States (COSCAP-GS) and the Top Level Safety Team (TLST).

2.2   The TLST has produced a MID Regional Roadmap Assessment Plan with Recommended / Prioritized Actions, and has identified safety risk mitigation factors in the following areas:

- Runway excursions;
- Controlled flight into terrain; and
- Loss of control in-flight.

2.3   Developing a consolidated RASG-MID structure to monitor regional safety performance and activities would enhance MID region efficiency. In view of the regional efforts already being undertaken, IATA proposes that the new RASG-MID review the existing regional safety groups and establish a coordination process and structure that would enhance efficiency and eliminate duplicated activities.

2.4   As an initial action IATA proposes the establishment of a RASG-MID Steering Committee with the following tasks:

a) identify short term deliverables for RASG-MID;

b) identify medium term deliverables for RASG-MID;

c) assess work that has already been done under existing regional initiatives;

d) identify regional safety priorities and initiatives, and the regional teams that need to be established to address these initiatives; and

e) coordinate the participation and work of the regional teams:

- Meetings: regular teleconferences, with at least two annual meetings.
- Participants: ICAO, States, ANSPs, Industry, and Organizations.

2.5   One of the hallmarks of the Global Aviation Safety Roadmap and its application is the full participation of all aviation stakeholders, i.e. Regulators, ANSP's Airports and Operators. This has been proven in previous GASP workshops and in the RASG-PA, enhancing the knowledge of the issues at hand and assure commitment of all players in the resulting action plans.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

a) review the structure of RASG-PA and consider it as a model (with due regard to regional requirements) as a starting point to draft that of the RASG-MID;

b) draft such structure in a way that ensures active participation by all aviation stakeholders; and

c) approve and support the establishment of a RASG-MID Steering Committee.

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