



ICAO

**Vingt-deuxième réunion du Groupe régional AFI de planification et de mise en œuvre et Cinquième  
réunion du Groupe de la sécurité pour la région AFI  
(APIRG/22 et RASG-AFI/5)  
(Accra, Ghana, 29 juillet – 02 août 2019)**

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**Point 2 de l'ordre du jour : EXAMEN DES MANDATS, FONCTIONS ET PARTICIPATION  
AUX ACTIVITES DES PIRG ET RASG**

(Note présentée par le Secretariat)

**RESUME ANALYTIQUE**

L'OACI travaille à faciliter la planification, la coordination et la mise en œuvre des activités de navigation aérienne et de sécurité par l'intermédiaire de plusieurs mécanismes régionaux, tels que les groupes régionaux de planification et de mise en œuvre (PIRG) et les groupes régionaux de sécurité de l'aviation (RASG). La présente note fait le point sur les activités de l'OACI visant à soutenir les PIRG et les RASG.

La suite à donner par la réunion se trouve au Paragraphe 3.

<i>Objectifs stratégiques:</i>	La présente note de travail se rapporte aux Objectifs stratégiques Sécurité et Capacité et efficacité de la navigation aérienne.
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<i>Références:</i>	Doc 10004, <i>Plan pour la sécurité de l'aviation dans le monde</i> Doc 9750, <i>Plan mondial de navigation aérienne</i>
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## 1. INTRODUCTION

1.1 Les États continuent à éprouver des difficultés à mettre en œuvre les normes et pratiques recommandées (SARP) de l'OACI. Avec le lancement de l'initiative Aucun pays laissé de côté, l'OACI s'efforce de mieux définir et coordonner l'assistance à apporter aux États qui en ont besoin afin qu'ils puissent favoriser une prospérité locale et régionale durable et tirer pleinement parti d'une meilleure connectivité mondiale. Un système de transport aérien international sûr, sécurisé et durable, basé sur la mise en œuvre effective de normes, plans et politiques mondiaux, donne aux États un accès efficace au marché mondial et de nouvelles possibilités de prospérité.

1.2 Pour fournir l'assistance, l'OACI travaille directement avec les États dans le cadre de mécanismes régionaux de soutien de la mise en œuvre afin de garantir une mise en œuvre plus effective des SARP et des plans régionaux de navigation aérienne et de sécurité, ainsi que l'alignement de ces derniers sur le *Plan mondial de navigation aérienne* (GANP, Doc 9750) et le *Plan pour la sécurité de l'aviation dans le monde* (GASP, Doc 10004).

1.3 Par l'intermédiaire de plusieurs mécanismes régionaux, l'OACI promeut la planification et la mise en œuvre à l'échelle régionale, l'échange d'informations, la collecte de données, la détection et la correction des carences en navigation aérienne et la coordination des activités, afin d'intensifier les efforts de mise en œuvre de la sécurité et de la navigation aérienne

1.4 Ces actions complètent les travaux des mécanismes régionaux de soutien de la mise en œuvre, tels que les groupes régionaux de planification et de mise en œuvre (PIRG) et les groupes régionaux de sécurité de l'aviation (RASG), qui ont été créés par le Conseil notamment pour définir les priorités régionales ainsi que les cibles et les indicateurs relatifs à la navigation aérienne et à la sécurité de l'aviation pour la mise en œuvre régionale du GANP et du GASP.

1.5 Les PIRG servent de forums de coopération régionaux qui fixent les priorités régionales, élaborent et tiennent à jour les plans régionaux de navigation aérienne et les programmes de travaux connexes en fonction du GANP et des dispositions applicables de l'OACI.

1.6 Les RASG servent de forums de coopération régionaux qui fixent les priorités régionales, élaborent et tiennent à jour les plans régionaux de sécurité de l'aviation et les programmes de travaux connexes en fonction du GASP et des dispositions applicables de l'OACI, en intégrant les efforts mondiaux, régionaux, sous-régionaux, nationaux et ceux de l'industrie visant à poursuivre le renforcement de la sécurité de l'aviation dans le monde.

## 2. DISCUSSION

2.1 La dernière révision des mandats des PIRG et des RASG ayant été effectuée il y a près de dix ans, une actualisation et une harmonisation de ces derniers étaient nécessaires pour tenir compte de l'évolution rapide de la technologie et des compétences ainsi que des autres possibilités de partage de ressources.

2.2 Les mandats actualisés indiquent, entre autres, ce qui est attendu de chaque acteur. Tous les États devraient être représentés par un délégué de haut niveau, issu de préférence d'une autorité de l'aviation civile, et devraient bénéficier du soutien de conseillers possédant les connaissances techniques nécessaires sur les sujets à l'étude.

2.3 La mise à jour tient compte de l'importance du rôle collaboratif et proactif que doivent jouer les usagers de l'espace aérien, les organisations internationales et régionales et l'industrie. Les États, les organisations internationales et l'industrie devraient agir comme des partenaires des PIRG et des RASG, et leur engagement commun est essentiel à l'amélioration de la planification, de la mise en œuvre et de la sécurité de la navigation aérienne dans le monde entier.

2.4 Les mandats actualisés invitent les États, les organisations internationales et l'industrie à soumettre des notes de travail ou des travaux de recherche, par exemple, afin de partager et de renforcer les travaux de leurs PIRG et RASG respectifs ainsi que des organes auxiliaires de ces groupes.

2.5 Du point de vue structurel, les mandats actualisés soulignent l'obligation pour les PIRG et les RASG d'adopter la structure organisationnelle et les modalités de réunion les plus efficaces et efficientes, celles qui sont les mieux adaptées aux caractéristiques du programme des travaux de mise en

œuvre de chaque région, en respectant le plus possible les mandats en place, le programme régional des travaux et les plans mondiaux de l'OACI.

2.6 Pour garantir l'efficacité et l'efficience, les organes auxiliaires des PIRG et des RASG ne sont formés qu'après qu'il a été clairement établi qu'ils contribueront substantiellement aux travaux nécessaires. Un organe auxiliaire est dissous lorsqu'il a rempli les tâches qui lui ont été assignées ou lorsque les tâches ne peuvent plus être utilement menées à bien.

2.7 Compte tenu de la nature mondiale de l'aviation civile, les mandats actualisés contiennent une section relative à la participation des commissions et conférences de l'aviation civile aux travaux des PIRG et des RASG, en particulier la Commission africaine de l'aviation civile, l'Organisation arabe de l'aviation civile, la Conférence européenne de l'aviation civile et la Commission latino-américaine de l'aviation civile.

2.8 Afin de garantir un bon retour d'information des régions, les États sont encouragés à déterminer/définir et à rendre compte, dans le cadre des PIRG et des RASG, des recommandations et des mesures ou améliorations spécifiques sur lesquels l'OACI devrait se pencher pour répondre aux enjeux, y compris la nécessité de propositions d'amendement des dispositions et des éléments indicatifs mondiaux.

2.9 Afin de garantir un bon accès pour les États, de tirer parti des moyens disponibles dans les bureaux régionaux et de réduire les frais de déplacement, les réunions des PIRG et des RASG se tiendront autant que possible dans les bureaux régionaux.

2.10 Il est rappelé qu'un certain nombre de PIRG et de RASG auraient intérêt à se réunir plus souvent. En effet, la coordination régionale et la mise en œuvre s'en trouveraient améliorées, et des rapports régionaux relatifs au recensement et à la résolution des difficultés seraient présentés plus régulièrement, et en temps voulu, à l'ANC et au Conseil.

2.11 Une réunion de coordination mondiale de haut niveau de tous les présidents et secrétaires des PIRG et des RASG sera convoquée tous les deux ans par l'OACI. Concernant les particularités régionales relatives aux travaux des PIRG et des RASG, les mandats actualisés donnent la possibilité d'élargir les points propres à une région, et d'en ajouter de nouveaux, ce qui préserve la flexibilité des travaux.

2.12 Les termes de référence actualisés des PIRG et RASG se trouvent en **Appendices A et B** de cette note de travail.

### 3. CONCLUSION

3.1 La réunion est invitée à :

- a) prendre note des mandats révisés des PIRG et des RASG tels qu'ils sont annexés à la présente note de travail ; et
  - b) prier instamment les États, les organisations régionales et internationales, les fournisseurs de services et l'industrie de participer activement aux travaux des PIRG et des RASG et de leurs organes auxiliaires respectifs.
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## APPENDIX A

### GENERIC TERMS OF REFERENCE OF PLANNING AND IMPLEMENTATION REGIONAL GROUPS (PIRGs)

#### 1. MEMBERSHIP

1.1 All ICAO Contracting States, and Territories recognized by ICAO, within the area of accreditation of the ICAO Regional Office(s) concerned shall be members of the planning and implementation regional group (PIRG) established for that (these) region(s).

#### 2. PARTICIPATION

2.1 In addition to States, the importance of a collaborative and proactive role by airspace users, international and regional organizations and industry should be recognized due to their involvement in the rapid pace of technological development, expertise and other opportunities for sharing of resources.

2.2 PIRG meetings are open to all members. Each State/Territory member should be represented by a senior-level delegate nominated by the State/Territory, preferably from the civil aviation authority (CAA) in order to support related policy-making within the State. A delegate may be supported by an alternate delegate and/or advisers with the requisite technical knowledge in the subject matters under consideration.

2.3 The CAAs should be supported by service providers (such as air navigation services providers, airport, operators, meteorological service providers, etc.), as advisers.

2.4 States located outside the area of accreditation of the ICAO Regional Offices concerned can be invited on a case-by-case basis and in accordance with the *Regional Office Manual* to attend as observers.

2.5 International organizations recognized by the ICAO Council to participate in ICAO meetings should participate, as observers, in the PIRG meetings, and be encouraged to do so. Other stakeholders may be invited as observers, when required, to contribute to the work of the PIRG.

2.6 The participation of industry stakeholders should take into account relevant capabilities such as an involvement in the rapid pace of technological development, specific knowledge and expertise, and other opportunities including sharing of resources.

2.7 Civil aviation commissions/conferences, in particular the Arab Civil Aviation Organization, African Civil Aviation Commission, European Civil Aviation Conference and Latin American Civil Aviation Commission, may be invited to participate in the work of the PIRGs.

2.8 The members and observers will serve as partners in PIRGs, and their joint commitment is fundamental for success in improving implementation and safety worldwide.

2.9 PIRG meetings should be live-streamed, to the extent possible, to enable additional State participants to follow the proceedings.

### 3. WORKING ARRANGEMENTS

#### 3.1 Structure

3.1.1 PIRGs have the obligation to apply the most effective and efficient organizational structure and meeting modalities that best suit the characteristics of each region's implementation work programme while maintaining to the extent possible, alignment with these Terms of Reference, the regional work programme and the Global Air Navigation Plan (GANP).

3.1.2 The ICAO Regional Director(s) will serve as the Secretary of the PIRG. Wherever two Regional Directors are involved, they will biennially rotate between serving as Secretary of the PIRG and regional aviation safety group (RASG) to balance the Secretariat responsibilities between these two regional groups. The Secretary of the PIRGs, in coordination with the Secretary of the RASGs, will establish the date, methodology and the procedure to be applied for the rotation.

3.1.3 The organization of the PIRG should address global and region-specific air navigation-related matters, and meetings should be closely coordinated between the PIRG and RASG chairpersons and the Secretariat. PIRG and RASG meetings should be held back-to-back or combined to facilitate coordination and to ensure the efficient use of resources.

3.1.4 The PIRG shall be administered by a chairperson and one or two vice-chairpersons elected from the State-nominated delegates present. The PIRG will establish the cycle of elections.

3.1.5 The PIRG will build on the work already done by States, ICAO Regional Offices and existing regional and sub-regional organizations to support the development, maintenance and implementation of an air navigation plan for the region(s).

3.1.6 PIRG contributory bodies may be created by the PIRG to discharge the PIRG work programme by working on defined subjects requiring detailed technical expertise. A contributory body shall only be formed when it has been clearly established that it is able to make a substantial contribution to the required work. A contributory body will be dissolved by the PIRG when it has completed its assigned tasks or if the tasks cannot be usefully continued.

3.1.7 Invitations to PIRG meetings must be issued at least three months in advance of the meeting to assist States to plan participation.

3.1.8 The Secretariat will review and update the PIRG Handbook periodically, and as required, to ensure a result-oriented approach.

3.1.9 Where the meeting is held in more than one ICAO working language, interpretation services shall be made available to facilitate participation in the deliberations and adoption of the report by all participants.

3.1.10 States, international organizations and industry are invited to submit working papers, research works, etc. in order to enhance the work of the PIRG and its contributory bodies. To ensure proper time for consideration and good decision-making, the Secretary should ensure that all working papers are available at least fourteen days prior to the start of the meeting.

### 3.2 **Venue**

3.2.1 PIRG meetings will be convened in the Regional Offices, to the extent possible, to facilitate proper access by States. Approval to host PIRG meetings outside of the Regional Office must be obtained from the President of the Council.

3.2.2 The Secretary General will ensure the allocation of the necessary financial resources to host PIRG meetings.

3.2.3 PIRG contributory bodies may be convened at a different location, if required, to be determined by the Secretary and Chairperson of the PIRG, and contributory body. Venues shall be chosen with the primary aim of facilitating maximum State attendance.

### 3.3 **State role**

3.3.1 State CAAs, supported by service providers, as necessary, should participate in the work of the PIRG and its contributory bodies to:

- b) ensure the continuous and coherent development and implementation of regional air navigation plans and report back on the key performance indicators (KPIs);
- c) support the regional work programme with participation from the decision-making authority with the technical expertise necessary for the planning and implementation mechanism, thus supporting policy decisions at the State level;
- d) enable coordination, at the national level, between the CAA, service providers and all other concerned stakeholders, and harmonization of the national plans with the regional and global plans;
- e) facilitate the implementation of GANP goals and targets;
- f) report on the status of implementation, within the State, on a regular basis;
- g) plan for basic services to be provided for international civil aviation in accordance with ICAO Standards, within State national plans;
- h) facilitate the development and establishment of Letters of Agreement and bilateral or multilateral agreements;
- i) mitigate deficiencies identified under the uniform methodology for the identification, assessment and reporting of air navigation deficiencies in a timely manner;
- j) embrace a performance-based approach for implementation as highlighted in the Global Plans; and
- k) ensure the inclusion of the regional priorities in the States' national implementation plans to the extent possible.

### 3.4 **International organization and industry role**

3.4.1 Industry, in particular airspace users, professional associations and organizations (such as Airports Council International, Civil Air Navigation Services Organization, International Federation of Air Line Pilots' Associations, International Federation of Air Traffic Controllers' Associations, International Air Transport Association, etc.) should participate in the work of the PIRG and its contributory bodies, in order to support air navigation implementation and collaborative decision-making processes, taking into consideration the safety aspects of air navigation services.

3.4.2 Their focus should be on identifying regional requirements and ensuring that their available resources are adequately allocated.

### 3.5 **Reporting**

3.5.1 The PIRG reports outcomes to the ICAO Council through the Air Navigation Commission (ANC) as facilitated by the ICAO Secretariat.

3.5.2 PIRG meeting reports should be provided in a standardized format to the governing bodies of ICAO to identify regional and emerging challenges, and shall include as a minimum:

- a) a brief history of the meeting (duration and agenda);
- b) a list of meeting participants, affiliation and number of attendees;
- c) a list of conclusions and decisions with a description of their rationale (what, when, why and how);
- d) common implementation challenges identified amongst PIRG members and possible solutions, assistance required and estimated timelines to resolve, if applicable, by sub-region;
- e) identification of and recommendations on particular actions or enhancements that would require consideration by the ANC and Council to address particular challenges, including the need for amendment proposals to global provisions and guidance materials submitted by States;
- f) a list of issues cross-referenced to actions to be taken by ICAO Headquarters and/or Regional Offices;
- g) based on the GANP, and associated KPIs and tools, a report to the extent possible on the status of implementation of air navigation goals, targets and indicators, including the priorities set by the region in their regional air navigation plans exploring the use of regional dashboards to facilitate monitoring regional progress being made;
- h) a list of items for coordination with the RASG and a concise summary of the outcome of related discussions;
- i) air navigation deficiencies identified and timelines for mitigation thereof; and



- j) the work programme and future actions to be taken by the PIRG.

3.5.3 A technical officer from Headquarters (Air Navigation Bureau) will participate and provide support to the meeting and subsequently arrange for the presentation of reports, in coordination with the Regional Office(s) and chairpersons of the PIRG, to the ANC and Council for review and harmonization.

3.5.4 The final PIRG report will be approved at the end of the meeting. Where the report requires translation, it will be made available within fifteen working days of the meeting closure.

3.5.5 Headquarters will provide feedback to the PIRGs highlighting the actions taken by the ANC and Council related to their previous meeting outcomes.

3.5.6 When a PIRG does not meet during the annual reporting cycle of the consolidated report on PIRGs and RASGs to the Council, the Secretary of the regional group must nevertheless report implementation progress, as well as difficulties experienced, for inclusion in the report.

#### 4. GLOBAL PLANS

4.1 In regard to Global Plans, the PIRG shall:

- a) support implementation by States of the *Global Air Navigation Plan* (GANP, Doc 9750), taking into account aspects of the *Global Aviation Safety Plan* (GASP, Doc 10004) and Global Aviation Security Plan (GASeP) by ensuring effective coordination and cooperation between all States and stakeholders;
- b) monitor and report the progress on the implementation by States of the GANP, and the regional objectives and priorities;
- c) ensure continuous and coherent development of the regional air navigation plan, *Regional Supplementary Procedures* (Doc 7030) and other relevant regional documentation, and propose amendments to reflect the changes in operational requirements in a manner that is harmonized with adjacent regions, consistent with ICAO Standards and Recommended Practises (SARPs), Procedures for Air Navigation Services (PANS) and the GANP;
- d) provide feedback on the GANP implementation and propose amendments to the Global Plans, as necessary, to keep pace with the latest developments and ensure harmonization with regional and national plans;
- e) in line with the GANP and regional priorities, identify specific deficiencies in the air navigation field, and propose mitigating actions and timelines to resolve deficiencies; and
- f) verify the provision of air navigation facilities and services in accordance with global and regional requirements.

## 5. REGIONAL ACTIVITIES

5.1 In regard to regional activities, the PIRG shall:

- a) serve as a regional cooperative forum that determines regional priorities, develops and maintains the regional air navigation plan and associated work programme based on the GANP and relevant ICAO Provisions;
- b) facilitate the development and implementation by States of air navigation systems and services, as identified in the regional air navigation plan and Doc 7030;
- c) monitor and report on the status of implementation by States of the required air navigation facilities, services and procedures in the region, and identify the associated difficulties and deficiencies to be brought to the attention of the Council;
- d) facilitate the development and implementation of corrective action plans by States to resolve identified deficiencies, where necessary;
- e) identify and report on regional and emerging air navigation challenges experienced that affect implementation of ICAO global provisions by States and measures undertaken or recommended to effectively address them;
- f) facilitate the development and implementation of regional and national air navigation plans by States; and
- g) assist Member States with guidance to implement complex aviation systems.

## 6. PIRG COORDINATION

6.1 In regard to coordination, the PIRG shall:

- a) coordinate safety issues with the respective RASG;
- b) foster cooperation, information exchange, sharing of experiences and best practices among States and stakeholders;
- c) provide a platform for regional coordination and cooperation amongst States and stakeholders for the continuous improvement of air navigation systems in the region with due consideration to harmonization of developments and deployments, intra- and interregional coordination, and interoperability;
- d) ensure that all air navigation activities at the regional and sub-regional level are properly coordinated amongst role players to avoid duplication of efforts;
- e) identify security, environmental and economic issues that may affect the operation of the air navigation system, and inform ICAO Secretariat accordingly for action; and

- f) through the PIRG Secretary, inform the Directors General of Civil Aviation and related Civil Aviation Commissions/Conferences of PIRG meeting results.

## 7. **INTERREGIONAL COORDINATION**

7.1 The PIRG shall:

- a) ensure interregional coordination through formal and informal mechanisms, including the participation in meetings established for the purpose of coordinating PIRG and RASG activities, the GANP, regional air navigation plans and regional supplementary procedures; and
- b) ensure coordination with informal groups, such as the South Atlantic Group, Informal South Pacific ATS Coordination Group and Informal Pacific ATS Coordination Group, to assure harmonized planning and smooth transition through regional interface areas.

7.2 ICAO Headquarters shall arrange a global coordination meeting between all PIRG and RASG chairpersons and secretaries on a biennial basis.

## 8. **EXPANSION OF TERMS OF REFERENCE**

8.1 The Terms of Reference, above, serve as a global basis for PIRG operations and may be further expanded by each PIRG, as required, to maintain the flexibility and efficiency of their work. Additional terms of reference, adopted by a PIRG, must be approved by the President of the Council and be included in the relevant PIRG Handbooks as a PIRG specific supplement.

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## **APPENDIX B**

### **GENERIC TERMS OF REFERENCE OF REGIONAL AVIATION SAFETY GROUPS (RASGs)**

#### **1. MEMBERSHIP**

1.1 All ICAO Contracting States and Territories recognized by ICAO, within the area of accreditation of the ICAO Regional Office(s) concerned, shall be members of the regional aviation safety group (RASG) established for that (these) region(s).

#### **2. PARTICIPATION**

2.1 In addition to States, the importance of a collaborative and proactive role by airspace users, international and regional organizations and industry should be recognized due to their involvement in the rapid pace of technological development, expertise and other opportunities for sharing of resources.

2.2 RASG meetings are open to all members. Each State/territory member should be represented by a senior-level delegate nominated by the State/territory, preferably from the civil aviation authority (CAA) in order to support related policy-making within the State. A delegate may be supported by an alternate delegate and/or advisers with the requisite technical knowledge in the subject matters under consideration.

2.3 The CAAs should be supported by representatives from service providers and industry.

2.4 States located outside the area of accreditation of the ICAO Regional Offices concerned can be invited on a case-by-case basis and in accordance with the *Regional Office Manual* to attend as observers.

2.5 International organizations recognized by the ICAO Council to participate in ICAO meetings should participate as observers in the RASG meetings, and be encouraged to do so. Other stakeholders may be invited as observers, when required, to contribute to the work of the RASG.

2.6 The participation of industry stakeholders should take into account relevant capabilities such as an involvement in the rapid pace of technological development, specific knowledge and expertise, and other opportunities including sharing of resources.

2.7 Civil aviation commissions/conferences, in particular the Arab Civil Aviation Organization, African Civil Aviation Commission, European Civil Aviation Conference and Latin American Civil Aviation Commission, may be invited to participate in the work of the RASGs.

2.8 The members and observers will serve as partners in RASGs, and their joint commitment is fundamental for success in improving safety worldwide.

2.9 RASG meetings should be live-streamed, to the extent possible, to enable additional State participants to follow the proceedings.

### 3. WORKING ARRANGEMENTS

#### 3.1 Structure

3.1.1 RASGs have the obligation to apply the most effective and efficient organizational structure and meeting modalities that best suit the characteristics of each region's implementation work programme while maintaining, to the extent possible, alignment with these Terms of Reference, the regional work programme and the Global Aviation Safety Plan (GASP).

3.1.2 The ICAO Regional Director(s) will serve as the Secretary of the RASG. Wherever two Regional Directors are involved, they will biennially rotate between serving as Secretary of the RASG and planning and implementation regional group (PIRG) to balance the Secretariat responsibilities between these two regional groups. The Secretary of the RASGs, in coordination with the Secretary of the PIRGs, will establish the date, methodology and the procedure to be applied for the rotation.

3.1.3 The organization of the RASG should address global and region-specific safety-related matters, and meetings should be closely coordinated between the RASG and PIRG chairpersons and the Secretariat. RASG and PIRG meetings should be held back-to-back or combined to facilitate coordination and to ensure the efficient use of resources.

3.1.4 The RASGs shall be administered by a chairperson and one or two vice-chairpersons elected from the State-nominated delegates present. The RASGs will establish the cycle of elections. Exceptionally, at the discretion of each RASG, vice-chairpersons or a co-chairperson may be elected from the international and regional organizations, and/or industry present.

3.1.5 The RASG will build on the work already done by States, ICAO Regional Offices and existing regional and sub-regional organizations (such as the cooperative development of operational safety and continuing airworthiness programmes, regional safety oversight organizations (RSOOs), regional accident and incident investigation organizations (RAIOs) and industry) to support the establishment and operation of safety management processes for the region(s).

3.1.6 RASGs contributory bodies may be created by the RASG to discharge the RASG work programme by working on defined subjects requiring detailed technical expertise. A contributory body shall only be formed when it has been clearly established that it is able to make a substantial contribution to the required work. A contributory body will be dissolved by the RASG when it has completed its assigned tasks or if the tasks cannot be usefully continued.

3.1.7 Invitations to RASG meetings must be issued at least three months in advance of the meeting to assist States to plan participation.

3.1.8 The Secretariat will review and update the RASG Handbook periodically, and as required, to ensure a result-oriented approach.

3.1.9 Where the meeting is held in more than one ICAO working language, interpretation services shall be made available to facilitate participation in the deliberations and adoption of the report by all participants.

3.1.10 States, international organizations and industry are invited to submit working papers, research works, etc. in order to enhance the work of the RASG and its contributory bodies. To ensure proper time for consideration and good decision-making, the Secretary should ensure that all working papers are available at least fourteen days prior to the start of the meeting, for consideration.

## 3.2 Venue

3.2.1 RASG meetings will be convened in the Regional Offices, to the extent possible, to facilitate proper access by States. Approval to host RASG meetings outside of the Regional Office must be obtained from the President of the Council.

3.2.2 The Secretary General will ensure the allocation of the necessary financial resources to host RASG meetings.

3.2.3 RASG contributory bodies may be convened at a different location, if required, to be determined by the Secretary and Chairpersons of the RASG, and contributory body. Venues shall be chosen with the primary aim of facilitating maximum State attendance.

## 3.3 State role

3.3.1 State CAAs, supported by service providers as necessary, should participate in the work of the RASG and its contributory bodies to:

- a) ensure the continuous and coherent development and implementation of regional safety plans and report back on the key performance indicators (KPIs);
- b) support the regional work programme with participation from the decision-making authority with the technical expertise necessary for the planning and implementation mechanism, thus supporting policy decisions at the State level;
- c) support the implementation of effective safety management and collaborative decision-making processes to mitigate aviation safety risks, thus supporting policy decisions at the State level;
- d) contribute information on safety risk, including State safety programme (SSP) safety performance indicators (SPIs, in accordance with the GASP as part of their safety risk management activities;
- e) ensure coordination, at the national level, between the CAA, service providers and all other concerned stakeholders, and harmonization of the national plans with the regional and global plans;
- f) facilitate the development and establishment of Letters of Agreement and bilateral or multilateral agreements;
- g) ensure the implementation of the GASP goals and targets; and
- h) embrace a performance-based approach for implementation as highlighted in the Global Plans.

### 3.4 International organization and industry role

3.4.1 Industry stakeholders/partners should participate in the work of the RASG and its contributory bodies in order to support the implementation of safety oversight activities, safety management and collaborative decision-making processes, as well as to identify regional requirements, mitigate aviation safety risks, provide technical expertise, as required, and ensure adequate resources.

3.4.2 Their focus should be on identifying regional requirements and ensuring that their available resources are adequately allocated.

### 3.5 Reporting

3.5.1 The RASG reports outcomes to the ICAO Council through the Air Navigation Commission (ANC) as facilitated by the ICAO Secretariat.

3.5.2 RASG meeting reports should reflect the structure of the GASP (organizational challenges, operational safety risks, infrastructure and safety performance measurement) and RASG deliverables should map the expected GASP goals and targets.

3.5.3 RASG meeting reports should be provided in a standardized format to the governing bodies of ICAO to identify regional and emerging challenges, and shall include as a minimum:

- a) a brief history of the meeting (duration and agenda);
- b) a list of meeting participants, affiliation and number of attendees;
- c) a list of conclusions and decisions with a description of their rationale (what, when, why and how);
- d) a list of safety enhancement initiatives (SEIs) linked to the associated GASP targets and indicators, and the appropriate mechanism used to measure their effectiveness;
- e) common implementation challenges identified amongst RASG members and possible solutions, assistance required and estimated timelines to resolve, if applicable, by sub-region;
- f) identification of and recommendations on particular actions or enhancements that would require consideration by the ANC and Council to address particular challenges;
- g) a list of issues cross-referenced to actions to be taken by ICAO Headquarters and/or Regional Offices;
- h) based on the GASP, and associated SPIs and tools, report to the extent possible on the status of implementation of safety goals, targets and indicators, including the priorities set by the region in their regional safety plans, exploring the use of regional dashboards to facilitate monitoring regional progress being made;



- i) a list of items for coordination with the PIRG and a concise summary of the outcome of related discussions;
- j) feedback on implementation issues and actionable recommendations to the ICAO Council to continually improve future editions of the GASP that identify regional safety objectives and priorities to ensure proper focus on emerging safety concerns; and
- k) the work programme and future actions to be taken by the RASG.

3.5.4 A technical officer from the Headquarters (Air Navigation Bureau) will participate and provide support to the meeting and subsequently arrange for the presentation of reports, in coordination with the Regional Office(s) and chairpersons of the RASG, to the ANC and Council for review and harmonization.

3.5.5 The final RASG report will be approved at the end of the meeting. Where the report requires translation, it will be made available within fifteen working days of the meeting closure.

3.5.6 Headquarters will provide feedback to the RASGs highlighting the actions taken by the ANC and Council related to their previous meeting outcomes.

3.5.7 When a RASG does not meet during the annual reporting cycle of the consolidated report on PIRGs and RASGs to the Council, the Secretary of the regional group must, nevertheless, report implementation progress, as well as difficulties experienced, for inclusion in the report.

## 4. GLOBAL PLANS

4.1 In regard to Global Plans, the RASG shall:

- a) support implementation by States of the *Global Aviation Safety Plan* (GASP, Doc 10004) taking into account aspects of the *Global Air Navigation Plan* (GANP, Doc 9750) and *Global Aviation Security Plan* (GASeP) by ensuring effective coordination and cooperation between all States and stakeholders;
- b) monitor and report the progress on the implementation by States of the GASP and the regional objectives and priorities;
- c) provide feedback on the GASP implementation and propose amendments to the Global Plans as necessary to keep pace with the latest developments and ensure harmonization with regional and national plans;
- d) in line with the GASP and regional priorities, identify specific aviation safety risks and propose mitigating actions using the mechanisms defined by Annex 19 — *Safety Management* and the *Safety Management Manual* (Doc 9859) with timelines to resolve deficiencies; and
- e) verify the provision of services in accordance with global and regional requirements.

## 5. REGIONAL ACTIVITIES

5.1 In regard to regional activities, the RASG shall:

- a) serve as a regional cooperative forum that determines regional priorities, develops and maintains the regional aviation safety plan and associated work programme based on the GASP and relevant ICAO provisions, integrating global, regional, sub-regional, national and industry efforts in continuing to enhance aviation safety worldwide;
- b) facilitate the development and implementation of safety risk mitigation action plans by States, taking into consideration States' level of effective implementation of the critical elements of safety oversight systems and progress being made to improve the level;
- c) monitor and report, using a data driven approach, the region's main aviation safety risks, and determine regional priorities and associated work programme based on the GASP;
- d) analyze safety information and hazards to civil aviation at the regional level and review the action plans developed within the region to address identified hazards;
- e) identify and report on regional and emerging safety challenges experienced that affect implementation of ICAO global provisions by States and measures undertaken or recommended to effectively address them; and
- f) facilitate the development and implementation of regional and national aviation safety plans by States.

## 6. RASG COORDINATION

6.1 In regard to coordination, the RASG shall:

- a) coordinate safety issues with the respective PIRG;
- b) foster cooperation, information exchange, sharing of experiences and best practices among States and stakeholders;
- c) provide a platform for regional coordination and cooperation amongst States and stakeholders for the continuous improvement of safety in the region with due consideration to harmonization of developments and deployments, and intra- and interregional coordination;
- d) ensure that all safety activities at the regional and sub-regional level are properly coordinated amongst role players to avoid duplication of efforts;
- e) identify security, environmental and economic issues that may affect aviation safety, and inform ICAO Secretariat accordingly for action;

- f) identify practical examples and tools to support effective safety management implementation; and
- g) through the RASG Secretary, inform the Directors General of Civil Aviation and related civil aviation commission/conferences of RASG meeting results.

## 7. **INTERREGIONAL COORDINATION**

7.1 The RASG shall:

- a) ensure interregional coordination through formal and informal mechanisms, including the participation in meetings established for the purpose of coordinating RASG and PIRG activities, the GASP and regional aviation safety plans; and
- b) identify stakeholders that could be impacted by RASG SEIs within and outside the region, and develop an effective communication and coordination strategy with stakeholders.

7.2 ICAO Headquarters shall arrange a global coordination meeting between all RASG and PIRG chairpersons and secretaries on a biennial basis.

## 8. **EXPANSION OF TERMS OF REFERENCE**

8.1 The Terms of Reference, above, serve as a global basis for RASG operations and may be further expanded by each RASG, as required, to maintain the flexibility and efficiency of their work. Additional terms of reference adopted by a RASG must be approved by the President of the Council and be included in the relevant RASG Handbooks as a RASG specific supplement.

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