INTERNATIONAL CIVIL AVIATION ORGANIZATION

**FIRST MEETING OF THE AFRICA-INDIAN OCEAN
REGIONAL AVIATION SAFETY GROUP (RASG-AFI/1)
Kampala, Uganda (26 – 27 March 2012)**

Agenda Item 7:   Coordination between RASG-AFI and APIRG

(Presented by Secretariat)

SUMMARY
This paper presents 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.   Proposed action by the meeting is at paragraph 3
REFERENCE(S):
Related ICAO Strategic Objective(s): A

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.

2.   DISCUSSION

2.1   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) and the associated Roadmap (GASR).

2.2   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 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;
11. QMS in MET, AIS/MAP

2.3   While RASGs will 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 and ATM safety. Until such time, the Secretariat will ensure that the safety issues raised by the PIRGs and RASGs are fully coordinated.

2.4   In contrast, safety continued to lie within the sovereignty of individual States. It is expected that States will provide input on how to determine the safety issues to be covered by the RASGs and those that should remain with the PIRGs. Also, the need for a mechanism for coordination between PIRGs and RASGs was anticipated by APIRG/17 and accordingly this aspect has been reflected in the Terms of Reference (TOR) of both RASGs (at RASG/1) and PIRGs.

2.5   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.

2.6   The Secretariat of both Groups will ensure that the safety issues addressed by both APIRG and RASG-AFI are fully coordinated. A working paper summarizing the main outcomes of RASG-AFI will be presented to APIRG.

2.7   In addition the reports of both Groups will be reviewed by the Commission on a regular basis and by the Council as deemed necessary, thus providing inter-regional harmonization related to flight safety issues and a mean to monitor implementation of GASP and associated GASR.

3.   ACTION BY THE MEETING

3.1   This meeting is invited to:

a)   note the information provided in this paper;

b)   agree that English Language Proficiency (ELP), Accidents and Incidents Analysis, and SSP be addressed within the framework of RASG-AFI;

c)   agree that RVSM safety monitoring, QMS, Civil military coordination and SAR continue to be part of APIRG Work Programme;

d)   agree to include SMS implementation, Runway Safety, Unsatisfactory Condition Reports(UCRs) and Airspace contingencies issues in the Work Programmes of both RASG-AFI and APIRG, for some period; and

e)   decide on the mechanism to be used to ensure that the safety issues addressed by both APIRG and RASG-AFI are fully coordinated.

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