



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

*A United Nations Specialized Agency*

PIRG/RASG GCM-2013/PPT-6  
Agenda item 4

# **Coordination mechanism between PIRG and RASG within the same region**

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(In coordination with ICAO Regional Offices)



### — PIRGs

- **PIRG TOR:** In consistent with ICAO SARPs and Global Air Navigation Plan (GANP). Facilitate the implementation of air navigation systems and services as identified in the Regional Air Navigation Plan with due observance to the primacy of air safety, regularity and efficiency.
- **PIRG TOR :** In line with the **Global Aviation Safety Plan (GASP)**, ensure the conduct of any necessary system performance monitoring, identify specific deficiencies in the Air Navigation field, especially in the context of safety, and propose corrective action.
- **PIRG TOR:** **Coordinating with** respective **RASG on safety issues.**
- Setting Regional Performance Objectives/Targets **and** associated Performance Metrics and Indicators, including **safety-targets** (RVSM target level of safety (TLS), runway excursion (RE), runway incursion (RI), etc.).
- PIRGs are one of the **sources of aviation safety intelligence for RASGs**, and could change the priority of Air Navigation improvements plans based on the **safety strategies recommended/agreed by RASGs.**



### – RASG

- **RASG TOR** :To coordinate, monitor, support and promote the implementation of the **GASP**.
- **RASG TOR** : Ensure that all **safety activities** at the regional and sub-regional level are **properly coordinated** to **avoid duplication** of efforts.
- **RASG TOR** : To support the establishment and operation of a performance-based **safety system** using **GASP** and **GASR**.
- **RASG TOR** : **Coordinating with the respective PIRG on safety issues**.
- RASGs are users and collectors of safety information used to develop specific safety strategies.

# PIRG/RASG Coordination Regional Challenges



- PIRGs and RASGs are complementary:
  - in fostering the implementation of the **GANP** and the **GASP** at regional level; and
  - to achieve a sustainable growth and **improve** the **safety** of air transport system.
- Ownership or responsibility is **not** always clearly defined **between PIRG and RASG**.
- **Lack of** clearly defined thresholds or **timelines** for coordinating with specific PIRG and/or RASG.

# Main Issues



- A lot of changes taking place at the same time (USOAP-CMA, safety management, performance-based approach, ASBUs, etc.)
- Resistance to change.
- Alignment of the regional air navigation plans & PIRG work programmes with the GANP and ASBU methodology (PIRGs).
- Identify Safety Enhancement Initiatives (SEIs) and monitor the implementation of mitigation measures through detailed implementation plans (DIPs), in a prioritized manner (RASGs).
- Integration of safety information including deficiencies affecting implementation of ICAO Standards (RASGs-PIRGs).
- Need to coordinate activities aimed by addressing safety oversight findings identified under USOAP-CMA and air navigation deficiencies identified by PIRGs, to prevent unnecessary overlapping and duplication of efforts (RASGs-PIRGs).

# Main Issues (cont'd)

- **Low level of State participation/commitment** at appropriate level in RASG and PIRG activities (in some Regions).
- **Lack of Human and financial resources** from States.
- **Political sensitivities.**
- **RASGs have not yet reached** a sufficient level of **maturity** (*in some Regions*).
- **Not enough funding** for RASGs to develop meaningful work programme.
- **Need updated GASP** to realign work programme of RASGs.

# PIRG/RASG Coordination

## Way forward



- Need to update PIRGs and RASGs Terms of Reference.
- Step-by-step approach to be used for the introduction of major changes (*no major changes should be introduced before the RASGs reach maturity and the PIRGs aligned with GANP and ASBU methodology*).
- Gradual integration of Aerodrome and at a later stage ATM safety work into RASGs (if not already done).
- In some regions, due to partnership with Industry the working arrangement would be more like an MOU that define the rules of engagement.
- PIRG/RASG Coordination is required at all times, based on their assigned terms of reference & identified areas of common interest.

# PIRG/RASG Coordination

## Way forward (cont'd)



- Secretariat to ensure this role (present papers summarizing achievements/activities and issues of common interest to each meeting of PIRG and RASG).
- Expenses for RASGs meetings to be accommodated under Regular Regional Office Programme Budget.
- Explore possibilities of sponsorship by States and Partners/Industry to support PIRG and RASG activities.
- Update of TORs and change of working arrangements (if any) to be endorsed regionally by the PIRGs and RASGs meetings.
- Coordination with ANB of Annual Reports to Air Navigation Commission (ANC) /Council on Safety (RASGs) and Air Navigation Capacity and Efficiency (PIRGs).

# ICAO

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