



International Civil Aviation Organization

**Third Meeting of the Middle East Regional Aviation Safety Group
(RASG-MID/3)**

(Kuwait, 27 - 29 January 2014)

Agenda Item 5: Coordination between RASG-MID and MIDANPIRG

COORDINATION BETWEEN RASG-MID AND MIDANPIRG

(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/14 Report
- MSG/3 Report
- RASG-MID/2 Report
- RSC/2 Report

1. INTRODUCTION

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

1.2 The Fourteenth Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/14) was held in Jeddah, Saudi Arabia (15-19 December 2013).

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.

1.4 The main objective of the PIRGs-RASGs GCM 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 included:

- a) confirmation of the need for a coordination mechanism in each region between the RASG and PIRG to ensure consistency of action and avoid overlap; and
- b) encouragement of the sharing of successful initiatives among each other.

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).

2.2 While RASGs have been established to 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, aerodrome and ATM safety.

2.3 The meeting may wish to recall that the RASG-MID/2 meeting agreed with MIDANPIRG that SSP implementation should be monitored by RASG-MID.

2.4 Taking into consideration the global and regional developments, including the endorsement of the MID Region Safety Strategy, the MIDANPIRG/14 meeting, based on a recommendation from the MSG/3 meeting (Cairo, Egypt, 17-19 June 2013), agreed 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 and ADCI Task Force would be transferred to RASG-MID, pending final approval by the RASG-MID/3.

2.5 The RSC/2 meeting (Amman, Jordan, from 28 to 30 October 2013) supported the above proposal.

2.6 The meeting may wish to note that MIDANPIRG/14 meeting tasked the PBN SG to support RASG-MID activities related to SEIs and DIPs, in particular the Controlled Flight Into Terrain (CFIT) and ensure necessary coordination through the Secretariat and chairpersons of the groups.

3. ACTION BY THE MEETING

3.1 The meeting is invited to support the proposal in Para. 2.4 above.