

GASR Process

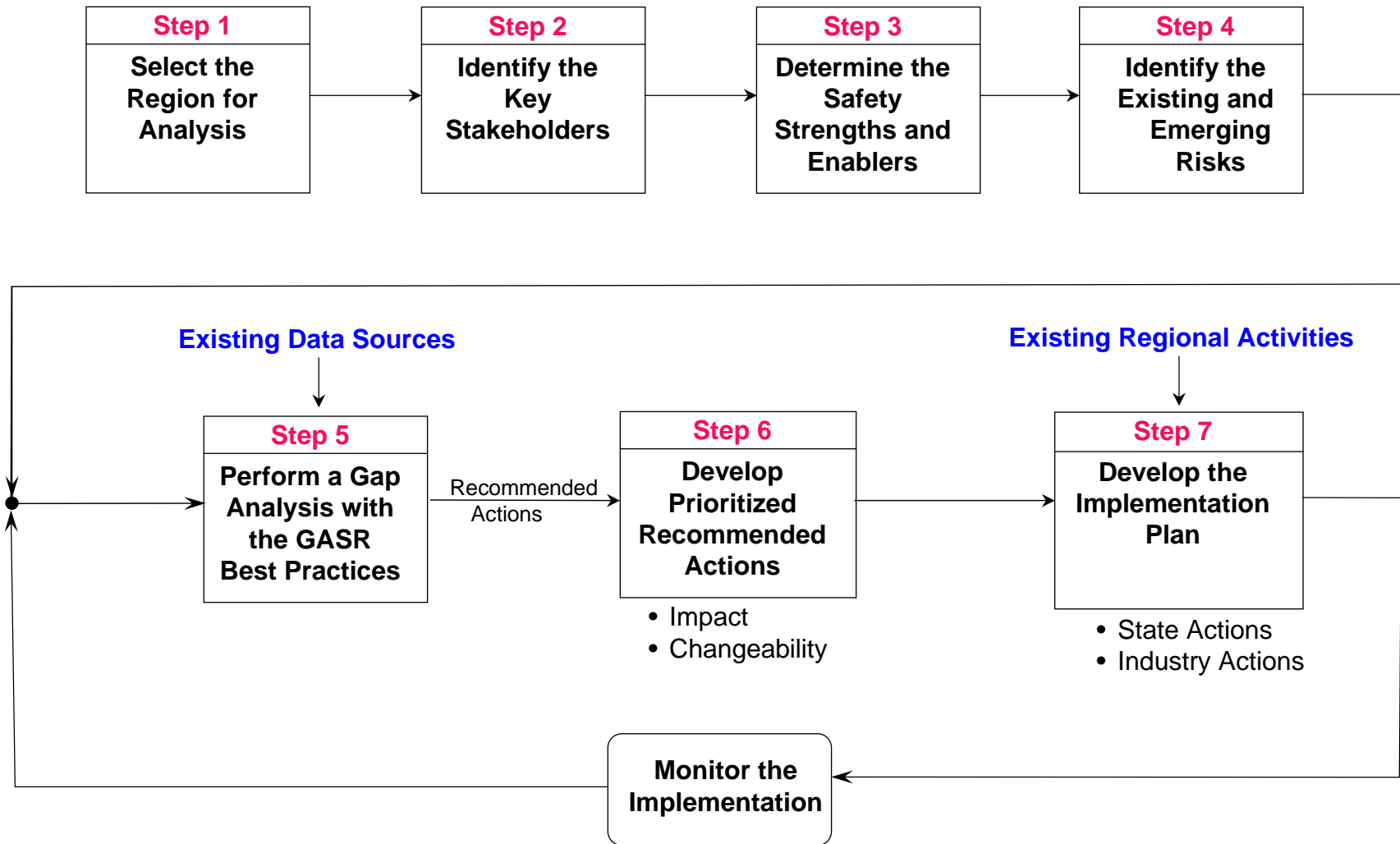
Workshop: Global Aviation Safety Roadmap
Implementation

Guide for Workgroups

Group Discussion Guidelines

- Participants are expected to contribute their knowledge to the discussion and to raise questions that will further the group's understanding of the issues
- Mutual respect for other's ideas will be maintained
- The facilitators will seek to involve everyone in the discussion; any participant may submit a point anonymously to the group in written format
- Participants can change their minds at any time
- The facilitator will ask for volunteers to keep notes of the ideas, facts, consensus, and questions raised during the discussion, including a "parking lot" sheet
- Facilitators will be mindful of potential language barriers and will attempt to ensure that communication is successful
- Facilitators and members of the group are expected to remind others of these guidelines during breakout sessions

GASR Process: Key Steps



GASR Regional Planning Process

- 1. Select Region for Analysis
- 2. Identify Key Stakeholders
- 3. Outline Strengths and Enablers
- 4. Identify Existing and Emerging Risks
- 5. Perform Gap Analysis
- 6. Develop Prioritized Recommended Actions
- 7. Develop an Action Implementation Plan

1. Select Region for Analysis

- 1.0 Regional Scope
 - Countries included in the region

2. Identify Key Stakeholders

- 2.1 International State Authorities/Organizations
(list invitees)
- 2.2 Regional State Authorities/Organizations
- 2.3 Regional Safety Organizations
- 2.4 Industry Organizations

3. Outline Strengths and Enablers

- 3.1 Regional Strengths
 - *Strong Legacy Carriers, Category 1 countries*
- 3.2 International Enablers
 - *ICAO, COSCAPs, World Bank*
- 3.3 Regional Enablers
 - *Regional Conventions, Treaties*
- 3.4 Industry Enablers
 - *IATA Partnership for Safety Initiative, Manufacturer's support*

4. Identify Existing and Emerging Risks

- **4.1 States**
- 4.1.1. Regulatory Environment-Aviation Laws and Regulations
 - 4.1.1.1 Existing Risks
 - *DGAC Independence*
 - *Trust in government*
 - 4.1.1.2 Emerging Risks
- 4.1.2 Regulatory Oversight
 - 4.1.2.1 Existing Risks
 - *Availability of Qualified personnel for safety oversight*
 - *Insufficient regulatory oversight in certification of operations and continued airworthiness of aircraft*
 - 4.1.2.2 Emerging Risks
- 4.1.3 Unique States Considerations
 - 4.1.3.1 Existing Risks
 - 4.1.3.2 Emerging Risks

4. Identify Existing and Emerging Risks

- **4.2 Region**
- 4.2.1 Unique regional considerations
 - 4.2.1.1 Geography, weather, behavioral norms, language proficiency
- 4.2.2 Existing Risks
 - 4.2.2.1 Operating Environment:
 - *Weather, Nav aids, ATM/ATC*
 - 4.2.2.2 Most Frequent Types of Events
 - *Approach and Landing, CFIT*
 - *Runway/Ramp Incidents and Accidents*
- 4.2.3 Emerging Risks
 - 4.2.3.1 Unaccommodated Traffic Growth
 - 4.2.3.2 Availability of Qualified Personnel
 - 4.2.3.3 Startup/LC Carriers

4. Identify Existing and Emerging Risks

- **4.3 Industry**
- **4.3.1 Operator's Organization / Business Practices**
 - 4.3.1.1 Existing Risks
 - *Safety Leadership & Management by Operators*
 - *Fleet Obsolescence*
 - 4.3.1.2 Emerging Risks
 - *Startups/LCCs Initial and Continued Compliance with AOC*
 - *Management of Aircraft Transfers (e.g. Maintenance Records)*
- **4.3.2 Operator's Fleets / Equipment**
 - 4.3.2.1 Existing Risks
 - *Obsolescence of Fleets*
 - *Definition, Resolution and Accuracy of FMS and TAWS Databases*
 - 4.3.2.2 Emerging Risks
 - *Aging Aircraft*
- **4.3.3 Flight Operations / Crew Training**
 - 4.3.3.1 Existing Risks
 - *Adherence to HF/CRM Principles and SOPs*
 - *Level and Capacity of Pilot's Training Schools*
 - 4.3.3.2 Emerging Risks
 - *Availability of Pilots to Face Traffic Growth*
 - *"poaching" of Pilots Eroding Ranks*

4. Identify Existing and Emerging Risks

- **4.3 Industry (Continued)**
- 4.3.4 Maintenance / Training
 - 4.3.4.1 Existing Risks
 - *Skill Level of Mechanics*
 - *Quality of Maintenance Records*
 - 4.3.4.2 Emerging Risks
 - *Availability of Trained and Qualified Personnel to Face Growth*
- 4.3.5 Infrastructure / Airports, Nav aids, ATC
 - 4.3.5.1 Existing Risks
 - *Airport Infrastructure:*
 - *Nav aids / ATM / ATC Infrastructures*
 - 4.3.5.2 Emerging Risks
 - *Growth*
- 4.3.6 Unique Industry Considerations
 - 4.3.3.1 Existing Risks 4.3.6.2 Emerging Risks

5. Perform Gap Analysis

- 5.1 Identification of Gaps Between Best Practices and Current State of the System
 - See expanded section

6. Develop Prioritized Recommended Actions

- 6.1 Prioritize Actions based on Impact/Changeability analysis
 - See Expanded Section

7. Develop an Action Implementation Plan

- 7.1 Leverage Current Regional Activities and Players
- 7.2 Consider Existing Safety Initiatives from Different Regions
 - CAST, ECAST, FAST, COSCAPs