



**INTERNATIONAL CIVIL AVIATION ORGANIZATION
EASTERN AND SOUTHERN AFRICAN OFFICE**

**WORKSHOP ON THE DEVELOPMENT OF
NATIONAL PERFORMANCE FRAMEWORK FOR AIR NAVIGATION SYSTEMS
(NARIOBI, 6-10 DECEMBER 2010)**

HANDS-ON EXERCISE: PFF EXPLANATION FOR SAFETY

GLOBAL SAFETY INITIATIVES AND OBJECTIVES

GSI-1: Consistent Implementation of International Standards and Industry Best Practices				
Objectives				
1a	States implement ICAO SARPs and best practices consistently.			
1b	Perform gap assessment for those States that cannot comply. Establish plans to reach desired compliance, including international support where necessary.			
1c	Compliance with international SARPs is assessed on a continuing basis through ICAO USOAP and other equivalent means of assessment. Coordinated international support is being provided where necessary.			
Performance Benefits				
<ul style="list-style-type: none"> • Regulatory framework that is robust and able to meet safety challenges. • Uniformity with other States improves safety and efficiency. • International recognition. 				
<i>Performance Metrics</i>				
• <i>To be identified</i>				
<i>Strategy</i>				
	TIME FRAME FOR OBJECTIVES	START-END	RESPONSIBILITY	STATUS
	Objective 1a:			
	Objective 1b:			
	Objective 1c:			
	TASKS			
Short term	<ul style="list-style-type: none"> • Select the subregion (e.g. Banjul Accord) or State for analysis. • Identify key stakeholders. • Outline the safety strengths and enablers. • Identify the existing and emerging risks. • Perform a gap analysis. • Develop prioritized recommended actions. • Develop an action plan. 			
Medium term	<ul style="list-style-type: none"> • Implement the action plan. 			
References	GSI-1; and Focus Area 1 of the Roadmap			

GSI-3: Effective Errors and Incidents Reporting				
Objectives				
3a	States introduce legislative changes to support the “just culture,” encourage open reporting systems and protect data collected solely for the purpose of improving aviation safety.			
3b	ICAO implements a review of States’ activities to identify gaps in their legislation to encourage open reporting systems. Develop a plan to address gaps.			
3c	Collate regional safety data.			
3d	Implement international sharing of a data/global data reporting system.			
Benefits				
<ul style="list-style-type: none"> • Encourages personnel to report errors. • A free flow of data will exist that is required to assess aviation system safety on a continuous basis and correct deficiencies when warranted. • Proactive and predictive approach towards safety management implemented. 				
<i>Strategy</i>				
<i>Short Term (2008-2010)</i>				
<i>Long Term (2011-2015)</i>				
Task	Description	TIMEFRAME	RESPONSIBILITY	STATUS
GSI # 3 a)	3a1) Development of a model proposal for amendment of Civil Aviation Act/Civil Aviation Law including clauses for the protection of safety data.	2008-2010	RASG-PA	In progress
	3a2) CAAs appoint an officer in charge of developing the national amendment proposal.	2009-2010	CAAs	
	3a3) CAAs create national teams (including various stakeholders) in charge of moving the amendment proposal forward.	2009-2010	CAAs	
	3a4) Regional awareness Seminar for implementing legislative changes	2010	RASG-PA/CAAs	
	3a5) National teams supports congressional decision making process.	2011-2015	ROs	



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<i>Long Term (2011-2015)</i>				
Task	Description	TIMEFRAME	RESPONSIBILITY	STATUS
GSI # 3b3)	3b1) RASG-PA approves implementation plan of legislative changes.	2009	RASG-PA	Completed
	3b2) RASG-PA plenary meetings review implementation plan status.	On going	RASG-PA	
	3b3) ICAO ROs prepare and distribute recurrent surveys about plan implementation	On going	ROs-CAAs	
	3b4) States inform ROs on implementation difficulties.	On going	CAAs-ROs	
	3b5) Regional solutions to implementation difficulties defined.	On going.	RASG-PA	

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<i>Long Term (2011-2015)</i>				
Task	Description	TIMEFRAME	RESPONSIBILITY	STATUS
GSI# 3c3)	3c1) Sources of safety data to be collated identified and categorized as reactive, proactive or predictive.	2010-2015	RASG-PA-ESC	Addressed by RASG-PA Annual Safety Report
	3c2) Agreements on mechanisms for regional sharing and collection of safety data	2010-2015	ROs, RASG-PA ESC	
	3c3) Owners of safety data share information on agreed routine basis.	2010-2015	RASG-PA members	
GSI #3 d)	BP 3d-1-2 – CAAs and industry implement common taxonomy for safety data bases and exchange information in an open environment.	2015	CAAs-Industry	



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Task	Description	TIMEFRAME	RESPONSIBILITY	STATUS
	BP 3d-1-2-3 International agreements among States for sharing of de-identified safety data using a common taxonomy.	2016	CAAs	
	BP 3 d-4 Implementation of a Seminar/Workshop to assist States and industry and share experiences with analysis of safety data in an objective and scientifically sound manner.	2014	RASG-PA	
	BP 3 d-4 States and industry with a developed capacity for analysing safety data in an objective and scientifically sound manner.	2015	CAAs-Industry	
	BP 3d-4 An open environment implemented for national and regional sharing of safety data.	2016	CAAs-Industry	
References	GSI-3; and Focus Area 3 of the GASR			



(GSI-7) CONSISTENT USE OF SAFETY MANAGEMENT SYSTEMS (SMS)				
Objectives				
7a	ICAO SMS standards published. Confirm need for formal (mandated) SMS across all sectors and disciplines of the industry.			
7b	Develop a plan for incorporation of SMS into audit processes.			
7c	Develop audit processes to assess operation of SMS function.			
7d	Implement review of SMS during audits.			
7e	Define interface points between industry focus areas and develop a plan for SMS program integration across all interface points.			
Benefits				
<ul style="list-style-type: none"> • Every aviation professional will understand the operation and importance of Safety Management Systems • Safety is continuously enhanced by consistent use of SMS 				
<i>Strategy</i>				
<i>Short Term (2008-2010)</i>				
<i>Long Term (2011-2015)</i>				
Task	Description	TIMEFRAME	RESPONSIBILITY	STATUS
GSI# 7 a)	Incorporation of SMS ICAO Framework required by SARPS into national aviation regulations	2009-2010	States	
GSI #7 a)	All States from the Region have received ICAO SSP training and ICAO Regional Offices organized workshops for sharing experiences in SSP implementation.	2009-2011	ICAO	
GSI #7 b-c-d	Next stage of ICAO USOAP incorporates the auditing of SMS standards as per ICAO SARPS	2010-2015	ICAO	Completed
GSI# 7 b-c-d	IOSA incorporates auditing of SMS implementation per State of Operator Aviation Standards	2010-2015	IATA	



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Strategy <i>Short Term (2008-2010)</i> <i>Long Term (2011-2015)</i>				
Task	Description	TIMEFRAME	RESPONSIBILITY	STATUS
GSI #7 b-c-d	RASGPA to develop a model safety inspector competency requirements support the implementation of SMS/SSP.	First draft 2010, then on going	RASG-PA	
GSI# 7 d	Operators and Service providers required to implement SMS mechanisms to share safety information.	2013-2015	Industry	
References	GSI-7 and Focus Area 7 of the GASR.			