



International Civil Aviation Organization

**Middle East Air Navigation Planning and
Implementation Regional Group**

**Sixteenth Meeting (MIDANPIRG/16)
(Kuwait, 13 – 16 February 2017)**

Agenda Item 4.1: Update from the coordination with the RASG-MID

COMBINATION OF RASG-MID AND MIDANPIRG ACTIVITIES

(Presented by Qatar)

SUMMARY

The paper presents a proposal to combine MIDANPIRG and RASG-MID activities under one umbrella.

Action by the meeting is at paragraph 3.

REFERENCES

- Doc 10004 Global Safety Plan
- Doc 9750 Global Air Navigation Plan
- MIDANPIRG Procedural Handbook
- RASG-MID/5 Final Report
- RASG-MID Steering Committee Fourth
- RASG Procedural Handbook

1. INTRODUCTION

1.1 The Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG) was established by the ICAO Council in November 1993 with the objectives of:

1.1.1 Ensuring a continuous and coherent development of the Middle East Regional Air Navigation Plan and other relevant regional documentation in a manner that is harmonized with adjacent regions, consistent with ICAO SARPs and Global Air Navigation Plan for CNS/ATM system (Doc 9750) and reflecting global requirements;

1.1.2 Facilitating the implementation of air navigation systems and services as identified in the Middle East Regional Air Navigation Plan with due observance to the primacy of air safety, regularity and efficiency; and

1.1.3 Identification of specific deficiencies in the Air Navigation field.

1.2 Consequently, 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. The terms of reference and objectives of the RASG are published in the RASG Handbook.

1.2.1 The main purpose of the Regional Aviation Safety Group- Middle East (RASG-MID) would be to develop an integrated, data-driven strategy and framework for the management of safety. This approach is designed to reduce the commercial aviation fatality risk in the MID Region and promote States and industry safety initiatives in line with the ICAO Global Aviation Safety Plan (GASP) and the regional objectives and priorities outlined in the MID Region Safety Strategy.

1.2.2 RASG-MID consists of three main teams; the MID Annual Safety Report Team (MID- ASRT), the Regional Aviation Safety Team (MID-RAST), and the Safety Support Team (MID-SST). The three teams work together in a collaborative manner to identify and address safety risks and issues in the MID Region.

1.3 With a view to ensure that there is no duplication of efforts in the activities of both Groups, activities of interest to MIDANPIRG and RASG-MID are clearly stipulated. In addition, a coordination mechanism has been established to ensure that, on a yearly basis, the Chairperson's of both Groups, together with their subsidiary bodies, meet to address matters of common interest geared towards the enhancement of safety and efficiency in the Region.

1.4 In addition, the Council requested the ANC to report to the Council any duplication in the activities of the PIRGs and the RASGs and the activities of both groups are reviewed by the ANC and the Council.

1.5 The meeting may wish to note the significant contribution to enhancement of safety and efficiency and the resolution of deficiencies have been achieved within the framework of MIDANPIRG. In addition, RASG has also contributed in providing guidance to State on activities within its purview.

2. DISCUSSION

2.1 The Global Aviation Safety Plan (GASP) follows an approach and philosophy similar to that of the Global Air Navigation Plan (GANP). Both plans promote coordination and collaboration among international, regional and national initiatives aimed at delivering a harmonized, safe and efficient international civil aviation system.

2.2 The Global Aviation Safety Plan (GASP) sets out timelines for the global collective achievement of these near- mid and long-term objectives. These timelines are aligned with the established update process for the GASP and the Global Air Navigation Plan (GANP), which are revised on triennial basis.

The Global Aviation Safety Plan (GASP) is a high level, strategic, planning and implementation policy document developed in conjunction with the Global Air Navigation Plan.

2.3 An annual reporting process by planning and implementation regional groups (PIRGs) and RASGs enables the aviation community to identify, manage and monitor safety and air navigation objectives at the international, regional and national levels through the respective work programs.

This process enables ICAO to make high-level policy adjustments to the GASP as well as the GANP, with the approval of the ICAO Council and endorsement by the ICAO Assembly. The ICAO Air Navigation Commission (ANC) reviews the GASP and GANP as part of its work program, reporting to the Council one year in advance of each Assembly. After approval by the Council, amendments to the GASP and GANP are submitted for endorsement by the ICAO Member States at the following Assembly.

2.4 ICAO strives, in close collaboration with other stakeholders, to further improve aviation's safety performance while maintaining a high level of capacity and efficiency. This is achieved through the development of global strategies contained in both the GASP and GANP.

2.5 In the long term, States should build upon safety management practices within the SSP to develop advanced safety oversight systems, including predictive risk management. Safety analysis will be integrated into all aspects of future aviation systems and are used to predict risks prior to implementation of operational changes.

This objective is intended to sustain collaborative decision-making in an environment characterized by increased integration of advanced all capabilities as outlined in the GANP. Further development of safety management functions, including those described in an SSP, are needed to manage safety.

The evolution to this dynamic and integrated environment will require a mechanism more than the coordination between MIDANPIRG and RASG- MID activities under the ICAO MID Region office, which will be essential for implementation of the aviation system block upgrades (ABSU's), presented in the GANP and achieve global safety goals presented in GASP.

2.6 Safety and efficiency of Air Navigation in the MID Region and Aviation Safety require ICAO to foster collaboration among States and other stakeholders to facilitate a coordinated, transparent and proactive approach to safety and achievable Air Navigation efficiency.

2.7 The Global Air Navigation Plan and the Global Air Navigation Safety Plan define the means and targets by which ICAO, States and aviation stakeholders can participate and efficiently manage air traffic growth, while proactively maintaining or increasing safety outcomes. These objectives have been developed through extensive consultation with stakeholders and constitute the basis for harmonized action at the global, regional and national levels.

2.8 As well-known as each safety initiative is supported by a set of actions, the safety roadmap includes specific initiatives targeted to the different streams of stakeholders.

2.9 Safety initiatives may come from RASG-MID on the other hand; the MIDANPIRG will transfer those initiatives into reality through the implementation mechanisms among the MID region.

2.10 It is recognized that both entities have matured with time and have significantly contributed in meeting their respective objectives. However, there seems to be a lull in their respective activities, most probably due to lack of interest/participation or motivation by States and deliverables.

2.11 The rationale behind having two entities, both reporting to the ICAO Council, to address implementation issues in the region is not justified. Instead of having distinct objectives for the two groups all geared towards meeting the objectives of ICAO, the merger will enable a harmonized approach towards the management/enhancement of safety in the region and will thus provide a platform where deliverables could be further assessed and measured within one common platform.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Consider merging the activities of MIDANPIRG and RASG-MID under one umbrella; and
- b) Review and update the objectives of the new entity in line with regional and global developments.

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