



*International Civil Aviation Organization*

**MIDANPIRG/17 and RASG-MID/7 Meeting**

*(Cairo, Egypt, 15 – 18 April 2019)*

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**Agenda Item 5.2: RASG-MID Working Arrangements and Future Work Programme**

**PROPOSALS TO AMEND THE RASG-MID HANDBOOK**

*(Presented by the State of Qatar)*

**SUMMARY**

This paper supports the enhancement of RASG-MID activities through the proposal to amend the RASG-MID Procedural Handbook.

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.

1.2 The ICAO Council at the fourth meeting of its 190th Session held on 25 May 2010 approved the establishment of the RASG-MID for the Middle East Region, with the aim of supporting a regional performance framework for the management of safety and agreed to the terms of reference of the RASG-MID and agreed that the report 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. The (ANC) will report to the Council any duplication in the activities of the PIRGs and the RASGs.

1.3 The State of Qatar is a member State under the RASG-MID and is one of the interested parties always seeks to contribute to the activities of the International Civil Aviation Organization (ICAO), in particular the Middle East Regional Office.

1.4 The RASG-MID Steering Committee (RSC), composed of representatives from States, international/regional organizations and industry, was established to **act as an advisory body** to the RASG-MID, guide its work and ensure that safety initiatives are accomplished in a timely, effective and efficient manner.

**2. DISCUSSION**

2.1 RASG-MID has proven its effectiveness since its establishment, through its organizational structure and outstanding performance. Sustainable improvement is a particularly successful tool and this has already been through permanent monitoring of the RASG-MID performance.

2.2 Many improvements have been introduced, both through the establishment of the RSC and the development of different safety teams, where the Procedural Handbook may need to be modified and amended.

2.3 Accordingly, the RSC Terms of reference is made to organize its work and achieve the objective of its establishment.

2.4 The review of the Procedural Handbook shows that it is possible to put forward the amendments after it has been shown that there is an expansion of the functions of the RSC so that it acts on behalf of the RASG-MID for the approval of certain Decisions and Conclusions, **under the current Term of Reference of the RSC bullet (F) iii says " approve, on behalf of RASG-MID, those Draft Conclusions/Decisions emanating from RASG-MID subsidiary bodies, which necessitate urgent follow-up action".**

### 3. ACTION BY THE MEETING

3.1 The meeting is invited to review, update and agree to the proposed amendments to the RASG-MID Procedural Handbook at **Appendix A**.

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## APPENDIX A

### DRAFT AMMENDMENT of RASG-MID HANDBOOK

#### 3.5 RASG-MID Steering Committee (RSC)

3.5.1 A RASG-MID Steering Committee (RSC) composed of representatives from States, international/regional organizations and industry is established to act as an advisory body to the RASGMID, guide its work and ensure that safety initiatives are accomplished in a timely, effective and efficient manner. To this end, the RSC shall:

- a) assess work that has already been done under existing regional safety initiatives;
- b) identify short- and medium-term regional safety priorities and initiatives;
- c) coordinate the activities of the RASG-MID and safety related initiatives and activities in the MID Region within the RASG-MID Work Programme to ensure implementation of the GASP and the regional objectives and priorities outlined in the MID Region Safety Strategy;
- d) undertake any action required to ensure that the RASG-MID achieves its objective to reduce aviation risks and minimize or avoid duplication of efforts in the MID Region;
- e) ensure active and effective participation in accordance with RASG-MID Engagement Strategy; provide regular safety environment assessments to the RASG-MID;
- f) approve on behalf of the RASG-MID:
  - i. the MID Annual Safety Reports;
  - ii. the RASG-MID Safety Advisories; and
  - iii. those Draft Conclusions/Decisions emanating from the subsidiary bodies, which necessitate urgent follow-up action(s).
- g) coordinate establishment of the Regional Aviation Safety Teams (RASTs) that need to be established to address these initiatives, provided that:
  - i. the RSC 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;
  - ii. the RSC assumes the role of maintaining accountability for the established Teams ensuring that they meet their deliverables; and
  - iii. all aviation stakeholders, including Industry and International Organizations, have an active participation in the established Teams.
- h) monitor the progress of work and provide guidance to the established RASTs; and
- i) propose the RASG-MID work programme. 5.3 Secretaries of Sub-Groups established by the Group will be appointed by the Secretary of the Group.