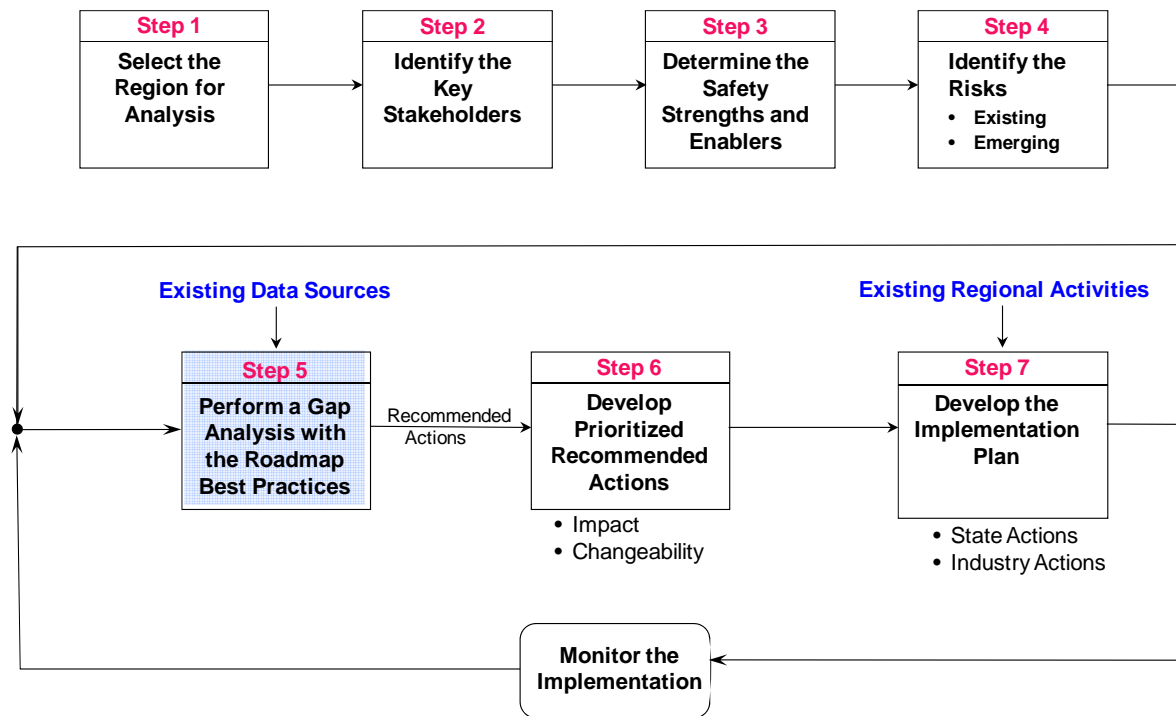
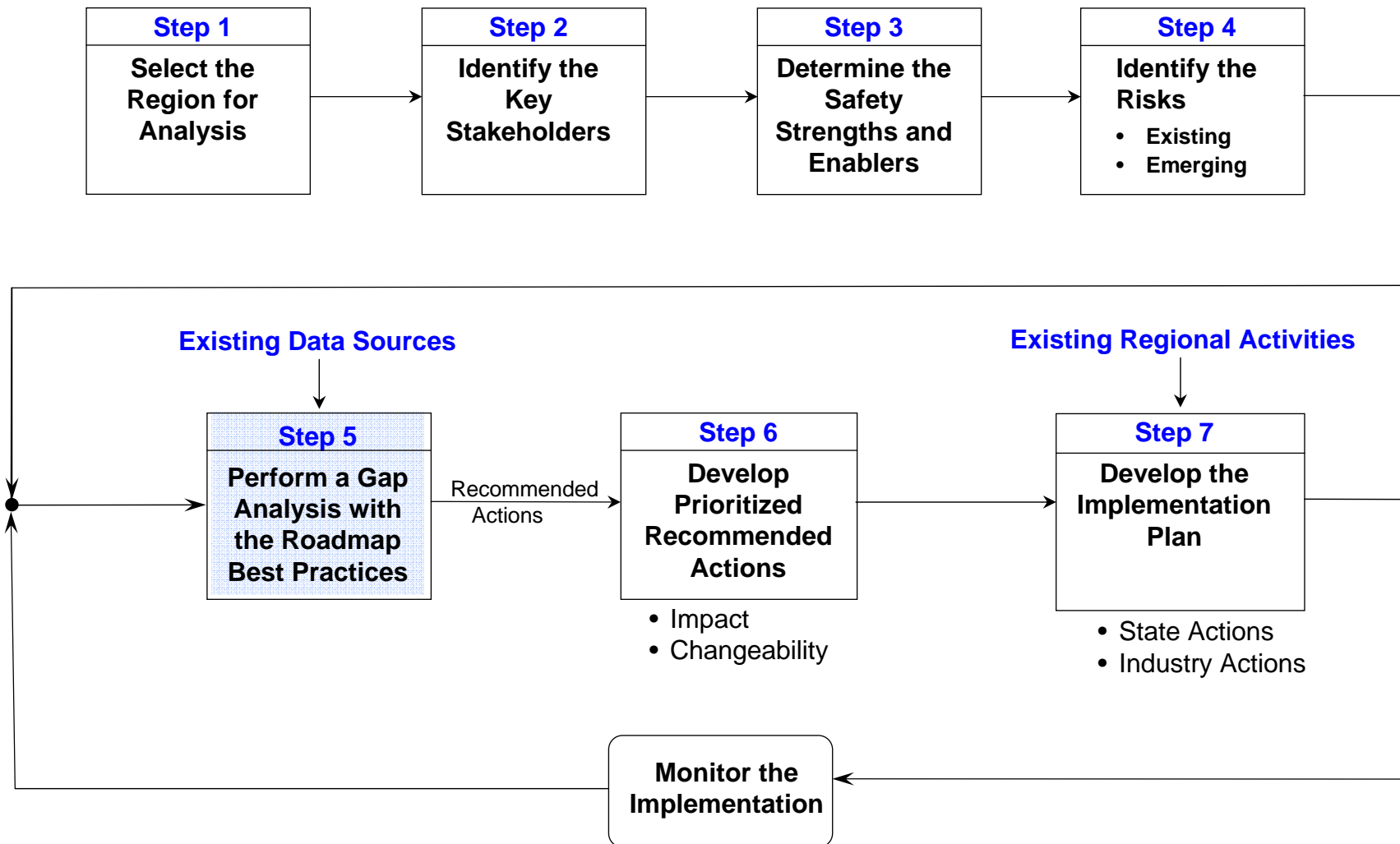


Global Aviation Safety Roadmap Regional Safety Plan Development Process



Step 5 – Perform Gap Analysis

Step 5 – Perform a Gap Analysis



Performing a Gap Analysis

- Refer to *Global Aviation Safety Roadmap*, Section 3.1.5.
- “A Gap analysis is simply an evaluation that compares the existing situation to the desired one”
- Steps:
 1. Determine the implementation level for each Best Practice
 2. Determine the maturity level for the region
 3. Identify Recommended Actions

Determine the Best Practice Implementation Level

- For each Best Practice, Review the available data and determine the implementation level for the region. Document the difference between the current situation and the desired state.
- In addition to reviewing the Best Practices identified in the GASR, other regionally defined best practices can also be identified, if desired.

Focus Area 5 – Best Practice Implementation

Best Practices	Metrics	Implementation
<p>BP 5a-1 – <u>COSCAPS encourage implementation of best practices consistent with Roadmap Focus Areas for their region.</u></p>	<p>a. Existing COSCAP’s organize their regulatory efforts and safety-enhancement initiatives in accordance with the Global Aviation Safety Roadmap and track progress as a planned activity.</p> <p>b. COSCAPs share knowledge and best practices across regions.</p>	<p><input type="checkbox"/> Complete</p> <p><input type="checkbox"/> Somewhat</p> <p><input type="checkbox"/> Little/None</p> <p><input type="checkbox"/> Not Applicable</p> <p>Discussion:</p>

Focus Area 5 – Best Practice Implementation

Best Practices	Metrics	Implementation
<p>BP 5a-2 – <u>Existing regional airline, government, regulatory, and safety associations coordinate their safety-related efforts to reduce duplication and improve alignment in the region. Additional regional associations formed as needed.</u></p> <p>a. Existing groups (e.g. PAAST, ASET, AAPA, IHST, ESSi, and FAST) identify safety issues and mitigating enhancements, and are coordinating safety efforts.</p> <p>b. Industry supports existing, and encourages the formation of new, joint industry-government associations within the States of a region to coordinate and implement safety-related efforts.</p> <p>c. Regions, with the assistance of the safety group, develop their own safety risk metrics and rationale, preferably based upon those already developed by regions with more mature programs.</p>	<p>a. Industry and government-sponsored associations organize and coordinate their efforts in accordance with the Global aviation safety Roadmap.</p> <p>b. Industry and government-sponsored associations share knowledge and best practices across regions.</p> <p>c. Number of effective joint industry-government associations formed at the state level.</p>	<p><input type="checkbox"/> Complete</p> <p><input type="checkbox"/> Somewhat</p> <p><input type="checkbox"/> Little/None</p> <p><input type="checkbox"/> Not Applicable</p> <p>Discussion:</p>

Focus Area 5 – Best Practice Implementation

Best Practices	Metrics	Implementation
<p>BP 5a-3 – <u>The more advanced regions assist the less advanced regions in acquiring the necessary knowledge and experience.</u></p> <p>a. Support and assistance group.</p> <p>b. State to State programs are established when indicated.</p> <p>c. Exchange of Staff.</p>	<p>a. Number of agreements</p>	<p><input type="checkbox"/> Complete</p> <p><input type="checkbox"/> Somewhat</p> <p><input type="checkbox"/> Little/None</p> <p><input type="checkbox"/> Not Applicable</p> <p>Discussion:</p>

Focus Area 5 – Best Practice Implementation

Best Practices	Metrics	Implementation
<p>BP 5b-1 – <u>Regional safety groups use qualitative and quantitative risk assessment techniques to determine levels of risk.</u></p> <p>a. Risk assessments and development and prioritization of safety enhancements to address those risks developed by national and regional groups such as CAST, ESSI, and COSCAPs North Asia (NA), South Asia (SA), and Southeast Asia (SEA) are shared worldwide.</p>	<p>a. Risk assessment techniques are adopted by regional safety groups worldwide.</p>	<p><input type="checkbox"/> Complete</p> <p><input type="checkbox"/> Somewhat</p> <p><input type="checkbox"/> Little/None</p> <p><input type="checkbox"/> Not Applicable</p> <p>Discussion:</p>

Focus Area 5 – Best Practice Implementation

Best Practices	Metrics	Implementation
<p>BP 5b-2 – <u>Industry and government use the risk assessment process to prioritize, guide and coordinate the allocation of resources among and within regions.</u></p> <p>a. Allocation takes into account potential blockers and enablers that will affect the potential success of the safety enhancing activities.</p>	<p>a. Allocation of resources by regional safety organizations, industry, and ICAO is guided by risk assessments as well as unique local constraints and enablers.</p>	<p><input type="checkbox"/> Complete</p> <p><input type="checkbox"/> Somewhat</p> <p><input type="checkbox"/> Little/None</p> <p><input type="checkbox"/> Not Applicable</p> <p>Discussion:</p>

Focus Area 5 – Other Best Practices

Best Practices	Metrics	Implementation
Other Best Practices O O O O		<input type="checkbox"/> Complete <input type="checkbox"/> Somewhat <input type="checkbox"/> Little/None <input type="checkbox"/> Not Applicable Discussion:

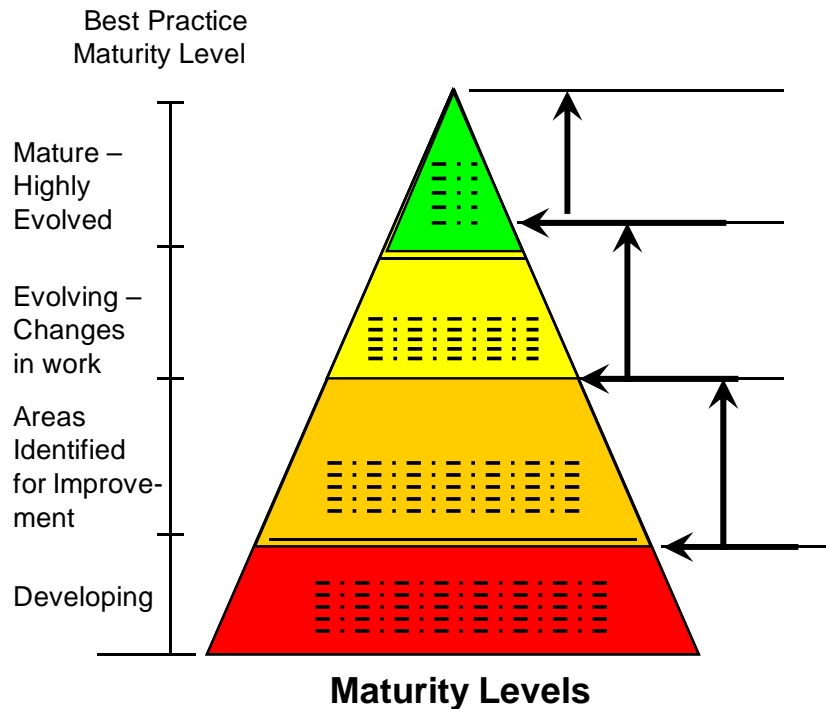
Identify the Regional Maturity Level

Using the information gathered in the evaluation of the Best Practice implementation, discuss the maturity model on the next slide and reach consensus on the regional maturity level. Draw a line on the table to indicate the consensus maturity level.

Focus Area 5 Maturity Model

Maturity Level	Capability
Level 1 – Developing	<ul style="list-style-type: none"> • Little or no knowledge by regional stakeholders of other safety activities within region. • No regional associations have been formed.
Level 2 – Areas Identified for Improvement	<ul style="list-style-type: none"> • Some awareness by stakeholders of other safety activities within region, but their own safety activities do not reflect this knowledge. • Regional associations formed, but are not effective.
Level 3 – Evolving – Changes in work	<ul style="list-style-type: none"> • Regional associations formed and processes developed for analyzing risk and evaluating the effectiveness of other regions’ activities. • Mechanisms initiated to enable sharing of knowledge and best practices across different regions.
Level 4 – Highly Evolved	<ul style="list-style-type: none"> • There is consensus by regional and industry stakeholders on the allocation of resources. • Resources are shared in a manner best designed to attack key risk issues in a coordinated and effective fashion. • Appropriate attention is paid to significant risks and their mitigation. • Best practices of other regional associations are reviewed and accepted, as appropriate.

Identify Potential Recommended Actions



- Using the identified maturity level and the identified gaps, list the Recommended Actions necessary to move to the next level of maturity
- Using the group knowledge and consensus, identify other potential safety actions that should be considered.

Identify Potential Recommended Actions

Recommended Actions
<ul style="list-style-type: none">••••••••••••

Step 5 Output – Recommended Actions

