



INTERNATIONAL CIVIL AVIATION ORGANIZATION

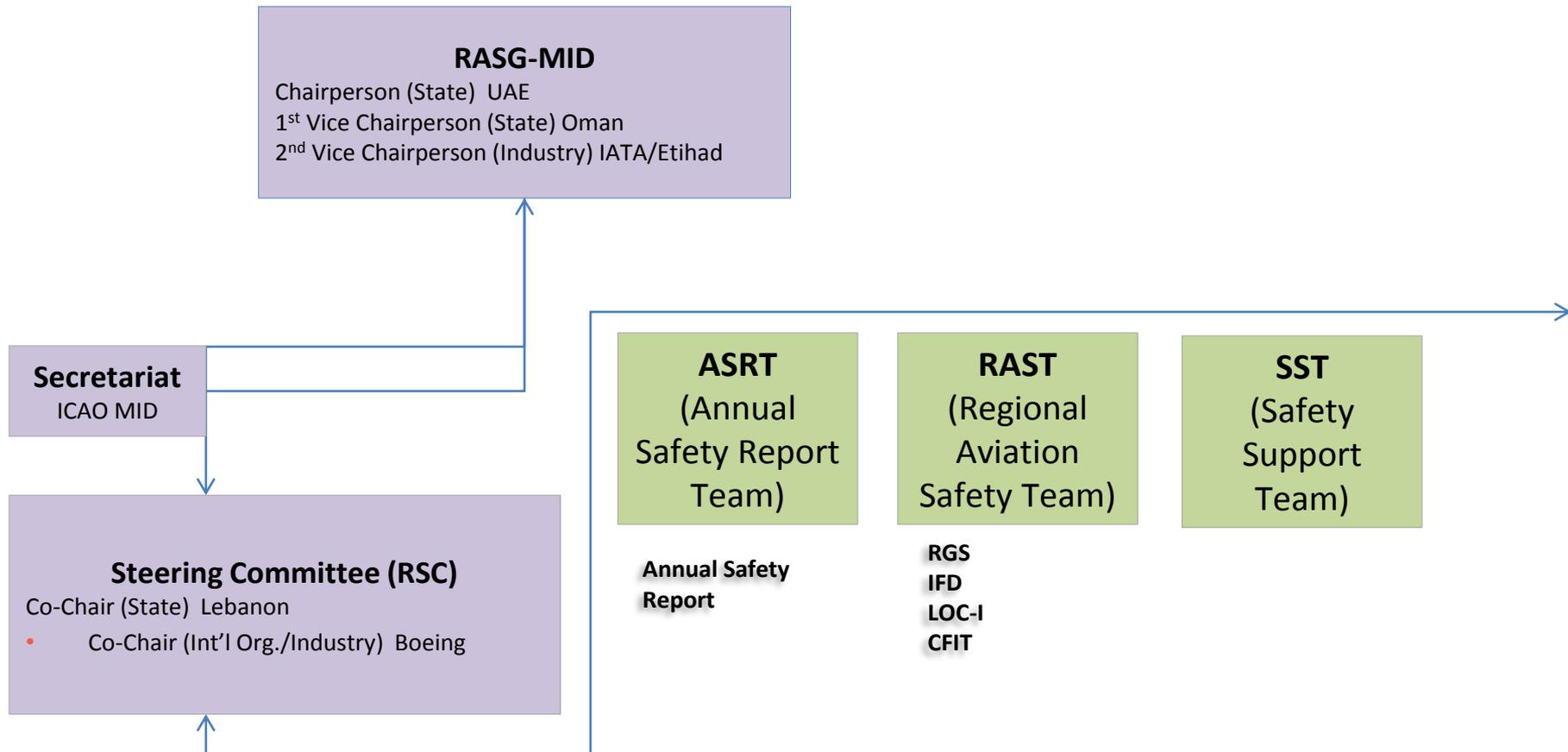
A United Nations Specialized Agency

PIRG/RASG GCM-2013/PPT-3 RASG-MID
Agenda item 2

A brief on RASG-MID

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RASG-MID working arrangements



RASG-MID: Successes

- ✓ Identification of 4 Focus Areas:
 - 1) *Runway and Ground Safety (RGS)*, 2) *In-Flight Damage (IFD)*, 3) *Loss Of Control In-flight (LOC-I)*, and 4) *Controlled Flight Into Terrain (CFIT)*;
- ✓ Endorsement of the First MID Region Annual Safety Report;
- ✓ Endorsement of initial Draft set of SEIs and DIPs for further review, prioritization and development;
- ✓ RASG-MID work programme for 2013 developed in coordination with all safety partners (IATA, CANSO, Boeing, COSCAP-GS, UN-WFP, etc.); and
- ✓ Agreement to organize a MID Region Safety Summit on annual basis as a collaborative effort.

RASG-MID: Priorities



- Consolidate efforts and eliminate duplication of efforts, to the max extent possible.
- First MID Region Safety Summit (*Bahrain, 28-30 April 2013*).
- Define Safety indicators and Targets to measure effectiveness of actions.
- Review, prioritize, and further develop SEIs and DIPs.
- Implement the RASG-MID Work Programme for 2013.

RASG-MID: Roadblocks



- Very similar to MIDANPIRG Roadblocks.

RASG-MID/MIDANPIRG : Roadblocks



- Political instability and sensitivity between certain States.
- Lack of Human resources/Expertise to cope with all the developments at global, regional and national level and to provide necessary support to the MIDANPIRG subsidiary bodies.
- Weak regulatory framework at State level (clear separation between Regulator and Service Providers).
- Involvement of regulatory and industry personnel in MIDANPIRG activities.
- Financial constraints for travel (ICAO meetings, Seminars, etc).
- Concept of regional cooperation.
- Regional/Sub-regional framework (ACAC, GCC).
- Duplication of efforts with Regional Organizations (ACAC, CANSO, GCC).
- Level of reporting of data by States, including replies to State Letters, Questionnaires, etc.
- Airspace users involvement and contribution (IATA, IFALPA, AACO, etc.).





RASG-MID: Expectations

- Support to RASG-MID (access to and availability of necessary safety information from all sources, including States, ICAO, etc.).
- Clear process of coordination with MIDANPIRG.
- ATM safety to continue to be addressed by MIDANPIRG until the RASG-MID reaches maturity. RASG-MID should continue dealing mainly with safety of flight operations and aerodrome safety.
- Planning should be initiated as soon as circumstances permit (maturity of RASG-MID) to adopt a safety management approach so that RASG-MID addresses safety issues from an integrated perspective that includes also ATM safety.

ICAO

Uniting Aviation on

Safety | Security | Environment

PIRG-RASC Global Coordination Meeting,
Montreal 19 March 2013

