



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP**  
**EIGHTEENTH MEETING (APIRG/18)**  
**Kampala, Uganda (27 – 30 March 2012)**

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**Agenda Item 2: Flight Safety and RASG-AFI Activities - Global, Regional and Interregional Activities**

**REPORT ON THE MAIN OUTCOME OF RASG-AFI  
AND COORDINATION OF ACTIVITIES BETWEEN APIRG AND RASG-AFI**

*(Presented by the Secretariat)*

<b>SUMMARY</b>
<p>This paper summarizes the main outcomes of the RASG-AFI/1 meeting and highlights the need for a process for coordination of activities between RASG-AFI and APIRG in order to ensure harmonization and avoid duplication of efforts.</p> <p>Proposed action by the meeting is at paragraph 3.</p>
<p><b>REFERENCE(S):</b> - SP AFI RAN Report</p>
<p><b>Related ICAO Strategic Objective(s): A</b></p>

**1. INTRODUCTION**

1.1 Flight safety issues had been addressed through different mechanisms established by States and industry partners.

1.2 Regional Aviation Safety Groups (RASGs) have been established by the Council to serve as a regional cooperative forum integrating global, regional, sub-regional, national and industry efforts in continuing to enhance aviation safety worldwide. The First Meeting of the RASG-AFI (RASG-AFI/1) was held back to back with the APIRG/18 meeting in Kampala, Uganda from 26 to 27 March 2012. The meeting which was attended by one hundred and seventy seven (177) participants from thirty-three (33) States and twelve (12) regional / international organizations, arrived at two (2) Conclusions and five (5) Decisions.

**2. DISCUSSIONS**

2.1 The creation of RASGs by the ICAO 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) and the associated Roadmap(GASR).

2.2 The Africa-Indian Ocean Regional Aviation Safety Group (RASG-AFI) was established by the 190<sup>th</sup> Session of the ICAO Council in May 2010. The First Meeting of the RASG-AFI (RASG-AFI/1) issued the following two Conclusions and five decisions:

Conclusion 1/1	-Implementation of SP AFI-RAN Meeting Recommendations;
Conclusion 1/2	-Establishment of the Regional Aviation Safety Teams;
Decision 1/1	-Adoption of RASG-AFI TORs;
Decision 1/2	-Establishment of RASG-AFI Steering Committee;
Decision 1/3	-Establishment of the RASG AFI Annual Safety Report Team ASRT;
Decision 1/4	-Adoption of the RASG-AFI Procedural Handbook; and
Decision 1/5	-Establishment of RASG-AFI Action Plan.

2.3 Although, the PIRGs had been developed to deal mainly with air navigation plans at a regional and global level, they did touch on some safety issues related to ATM. In this respect, it is to be noted that APIRG is, as at present, addressing the following safety issues:

1. English Language Proficiency (ELP);
2. ATS Accidents and Incidents Analysis;
3. RVSM safety monitoring;
4. Monitoring safety assessment related to CNS/ATM implementation;
5. Unsatisfactory Condition Reports (UCR) through the AFI Technical Action Group (TAG);
6. State Safety Programme (SSP) and Safety Management System (SMS);
7. Runway Safety;
8. Airspace contingencies;
9. Civil/Military coordination;
10. SAR; and
11. QMS in MET, AIS/MAP.

2.4 While RASG-AFI will initially deal with safety issues directly related to flight operations, plans should be initiated to adopt a systems approach so that AFIRASG address safety issues from an integrated perspective that includes flight operations and ATM safety. In this regard, the Secretariat wishes to ensure that the safety issues raised by the APIRG and RASG-AFI are fully coordinated. Noting that the reports of both Groups will be reviewed by the Air Navigation Commission on a regular basis and by the Council as deemed necessary, thus providing inter-regional harmonization related to flight safety issues and a means to monitor implementation of GASP and associated GASR.

2.5 It is therefore important to determine the safety issues to be covered by RASG-AFI and those that should remain with APIRG. In fact, the need for a mechanism for coordination between APIRG and AFI RASG was anticipated by the APIRG/17 meeting and accordingly this aspect has been reflected accordingly in the Terms of Reference (TOR) of the two Groups respectively..

2.6 RASG-AFI will initially deal with safety issues directly related to flight operations including the English Language Proficiency (ELP) and Accidents and Incidents Analysis. However, planning should be initiated in future as RASG-AFI matures enough to adopt a systems approach so that RASG-AFI address safety issues from an integrated perspective that includes flight operations and ATM safety work presently covered by APIRG.

2.7 In this regard, the APIRG/18 meeting is being called upon to consider the following draft Conclusion:

**DRAFT CONCLUSION 18/XX: COORDINATION ACTIVITIES BETWEEN APIRG AND RASG-AFI**

**That:**

- a) **English Language Proficiency (ELP), Accidents and Incidents Analysis, and SSP be**

**addressed within the framework of RASG-AFI;**

- b) RVSM safety monitoring, QMS, Civil-military coordination and SAR continue to be part of APIRG Work Programme;**
- c) SMS implementation, Runway Safety, Unsatisfactory Condition Reports(UCRs) and Airspace contingencies issues remain in the Work Programmes of both RASG-AFI and APIRG, until further notice; and**
- d) the two Groups agree on the mechanism to be used to ensure that the safety issues addressed by both APIRG and RASG-AFI are fully coordinated.**

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information provided in this paper; and
- b) consider the draft conclusion proposed at paragraph 2.7 for adoption.

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