INTERNATIONAL CIVIL AVIATION ORGANIZATION
Fourth Meeting of AFI Region Directors General of Civil Aviation (DGCA/4)
(Matsapha, Manzini, Swaziland, 8-9 November 2010)

Agenda item 2:　　　　**Aviation Safety**

　　　　2.2:　　　　**Establishment of Regional Aviation Safety Group for the AFI Region**

Establishment of the Africa-Indian Ocean (AFI) Regional Aviation Safety Group (RASG-AFI)

SUMMARY
This working paper presents the proposed structure and the terms of reference for the Regional Aviation Safety Group for the AFI Region (RASG-AFI) for consideration and discussion.
Action by the meeting in paragraph 5

1.　INTRODUCTION

1.1　　　　Subsequent to the decision of the Council and taking into consideration Assembly Resolution A36-7: *ICAO Global planning for safety and efficiency* which resolved that the Global Plans (Global Air Navigation Plan and Global Aviation Safety Plan) shall provide the framework in which regional, subregional and national implementation plans will be developed and implemented, thus ensuring harmonization and coordination of efforts aimed at improving international civil aviation safety and efficiency, the Commission through and ad hoc working group initiated a study aimed at identifying a regional mechanism to address safety issues.

1.2　　　　As the current regional mechanisms (such as PIRGs, COSCAPs, RSOOs, DGCA meetings) are not sufficient in addressing and harmonizing regional flight operations safety issues, it was proposed that a new follow-up body was needed that would monitor progress, coordinate actions among States and make recommendations to ICAO to facilitate the implementation of the Global Aviation Safety Plan (GASP) and the associated Global Aviation Safety Roadmap (GASR).

1.3　　　　The main purpose of the Regional Aviation Safety Group – Africa (RASG-AFI) would be to develop an integrated, data-driven strategy and implement a work programme that supports a regional performance framework for the management of safety so as to reduce the commercial aviation fatality risk in the AFI Region and promote new ICAO, government and industry safety initiatives throughout the continent keeping up with the spirit of the ICAO Global Aviation Safety Plan (GASP). The establishment of the RASG-AFI will not only create awareness of regional safety issues but will provide a mechanism for addressing them.

2.　PROPOSED REGIONAL STRUCTURE

2.1　　　　The COSCAPs and RSOOs are organized on a subregional basis. It may be noted that eventually some COSCAPs may evolve into RSOOs where appropriate. Considering that COSCAP/RSOO mechanisms are more focused on safety oversight issues and, as of now, do not cover all of the States of the region, it was necessary to establish a new regional mechanism known as

Regional Aviation Safety Groups (RASGs) to address and harmonize all flight operations safety issues on an ICAO region-wide basis. Noting that in several regions there was actually a gradual evolution toward RASGs, this proposal, in effect, would facilitate ICAO to recognize groups that Contracting States had already chosen to form. The recognition of RASGs by the Council would lead to the establishment of a formal reporting channel allowing ICAO to monitor the worldwide implementation of the GASP. The RASGs are expected to build on the work already done by these existing subregional organizations and will facilitate the exchange of best practices, cooperation and collaboration using a top-down approach complementing the bottom-up approach of planning by subregions, States and industry.

2.2   The need for partnership will be the key to success of Regional Aviation Safety Group – Africa (RASG-AFI)**.** The GASP and the associated GASR are built on the principle of partnership and, as such, it is essential that all relevant stakeholders are involved in the development and implementation of any activities aimed at improving safety under the focus areas. Together with ICAO, the stakeholders in the civil aviation sector are States, airlines/operators, airports, air navigation service providers, aircraft and equipment manufacturers, maintenance and repair organizations, regional organizations, international organizations, training organizations and industry representatives. The commitment of all stakeholders is fundamental for success in improving safety.

3.   ESTABLISHMENT OF RASG-AFI

3.1   ***Regional groups and terms of reference:*** It is noted that currently regions are addressing flight safety issues through different mechanisms established by States and industry partners. For example, RASG-PA has already been established by the Pan American States themselves and held its second meeting in November 2009. Currently, the AFI Comprehensive Implementation Programme (ACIP) and its Steering Committee are monitoring and coordinating the implementation of the GASP/GASR within the AFI region. These regional experiences have been taken into account in determining the global model. ***The terms of reference detailing membership of the RASG-AFI and its work programme are proposed in Attachment "A" to this document***.

3.2   The creation of ICAO regional groups by the Council, similar to PIRGs, would allow the reports of RASGs to be reviewed by the Commission on a regular basis and by Council as deemed necessary, thus providing interregional harmonization related to flight safety issues and a means to monitor implementation of GASP/associated GASR. The establishment of RASG-AFI would not fundamentally change the efforts that are presently underway in the regions.

3.3   ***Resources:*** With the creation of RASGs, one officer for each of the regional offices will be required. Currently, all regional offices have a post of Flight Safety Officer in their establishment. Further support for the RASG-AFI meetings would be provided using Headquarters staff. The expenses (including travel and DSA for the Headquarters officer to support the meeting) for the RASG-AFI meetings will be accommodated within the regional meeting budget which will be augmented suitably.

3.4   ***Coordination between PIRGs and RASGs***: A concern arose related to the parallels that were being drawn between the PIRG framework and the RASGs. It was noted that while the PIRGs did touch on some safety issues, they had been developed to deal with air navigation plans at a regional and global level with ICAO playing a key leadership role. In contrast, safety continued to lie within the sovereignty of individual States. It is expected that States will provide input on how to determine the safety issues to be covered by the RASGs and those that should remain with the PIRGs. Also, the need for a mechanism for coordination between PIRGs and RASGs was discussed and accordingly this aspect has been reflected in the suggested terms of reference.

4.   CONCLUSION

4.1   ***Systems approach.*** The establishment of RASGs will serve as a regional cooperative forum integrating global, regional, subregional, national and industry efforts in continuing to enhance aviation safety worldwide. 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. As the Commission reviews the mandate and terms of reference of PIRGs, it is expected to address in the future an integration of the safety work done by these groups. Until such time, the Secretariat will ensure that the safety issues raised by the PIRGs and RASGs are fully coordinated.

5.   ACTION BY THE MEETING

5.1   The Meeting is invited to

   a) note the decision of the ICAO Council for the establishment of RASG-AFI; and

   b) review the Terms of Reference (TORs) of RASG-AFI as presented in the appendix hereto, and develop appropriate organizational structure.

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**TERMS OF REFERENCE OF THE
AFI REGIONAL AVIATION SAFETY GROUP (RASG-AFI)**

1. ESTABLISHMENT

1.1 Consistent with the Planning and Implementation Regional Group (PIRG) mechanism, the AFI Regional Aviation Safety Group (RASG-AFI) is established and will be convened as required. RASG-AFI will be responsible for coordinating and monitoring the successful implementation of all safety initiatives in the AFI Region.

2. MEMBERSHIP AND THE STRUCTURE

2.1 Contracting States entitled to participate as members in the RASG-AFI meeting are:

  a) those whose territories or dependencies are located partially or wholly within the geographical area to be considered by the meeting;

  b) those located outside the area:

   1. which have notified ICAO that aircraft on their register or aircraft operated by an operator whose principal place of business or permanent residence is located in such States, operate or expect to operate into the area; or

   2. which provide facilities and services affecting the area.

2.2 Contracting States not meeting the above criteria and non-Contracting States are entitled to participate in RASG-AFI meetings as observers.

2.2.1 The aircraft operators, international organizations, maintenance and repair organizations, regional organizations, training organizations, aircraft manufactures, airport and air navigation service providers and any other allied organizations/representatives will be invited to attend RASG-AFI meetings in their capacity as observers.

2.2.2 The members and observers will serve as partners of RASG-AFI and their joint commitment is fundamental for success in improving aviation safety worldwide.

2.2.3 The two AFI Regional Directors will alternate serving as Secretary of the RASG-AFI and APIRG to balance the Secretariat responsibilities between these two regional groups.

3. RESOURCES

3.1 An officer from Headquarters (ANB) will participate and provide support to the RASG-AFI meetings. The ANB officer will serve as the interface between the RASG-AFI and the Air Navigation Commission and present the reports of RASG-AFI meetings to the Commission/or Council for review and harmonization.

3.2 The RASG-AFI will entrust the two Regional Officers Flight Safety attached to the two ICAO Regional Offices to act as the focal point for all RASG-AFI activities and monitor progress and offer assistance where necessary.

4.   WORK PROGRAMME

4.1   The RASG-AFI will develop and implement a work programme that supports a regional performance framework for the management of safety on the basis of the Global Aviation Safety Plan (GASP) and the Global Aviation Safety Roadmap (GASR). The reports of RASG-AFI meetings will be reviewed by the Commission on a regular basis and by the Council as deemed necessary.

4.2   Using the GASP and GASR, the RASG-AFI will build on the work already done by States, existing subregional organizations such as the Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs) and Regional Safety Oversight Organizations (RSOOs) and support the establishment and operation of a performance-based safety system for the region by:

- analyzing safety information and hazards to civil aviation at the regional level and reviewing the action plans developed within the region to address identified hazards;

- facilitating the sharing of safety information and experiences among all stakeholders;ensuring that all safety activities at the regional and subregional level are properly coordinated to avoid duplication of efforts;

- reducing duplication of efforts by encouraging collaboration, cooperation and resource sharing;

- conducting follow-up to GASP/GASR activities as required;

- coordinating with APIRG and other PIRGs on safety issues; and

- providing feedback to ICAO to continually improve and ensure an up-to-date global safety framework.

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