



International Civil Aviation Organization

MIDANPIRG STEERING GROUP

Third Meeting (MSG/3)
(Cairo, Egypt, 17 - 19 June 2013)

Agenda Item 5: Air Navigation Deficiencies and Safety Matters

COORDINATION BETWEEN MIDANPIRG AND RASG-MID

(Presented by the Secretariat)

SUMMARY

This paper highlights the need for an improved coordination between MIDANPIRG and RASG-MID and proposes few changes with a view to enhance the efficiency of both Groups and avoid duplication of efforts, taking into consideration global developments.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG/13 Report
- RASG-MID/2 Report

1. INTRODUCTION

1.1 The Thirteenth Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/13) was held Abu Dhabi, UAE, 22 - 26 April 2012.

1.2 The Second Meeting of the Middle East Regional Aviation Safety Group (RASG-MID/2) was held in Abu Dhabi, UAE, 12 - 14 November 2012.

1.3 A Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) Global Coordination Meeting (GCM) was held in Montreal on 19 March 2013 under the Chairmanship of the President of the ICAO Council.

2. DISCUSSION

2.1 The meeting may wish to recall that the creation of RASGs by the Council, similar to PIRGs, has raised concern related to the parallels that were being drawn between the PIRG framework in which regional, and national implementation plans are being developed and implemented and the RASG framework that would monitor progress, coordinate actions among States to facilitate implementation of Global Aviation Safety Plan (GASP). In this respect, it was highlighted that although, PIRGs had been established to deal mainly with air navigation plans at a regional and global level, they did touch on some safety issues related to ATM and aerodromes.

2.2 While RASGs will initially deal with safety issues directly related to flight operations, planning should be initiated as soon as circumstances permit to adopt a systems approach so that RASGs address safety issues from an integrated perspective that includes flight operations and ATM safety. Until such time, the Secretariat will ensure that the safety issues raised by the PIRGs and RASGs are fully coordinated.

2.3 The main objective of the PIRGs-RASGs GCM (Montreal, 19 March 2013) was to exchange views on the readiness and ability of the PIRGs and RASGs to set priorities and targets in line with the new versions of the GANP and the Global Aviation Safety Plan (GASP). A secondary objective was to share successful initiatives of each of the PIRGs and RASGs to ensure the best possible synergy. The outcome of the meeting includes:

- a) agreement on establishing regional priorities and targets for air navigation by May 2014 consistent with the GANP/ASBU framework;
- b) agreement on the need to measure performance improvements to help demonstrate their positive impact on the environment;
- c) endorsement of the envisioned regional performance dashboard prototype and envisioned determination of an initial set of indicators and metrics for air navigation;
- d) confirmation of the need for a coordination mechanism in each region between the RASG and PIRG to ensure consistency of action and avoid overlap;
- e) encouragement of the sharing of successful initiatives among each other;
- f) identification of the need for training to determine priorities for the aviation system block upgrades; and
- g) agreement on utilizing specific interface groups where required for addressing the harmonization of air navigation plans in adjacent areas of PIRGs.

2.4 Considering that the scope of Sate Safety Plan (SSP) implementation goes far beyond the safety of air traffic services and aerodrome operations, the RASG-MID/2 meeting agreed with MIDANPIRG that SSP implementation should be monitored by RASG-MID. It was also agreed that MIDANPIRG will continue to monitor the Safety Management System (SMS) implementation for the air traffic services and aerodrome operators and RASG-MID should monitor the SMS implementation by:

- approved training organizations that are exposed to operational safety risks during their air training operations (i.e. flight training schools);
- aircraft operators; and
- approved aircraft maintenance organizations and organizations responsible for type design and/or manufacture of aircraft (applicability date Nov. 2013).

2.5 Taking into consideration the global and regional developments, including the endorsement of the MID Region Safety Strategy by the DGCA-MID/2 meeting, it's proposed that SMS implementation as well as Runway Safety issues be fully addressed by RASG-MID. Thus, all aerodrome safety issues, which represent the main activity of the current MIDANPIRG AOP Sub-Group would be transferred to RASG-MID, pending final approval by the RASG-MID/3 planned for November 2013 and MIDANPIRG/14 meetings planned for December 2013.

3. Action by the Meeting

3.1 The meeting is invited to support the proposal in para. 2.5 above.