



*International Civil Aviation Organization*

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

*(Cairo, Egypt, 18 – 20 June 2012)*

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**Agenda Item 4: Regional Performance Framework for Safety**

**COSCAP-GS EXPERIENCE AND SAFETY INITIATIVES**

*(Presented By COSCAP-GS)*

**SUMMARY**

This paper presents COSCAP-GS achievements, the continuing working plan for 2012, as well as the approach considered to address RAG-MID safety initiatives to resolve safety concerns.

It also underlines the necessity to extend its present scope to other member States from the MID Region in order to provide uniform and harmonised approach for the purpose of optimising efforts for safety initiatives implementation.

Action by the meeting is at paragraph 4.

**1. INTRODUCTION**

1.1 This paper presents COSCAP-GS achievements in 2012, experience in the region and the answer to ICAO safety initiatives, under RASG-MID framework.

1.2 It also recalls the new approach considered for the update of the Project work plan, with the purpose of optimisation and sharing of efforts in addressing GASP and GASR areas of great impact on safety.

1.3 COSCAP-GS is working in close cooperation with member States as well as the safety partners, in the region, in order to provide the necessary assistance to member States not only for fulfilling their obligations in terms of compliance with ICAO SARPs, but also in adapting the working program to the main areas of safety concern, such as highlighted by the data and feedback coming from the field and from the international civil aviation organisations and industry partners (IATA, CAST, Boeing, Airbus, ..).

1.3.1 The outcome of the 1<sup>st</sup>RSC of RASG-MID will be presented to the next 10<sup>th</sup> COSCAP-GS Steering Committee, planned for 3<sup>rd</sup>Quarter 2012.

1.4 A State Letter dated 16 December 2009 sought comments from States and selected international organisations 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, at the fourth meeting of its 190<sup>th</sup>

Session held on 25 May 2010, the ICAO Council approved the establishment of RASGs. This decision established the mandate for the ICAO Secretariat to establish RASGs, nurture their development and guide their activities, recognizing that the planning must consider the related resources such as COSCAPs.

1.5 In order to avoid duplication in the Terms of Reference of COSCAP-GS Project and the RASG, COSCAP-GS Project Coordinator will prepare a working paper to present to the 10<sup>th</sup> Steering Committee Meeting (3<sup>rd</sup> Quarter 2012) for comments and approval. This Paper will provide additional information regarding the transition to the RASG. It will also describe COSCAP-GS working programme under the RASG-MID framework and invites comments from the members.

## **2. DISCUSSION**

2.1 COSCAP-GS is seeking to extend its present scope, involvement of new member States and deeply recommends the harmonisation of approaches and processes, whenever possible, in resolving the safety focus areas concerns and implementing ICAO safety initiatives, in the MID region.

2.2 By expansion to additional member States, COSCAP-GS team experts will manage the optimisation of work plan, and put in place common assistance programme of training, development of Guidance material, and general assistance to member States.

2.3 COSCAP-GS, as a contributor to the RASG-MID, will make recommendations for safety actions to its Steering Committee. Once approved by the Steering Committee, the safety actions will be implemented through the efforts of the State Civil Aviation Authorities and the aviation industry.

2.4 As the ICAO Council fully recognized the need to both avoid duplication of effort and to benefit from established practices, the establishment of the RASG-MID should enable a better share and optimisation of the efforts by means of a wider COSCAP Project in the MID region.

2.5 We propose the creation of a working technical team, composed of qualified experts in the concerned domains of actions, coming from the various member States, and who will coordinate for the development of a common action plan, proposing the answer to areas of major impact on safety, such as defined by RASG-MID and other organisations (CAST, FAA, industry, ..).

2.5.1 Accordingly, in recognition of the effectiveness of the established working level technical team mechanism, it is anticipated that the later would transition to become, a sub-group of the RASG. The working level technical team would make recommendations to the Directors General and Safety Partners sitting as the RASG-MID.

2.6 Key points regarding the transition of COSCAP-GS

### ***Avoidance of duplication***

2.6.1 Formation of a working level technical team composed from competent and qualified technical specialists from COSCAP-GS member States. There would be no duplication as the technical specialists, external experts and donors would continue to review safety concerns and identify recommended safety actions for the decision of the Directors General and Safety Partners.

### ***Role of Safety Partners***

2.6.2 Full participation in the RASG-MID would be open to Safety Partners as they currently participate under the Steering Committee.

### ***Role of Directors General***

2.6.3 The authority of the Directors General regarding the recommendations arising from the safety team would remain essentially unchanged in that all recommendations would continue to be subject to approval by the Directors General.

### ***Mandate and Role of COSCAP-GS Continued***

2.6.4 The role, mandate and functioning of COSCAP-GS remains unaffected. The role of COSCAP-GS to support Member State implementation of actions approved by the Directors General is unaffected. COSCAP-GSs Steering Committee will continue to establish the priorities and guide the activities of its COSCAP programme. The working level technical team, which will be created element of COSCAP-GS, is a high priority activity, strengthened by its ability to coordinate between all the member States in the region. As the Steering Committee may determine necessary in the interests of its sub-region, this could include directing safety team work by a regular exchange within the working level technical team .

### ***Improved Efficiency and Strength***

2.6.5 The combination of COSCAP-GS safety team members will provide the benefits of improved efficiency and wider participation. Similarly, the transition to the RASG-MID will provide for wider participation of technical personnel, broader sharing of safety information and an informed consideration by the complete leadership of the Middle East Region.

2.6.6 The 10<sup>th</sup> COSCAP-GS Steering Committee meeting is planned for October 2012. The amended working programme as well the Terms of References of work under the RASG-MID will be presented for comments and approval.

## **3. ACTION OF THE NEXT 10<sup>TH</sup> STEERING COMMITTEE MEETING**

3.1 The meeting will be invited to:

- a) reiterate its support for the RASG;
- b) encourage the extension of COSCAP-GS scope by the involvement of additional members (such as Saudi Arabia, Qatar and Sultanate of Oman); and
- c) approve the work Programme for 2013 and way forward under RASG MID framework.

## **4. ACTION BY THE MEETING**

4.1 The meeting is invited to:

- a) encourage the MID region member States to work in close cooperation, for the short and mid-terms, in general, and joining COSCAP-GS project, for those whose civil aviation contexts show significant areas of similarity; and
- b) avoid as much as possible duplication of efforts, by enlarging the communication and sharing the working program in the MID region.

**RASG-MID / COSCAP-GS REPORTING SYSTEM**

