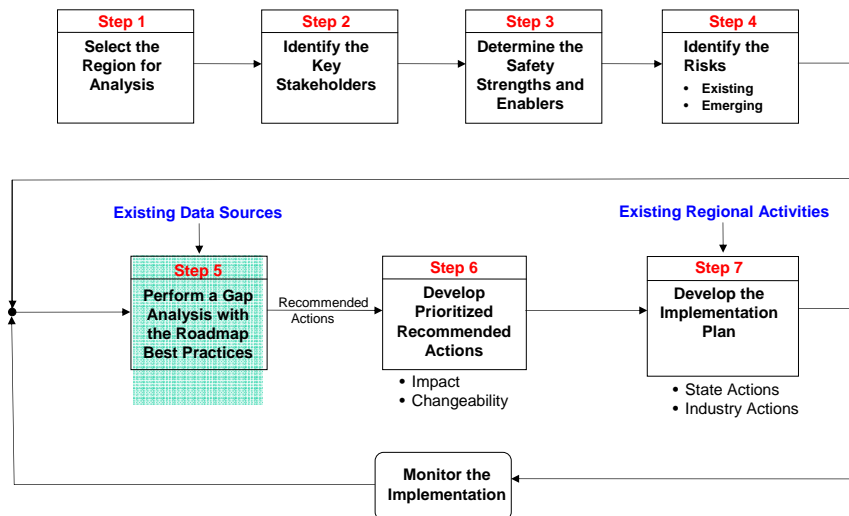


# GLOBAL AVIATION SAFETY ROADMAP WORKSHOP GROUP B

## FOCUS AREA 5 – INCONSISTENT COORDINATION OF REGIONAL PROGRAMS

### *Step 5 – Perform a Gap Analysis*



## 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**

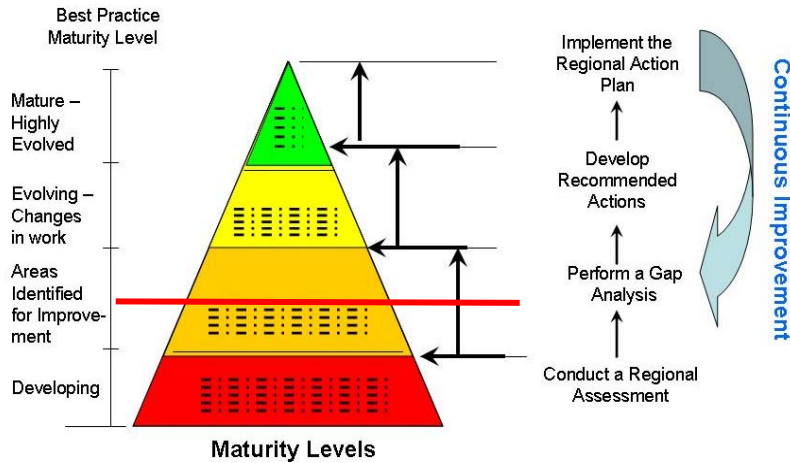
- BP5b-2 – Industry and government use the risk assessment process to prioritize, guide and coordinate the allocation of resources among and within regions. **Little /No implementation.**

### **STEP 5 - GAP ANALYSIS**

#### **– Other Best Practices –**

- a. Common processing of response to State letters on technical issues. **Little/No implementation;**
- b. Other regions assist EAC region in acquiring the necessary knowledge and experience. **Somewhat implemented;**

## Maturity Model to Guide Gap Analysis



## Recommended Actions

Best Practice 5a-1: **COSCAPS encourage implementation of best practices consistent with *Roadmap* Focus Areas for their region.**

- a. CASSOA to organize its regulatory efforts and safety-enhancement initiatives in accordance with the *Global Aviation Safety Roadmap* and to setup mechanism for tracking progress as a planned activity. *Res. CASSOA Dec 2008*
- b. CASSOA and the Partner States to implement best practices consistent with the *Roadmap*. *Res. CASSOA (Partner States, Other Stakeholders) Level 3 Dec 2009 and Level 4 Dec 2013*
- c. CASSOA to formalise the mechanism for sharing knowledge and best practices across regions (SADC and COMESA). *Level 3 Dec 2008*

## Recommended Actions

**Best Practice 5a-2: 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.**

- a. Promote the establishment and strengthening industry associations and joint government- industry consultations at national and regional level. *Res. States and industry at national level ;CASSOA at regional. States and Industry Dec. 2009; CASSOA Dec. 2010.*
- b. Industry and government sponsored associations to organize and coordinate their efforts in accordance with the Global aviation safety Roadmap .*Res. States and Industry June 2010*
- c. Industry and government sponsored associations share knowledge and best practices across the region. *Res. CASSOA, States and industry Level 3 June 2011 and Level 4 June 2012*
- d. *Establish a regional safety group to coordinate regional safety related efforts. CASSOA/States/Industry Dec 2008*

## Recommended Actions

**Best Practice 5a-3: The more advanced regions assist the less advanced regions in acquiring the necessary knowledge and experience.**

- a. CASSOA establish close working relationship with ACIP. *Res. CASSOA, ICAO ESAF and ACIP; Sept 2008*
- b. Establish more bilateral/multilateral programmes between CASSOA and cooperating partners.(EASA, FAA, UKCAA, AVIASSIST, etc) *CASSOA/EASA Dec. 2008*
- c. Establish and strengthen cooperation programmes with ISSG members (Boeing, Airbus, ACI, Flight Safety Foundation, IATA, IFALPA, and CANSO) *Res. EAC Industry/ISSG/CASSOA Dec. 2008*

## Recommended Actions

**Best Practice 5b-1: Regional safety groups use qualitative and quantitative risk assessment techniques to determine levels of risk.**

- a. The Regional Safety Group to apply risk assessment techniques for prioritization of safety enhancement activities. *CASSOA/Industry/States; Dec. 2009*

## Recommended Actions

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

CASSOA, Industry and States should allocate resources as guided by risk assessments.

*CASSOA/Industry/States; Level 3-Mechanism in place Dec. 2008 and Level 4-Implementation July 2009*

## Recommended Actions

Other Best Practices:

**a. Common processing of response to State letters on technical issues.**

CASSOA to establish mechanism for joint evaluation of State letters on technical issues. *CASSOA/States; Dec. 2008*

## Recommended Actions

Other Best Practices:

**b. Other regions assist EAC region in acquiring the necessary knowledge and experience**

Establish cooperation programmes between CASSOA and other regional safety organizations (ACSA, AFRASCO, COSCAP-SADC, etc) . *CASSOA; Initiate contact Dec 2008.*

**GROUP B – Focus Area 5:  
Inconsistent Coordination of Regional Programmes**

**Recommended Actions**

- [G:\Group-B Recommended Actions 1.odt](#)

**GLOBAL AVIATION SAFETY  
ROADMAP WORKSHOP**

**THANK YOU!!!**