

## Global Aviation Safety Roadmap Workshop Abuja Nigeria

### The ISSG Concept and Overview of the Safety Roadmap

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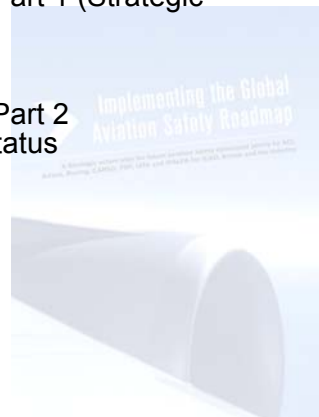
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### *Presentation Overview*

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- The Regional Accident Risk
- Global Aviation Safety Roadmap Part 1 (Strategic Plan) Overview
- Global Aviation Safety Roadmap Part 2 (Implementation) Overview and Status
- ICAO Actions
- Process overview



## *Regional Perspective* *Accident Rates Vary by Region of the World*

Western-built transport hull loss accidents, by airline domicile, 1997 through 2006\*



Source: Boeing

## *Addressing the Regional Safety Risk*

- Accident rates and numbers of fatalities differ dramatically in different regions of the world
- Efforts to improve safety have been most successful when industry and government have worked together
- We know how to prevent many of the types of accidents occurring today
- Better use and coordination of industry and government resources can dramatically reduce these kinds of accidents
- Current efforts are not efficient or well coordinated

## *Addressing the Regional Safety Risk*

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- Achieving the next major breakthrough in the regional accident rates requires moving beyond the traditional government-industry model, with its adversarial role-playing of regulator versus the regulated.
- An action plan of global dimensions was required, that clearly identified the roles played by the regulatory and industry elements, while emphasising their complementary nature.



## *ICAO Global Aviation Safety Roadmap*

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### **Background:**

- **Inspired by 7th ICAO ANC Industry meeting May 2005:**
  - Desire to reduce accident rate, particularly in developing regions of the world
  - Need to harmonize best practices worldwide
  - Apply resources wisely



## ICAO Global Aviation Safety Roadmap

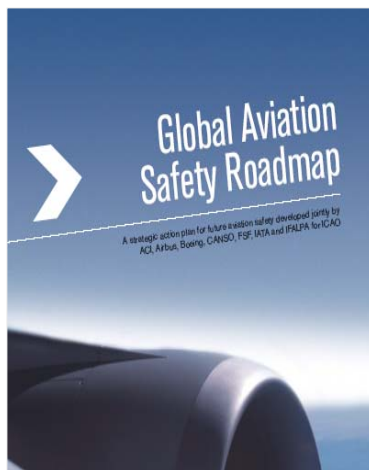
### Background (cont.):

- Produced by the Industry Safety Strategy Group (ISSG) and ICAO:
  - Airbus
  - Airports Council International
  - Boeing
  - Council of Air Navigation Service Organizations
  - Flight Safety Foundation
  - International Air Transport Association
  - International Federation of Airline Pilot Associations



## Global Aviation Safety Roadmap

Industry commits to unify plans through Roadmap



## *ICAO Global Aviation Safety Roadmap*

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### **Contents:**

- Sets out a rationale and describes a general approach, based on metrics and risk measurement.
- Establishes 12 key focus areas
- Objectives are described for each focus area for near and mid-term accomplishment.
- Emphasizes aviation safety enablers (measures already in progress) in developing regions.

## *ICAO Global Aviation Safety Roadmap*

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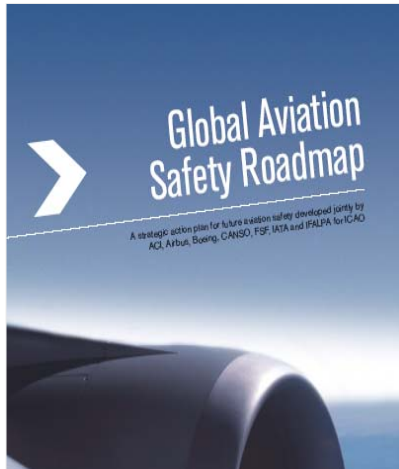
### **Goals and Objectives:**

- Provide a common frame of reference for all stakeholders
- Coordinate and guide safety policies and initiatives worldwide to reduce the accident risk for commercial aviation
- Avoid duplication of effort and uncoordinated strategies
- Encourage close industry and government cooperation on common safety objectives

Timescale: Near (2006-10) and Medium Term (2010-14)

## *Global Roadmap's 12 Focus Areas: "The Roads"*

*Enable, Implement, Confirm, Integrate and Share*

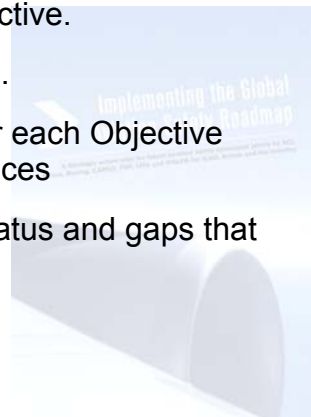


### **Focus Areas**

- **States**
  - Consistent implementation of int'l. standards
  - Consistent regulatory oversight
  - No impediments to reporting errors/ incidents
  - Effective incident and accident investigation
- **Industry**
  - No impediments to reporting and analyzing errors/ incidents
  - Consistent use of Safety Management Systems
  - Consistent compliance with regulatory reqmts
  - Consistent adoption of industry best practices
  - Alignment of global industry safety strategies
  - Sufficient number of qualified personnel
  - No gaps in use of technology to enhance safety
- **Regions**
  - Consistent coordination of regional programs

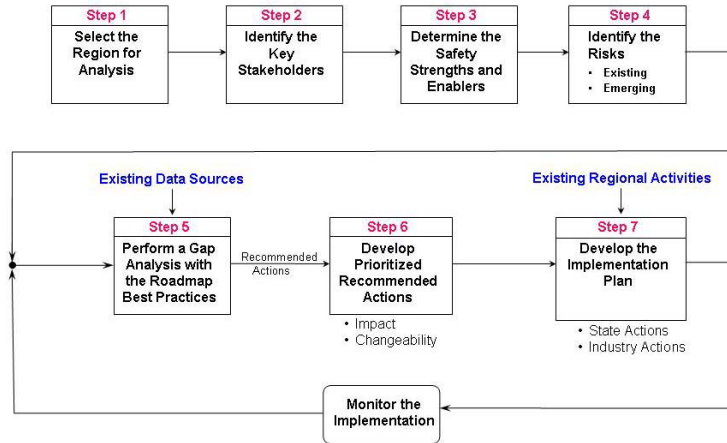
## *The Global Safety Roadmap: Part 2*

- A detailed plan intended to guide Roadmap implementation plans by regional safety teams.
- Best Practices described for each Objective.
- Metrics provided for each Best Practice.
- A four-level Maturity Model provided for each Objective based on implementation of Best Practices
- Process described to assess current status and gaps that need to be addressed.

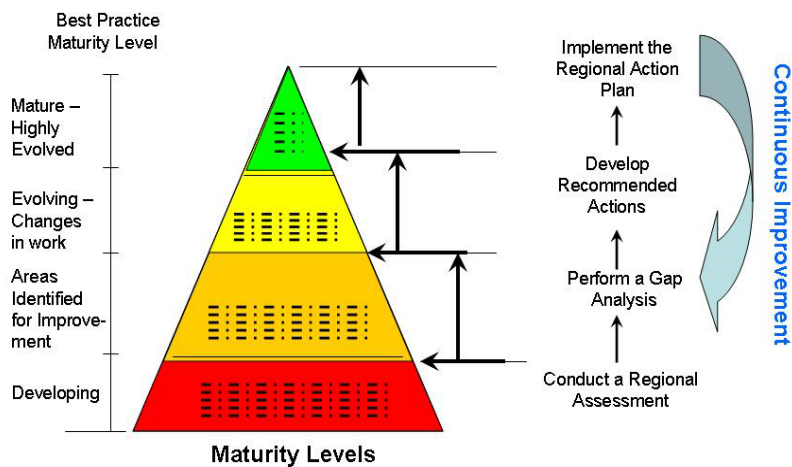


## Implementing the Roadmap

### Regional Safety Enhancement Plan Development Process



## Maturity Model to Guide Gap Analysis



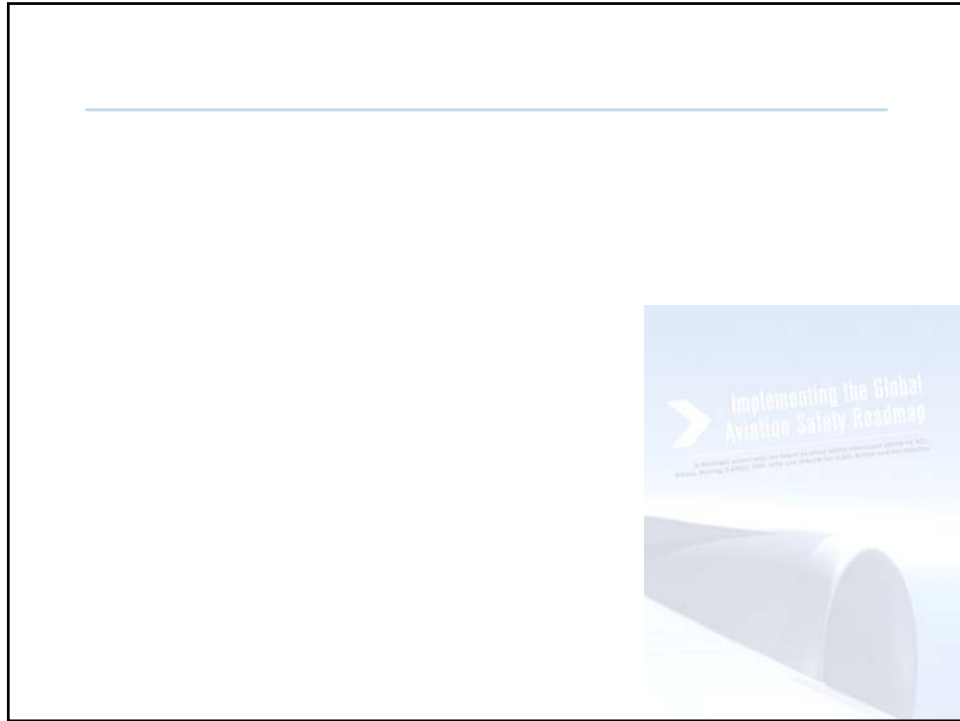
## *What Makes the Roadmap Unique*

- **The Roadmap helps us focus on doing the most important things first.**
  - Does not impose specific standards or levels of safety.
  - Requires that a logical process is followed.
  - Reassures donors that their contributions will yield the maximum results.
  - Provides metrics and measurement that allow us to rigorously manage improvement.
  - Optimizes efforts through existing mechanisms if possible,
  - Attempts to avoid the creation of new bureaucracies.

## *Industry Safety Strategy Group -- Next Steps*

- Continued Coordination with ICAO in order to update the GASP and the Roadmap as required.
- Continue to promote Roadmap awareness
- Provide support to Regional Action Groups
  - Africa
  - Latin America
  - Middle East
  - Southeast Asia
- Identify and Support additional Roadmap Implementation opportunities





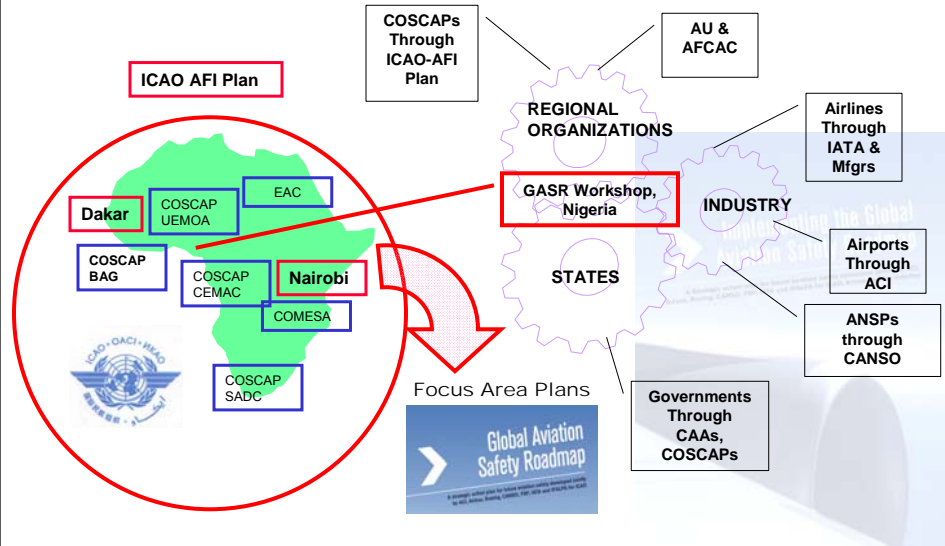
## *The Global Safety Roadmap: Part 2*

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### **ICAO Actions**

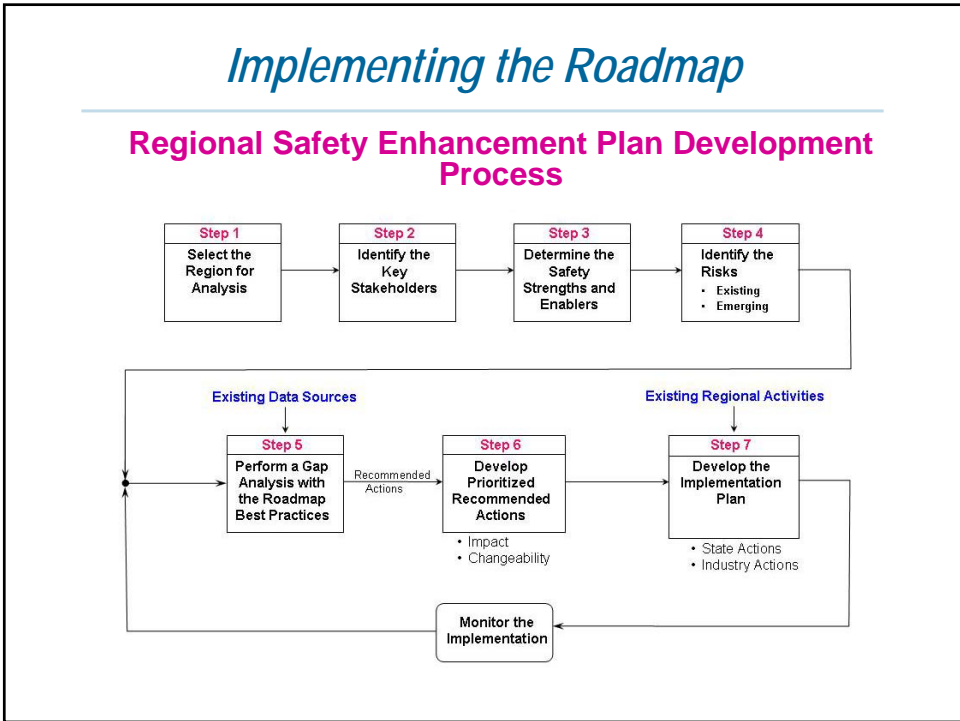
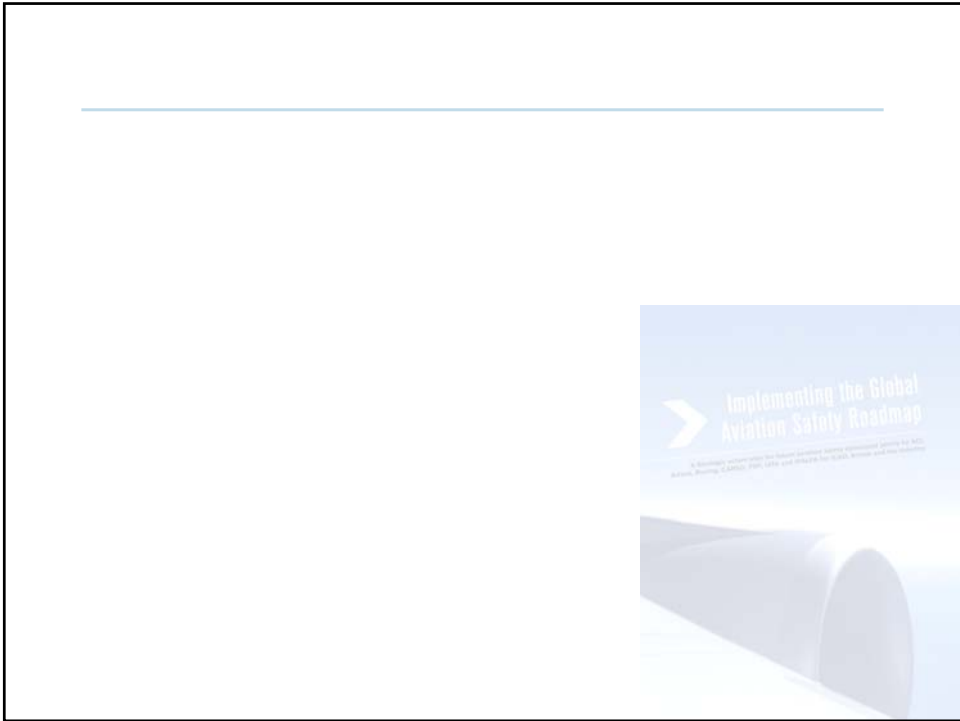
- ICAO formed a working group to integrate the Roadmap into its Global Aviation Safety Plan (GASP)
- The New GASP was accepted by ICAO in July 2007
- GASP forms the basis of ICAO Safety initiatives going forward, including the Africa Plan, presented to and endorsed at the September 2007 ICAO Assembly

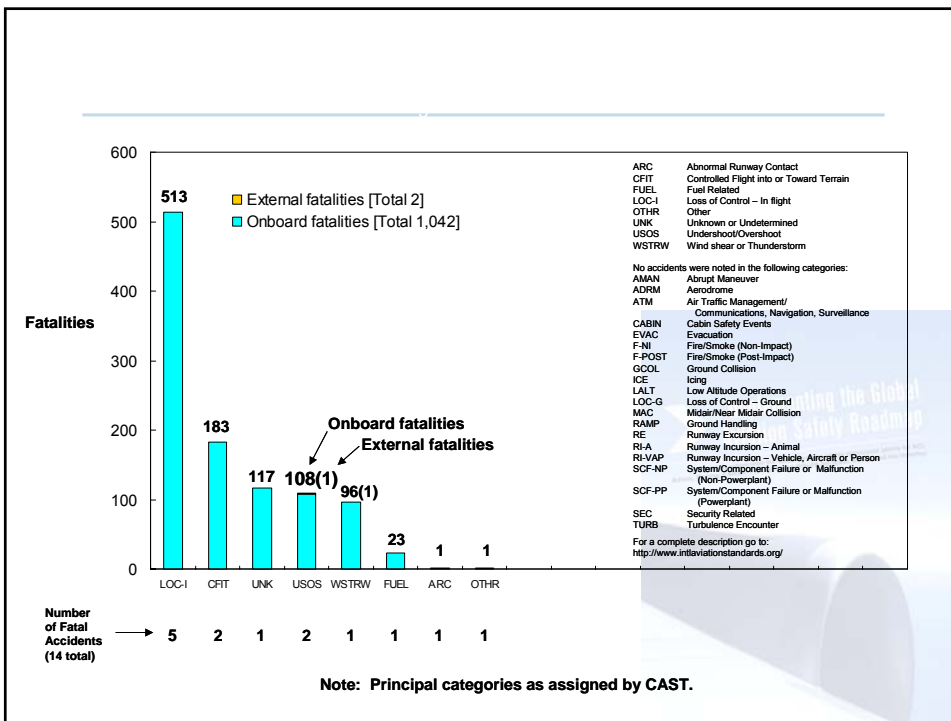
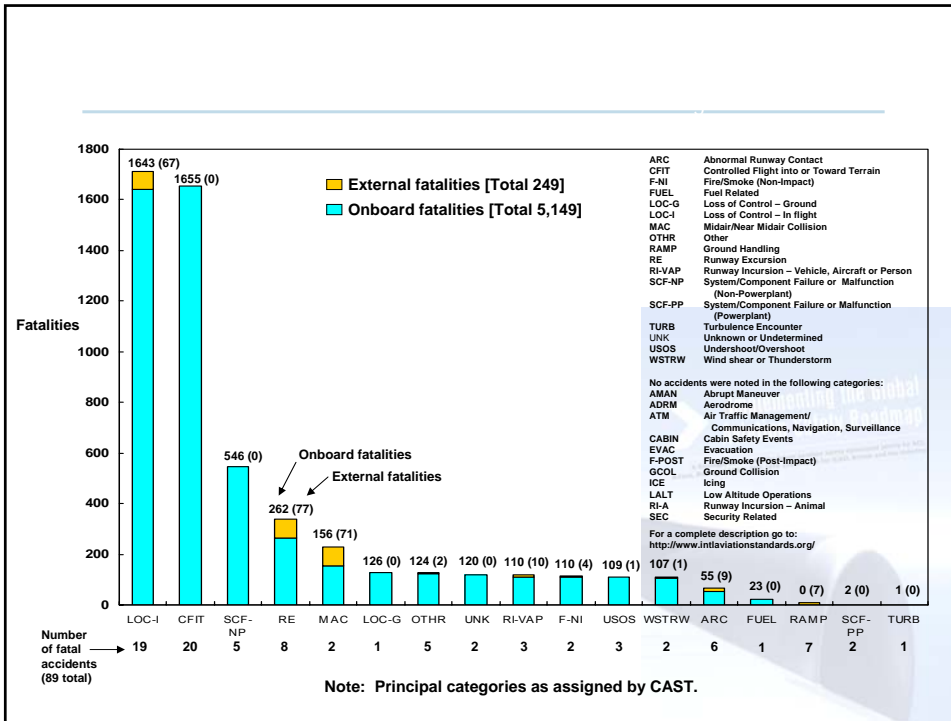
**Getting Started:** Leveraging organizations in the region to implement the Roadmap



### *Conclusion – Industry and ICAO Are Committed to the Roadmap process*

- GASP/GASR is the primary guide for industry and States to work together to improve global aviation safety.
- Most major gains in safety have come from:
  - Close cooperation between industry and government
  - Sharing best practices
- Regions and States can use its objectives and best practices to engage international stakeholders in developing regional safety plans.
- Future industry support of global and regional safety initiatives will be tied to the Roadmap process.
- We invite Regional Groups and States to work with ICAO and the ISSG to implement GASP.





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## General Operator Observations From IOSA Results

- Different levels, ranging from world class, with no or reduced number of findings, to high numbers.
- Findings where they exist, in general apply to many areas.
- Wide variety of results within one regulator.



Thank You

