International Civil Aviation Organization
Regional Aviation Safety Group - Pan America (RASG-PA)

INFORMATION PAPER

Thirtieth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/30)
Baltimore, United States, 22 to 23 March 2018

Agenda Item 3:	**Items/Briefings of Interest to the RASG-PA ESC**

OUTCOMES FROM THE PIRG-RASG FORUM

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper presents the preliminary outcome from the PIRG-RASG forum held during the GANIS / SANIS Symposium in ICAO HQ.	
Strategic Objectives:	• Safety
References:	• Global Air Navigation Industry Symposium (GANIS) and the Safety and Air Navigation Implementation Symposium (SANIS) Symposia

1.1   On 13 December 2017, the International Civil Aviation Organization (ICAO) convened the first Global Forum on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs). The objective of the Global Forum was to have a multilateral discussion between States, International Organizations, Industry and ICAO to address the strengths and weaknesses of the current Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) mechanism and make recommendations for further improvement to ensure effective implementation of the ICAO Standards and Recommended Practices (SARPs), as well as the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP).

1.2   **Appendix** to this paper presents the outcome of the forum deliberations.

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APPENDIX
Global Forum Agreed Outcomes

ICAO Improved Aviation Implementation Strategy

On 13 December, 2017, the International Civil Aviation Organization (ICAO) convened the first Global Forum on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs). The objective of the Global Forum was to have a multilateral discussion between States, International Organizations, Industry and ICAO to address the strengths and weaknesses of the current Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) mechanism and make recommendations for further improvement to ensure effective implementation of the ICAO Standards and Recommended Practices (SARPs), as well as the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP).

The Global Forum,

Recalling that PIRGs and RASGs were established by the ICAO Council mainly to:

a) support the implementation of the Global Air Navigation Plan (GANP) and Global Aviation Safety Plan (GASP) by ensuring effective coordination and cooperation between all stakeholders and monitoring progress in the implementation of the Global Plans and the regional objectives and priorities;

b) ensure that all air navigation and safety activities at the regional and sub-regional level are properly coordinated, to avoid duplication of efforts;

c) facilitate the implementation of air navigation systems and services in accordance with the Global and Regional Plans, with due observance to the importance of air safety, capacity and efficiency;

d) monitor implementation of air navigation facilities and services and ensure interregional harmonization, taking due account of organizational aspects, economic issues (including financial aspects cost/benefit analysis, business case studies) and environmental matters.

Noting the instrumental role played by the PIRGs and RASGs in:

a) providing a forum for States and stakeholders, with ICAO leadership, to address air navigation and safety issues at the regional level and ensure alignment with the GANP and GASP to raise awareness regarding the new developments and identified challenges; and develop regional plans and strategies with the identification of specific air navigation and safety priorities and targets, in line with GANP and GASP;

b) monitoring the implementation status and reporting on the Regional priorities; and

c) identifying the gaps and challenges and develop plans and strategies, in line with GANP and GASP, for remedial action to be taken.

Considering the need for effective and active involvement of States, International Organizations and Industry, in the activities of PIRGs and RASGs to fulfil their objectives;

Recognizing that further progress in improving the global safety, capacity and efficiency of civil aviation is best achieved through a cooperative, collaborative and coordinated approach in partnership with all stakeholders under the leadership of ICAO;

Recalling that the global plans shall provide the frameworks in which national, sub-regional and Regional implementation plans will be developed and implemented, thus ensuring consistency, harmonization and coordination of efforts aimed at improving international civil aviation safety, capacity and efficiency;

Whereas the implementation of air navigation and safety plans, initiatives and programmes is the primary responsibility of States;

Noting the need for further improvement and development of PIRGs and RASGs to keep pace with emerging issues, including those related to the GANP and GASP;

Considering the importance of the feedback process provided by States, PIRGs and RASGs for the development and implementation of the future editions of the GANP and the GASP;

Noting that safety is an overarching strategic objective of ICAO related to all civil aviation areas;

Noting that PIRGS, at the regional level, also enhance safety through fostering of implementation of the air navigation initiatives of the GANP. Therefore, some aviation safety initiatives identified by the RASGs as risk mitigation strategies, may have been already addressed by PIRGs;

Noting the different working arrangements of PIRGs and RASGs, including Organizational Structures and frequency of meetings, in the different ICAO Regions.

The Global Forum on PIRGs and RASGs concluded the following:

That ICAO develop a clear communication strategy and guidance material, with simplicity at the core, to assist regional high-level decision makers to understand the importance and synergies of the national and regional plans with that of the Global Plans to foster their implementation;

That the terms of reference of PIRGs and RASGs be reviewed and updated to keep pace with the developments and emerging safety/ Air navigation issues, including the Assembly Resolutions, the ICAO No Country Left Behind (NCLB) initiative and the new versions of the GANP and GASP; and minimize to the extent possible, the overlapping scope of responsibilities between PIRGs and RASGs;

That ICAO develop the necessary guidance to assist PIRGs and RASGs in different Regions review their Organizational Structure and working arrangements for improved harmonization and better alignment with the GANP and GASP;

That the working arrangements of PIRGs and RASGs be reviewed with the intent to further reducing bureaucracy, becoming more adaptable to change, improving underlying work structures and increase participation of key decision makers;

That ICAO's regional reporting mechanisms be reviewed and augmented with appropriate tools and processes to facilitate the assessment and prioritization of implementation issues

That PIRGs and RASGs have the flexibility to apply the most effective and efficient organization structure and meeting modalities that best suit the characteristics of each region's implementation work programme; and

That the benefit of participation in the PIRGs and RASGs is acknowledged by all Stakeholders together with the need for an effective support to their activities.