

GLOBAL AVIATION SAFETY
ROADMAP WORKSHOP
GROUP B
FOCUS AREA 5 – INCONSISTENT
COORDINATION OF REGIONAL
PROGRAMS

STEP 5 - GAP ANALYSIS

- BP5a-1 – COSCAPs encourage implementation of best practices consistent with Roadmap Focus Areas for their region. **Somewhat implemented;**
- BP5A-2 – Existing regional airlines, 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. **Little/No Implementation;**

STEP 5 - GAP ANALYSIS

- BP5a-3 – The more advanced regions assist the less advanced regions in acquiring the necessary knowledge and experience. **Somewhat implemented;**
- BP5b-1 – Regional Safety groups use qualitative and quantitative risk assessment techniques to determine levels of risk. **Little/No implementation;**

STEP 5 - GAP ANALYSIS

- BP5b-2 – Industry and government use the risk assessment process to prioritize, guide and coordinate the allocation of resources among and within regions. **Little /No implementation;**
- **Other Best Practices** – Continuity in the work of regional programs by reducing turn over of personnel.

STEP 5 - GAP ANALYSIS

- **Level 2 – Areas identified for Improvement, as the maturity level which best characterises the BAG region.**
- Level 4 is accepted as the ultimate target, whilst Level 3 will be used as a milestone.

STEP 6 – PRIORITIZED RECOMMENDED ACTIONS

Best Practice 5a-1

- Re-alignment of COSCAP activities with Roadmap document;
- ICAO to develop necessary mechanism to facilitate the exchange of knowledge and best practices among the COSCAPs.

STEP 6 – PRIORITIZED RECOMMENDED ACTIONS

Best Practice 5a-2

- Recruit Flight Operations personnel for the COSCAP-BAG Project;
- Hold BAGRAST meeting and invite Operators and other stakeholders;
- Establish the RSOO, BAGASOO as soon as possible.

STEP 6 – PRIORITIZED RECOMMENDED ACTIONS

Best Practice 5a-3

- Launch the Cooperative Inspectorate Scheme;
- Formalise contact with EASA and other International organizations;
- Establish a working relationship with ACIP.

**STEP 6 – PRIORITIZED RECOMMENDED
ACTIONS**

Best Practice 5b-1

- Develop safety risk assessment techniques.

**STEP 6 – PRIORITIZED RECOMMENDED
ACTIONS**

Best Practice 5b-2

- Important activity but low priority. Not immediately feasible.

STEP 7 – ACTION PLAN

- **5a-1 COSCAPs encourage Implementation of best practices consistent with Roadmap Focus Areas for their region.**
- Parties responsible**
- COSCAP-BAG
 - ICAO

RECOMMENDED ACTIONS

- Re-alignment of COSCAP activities with Roadmap document. **3-months**
- ICAO to develop necessary mechanism to facilitate the exchange of knowledge and best practices among the COSCAPs **3-months**

STEP 7 – ACTION PLAN

- **5a-2 Existing regional airlines, 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.**
- Parties responsible**
- ICAO
 - COSCAP-BAG
 - ICAO & COSCAP-BAG SC

RECOMMENDED ACTION

- Recruit Flight Operations personnel for the COSCAP-BAG Project. **6-months**
- Hold BAGRAST meeting and invite Industry and other stakeholders. **9-months**
- Establish the RSOO, BAGASOO as soon as possible. **12-months**

STEP 7 – ACTION PLAN

- **5a-3 The more advanced regions assist the less advanced regions in acquiring the necessary knowledge and experience.**
- Party responsible:**
- COSCAP-BAG

RECOMMENDED ACTIONS

- Launch the Cooperative Inspectorate Scheme. **2-months**
- Formalise contact with EASA and other International organizations. **3-months**
- Establish working relationship with ACIP. **2-months**

STEP 7 – ACTION PLAN

- **5b-1 Regional Safety groups use qualitative and quantitative risk assessment techniques to determine levels of risk.**
- Parties Responsible:**
- ICAO
 - COSCAP-BAG

RECOMMENDED ACTION

- Develop safety risk assessment techniques. **12-months**

STEP 7 – ACTION PLAN

- **5b-2 Industry and government use the risk assessment process to prioritize, guide and coordinate the allocation of resources among and within regions.**

Party Responsible:

- ICAO

RECOMMENDED ACTION

- Important activity but low priority. Not immediately feasible.

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THANK YOU!!!