GASR WORKSHOP
MAPUTO, MOZAMBIQUE
2 – 4 DECEMBER 2008

GROUP 2

FOCUS AREA 5 – INCONSISTENT COORDINATION OF REGIONAL PROGRAMS

NOW STEP FIVE
THE GAP ANALYSIS

Focus Area 5 –
Best Practice Implementation

Best Practices	Metrics	Implementation
BP 5a-1 – **COSCAPS encourage implementation of best practices consistent with Roadmap Focus Areas for their region.**	a. Existing COSCAP's organize their regulatory efforts and safety-enhancement initiatives in accordance with the GASR.	☐ Complete ☐√ Somewhat ☐ Little/None ☐ Not Applicable
	b. COSCAPs track progress as a planned activity	☐√ Complete ☐ Somewhat ☐ Little/None ☐ Not Applicable
	c. COSCAPs share knowledge and best practices across regions.	c☐ √ Little/None

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Focus Area 5 –
Best Practice Implementation

Best Practices	Metrics	Implementation
BP 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. Existing groups (e.g. PAAST, ASET, AAPA, IHST, ESSI, and FAST) identify safety issues and mitigating enhancements, and are coordinating safety efforts. 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. 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.	a. Industry and government-sponsored associations organize and coordinate their efforts in accordance with the Global aviation safety Roadmap. b. Industry and government-sponsored associations share knowledge and best practices across regions. c. Number of effective joint industry-government associations formed at the state level.	☐ Complete ☐ √ Somewhat ☐ Little/None ☐ Not Applicable Discussion: ☐ √ Little/None ☐ √ Somewhat

Focus Area 5 – Best Practice Implementation

Best Practices	Metrics	Implementation
BP 5a-3 – __The more advanced regions assist the less advanced regions in acquiring the necessary knowledge and experience.__ a.　　Support and assistance group. b.　　State to State programs are established when indicated. c.　　Exchange of Staff.	a. Number of agreements	☐ √ Complete ☐ Somewhat ☐ Little/None ☐ Not Applicable Discussion:

Focus Area 5 – Best Practice Implementation

Best Practices	Metrics	Implementation
BP 5b-1 – __Regional safety groups use qualitative and quantitative risk assessment techniques to determine levels of risk.__ 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.	a. Risk assessment techniques are adopted by regional safety groups worldwide.	☐ Complete ☐ Somewhat ☐ √ Little/None ☐ Not Applicable Discussion: SADC Regional Aviation Safety

Focus Area 5 –
Best Practice Implementation

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

Focus Area 5 –
Best Practice Implementation

Best Practices	Metrics	Implementation
BP 5sadc-1 – **Retention of qualified, effective and motivated technical personnel.**	• Establishment of regional safety organisations and autonomous civil aviation authorities to attract and retain qualified technical personnel	☐ Complete ☐ √ Somewhat ☐ Little/None ☐ 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	• 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	• 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	• 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	• 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.

STEP 5 - GAP ANALYSIS

Where SADC is now:

- Level 2 – "Areas are identified for Improvement" is the maturity level which best characterises the SADC region.

Where SADC wants to be next:

- Level 4 is accepted as the ultimate target, while Level 3 will be used as a milestone.

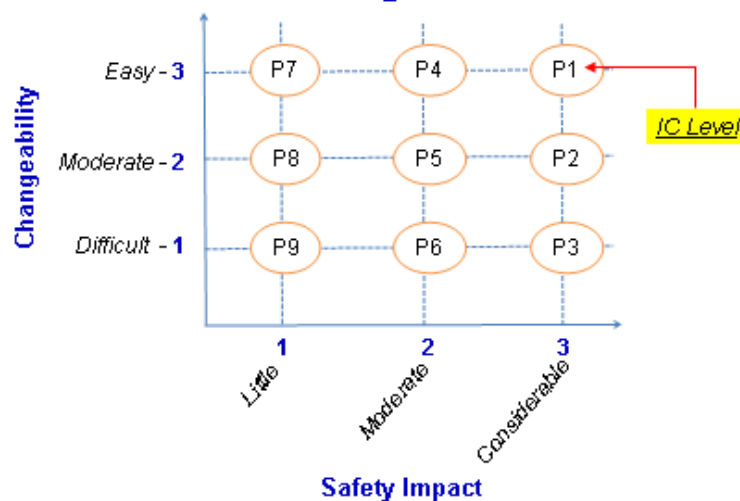## Identify Potential Recommended Actions

Recommended Actions
• 1COSCAP-SADC to organize its regulatory efforts and safety-enhancement initiatives in accordance with the G*lobal Aviation Safety Roadmap.*
• *2COSCAP-SADC* to setup mechanism for tracking progress as a planned activity.
• 3SADC Secretariat and the member States to implement best practices consistent with the GASR.
• 4COSCAP-SADC to share knowledge and best practices with other COSCAPs.
• 5Promote the establishment and strengthening of industry associations and joint government- industry consultations at national and regional levels.
• 6Industry and government sponsored associations to organize and coordinate their efforts in accordance with the Global aviation safety *Roadmap.*
• 7Industry and government sponsored associations to share knowledge and best practices across the region.

Identify Potential Recommended Actions

Recommended Actions (continued)

- *8COSCAP-SADC to establish a regional safety group to coordinate regional safety related efforts.*
- 9The Regional Safety Group to apply risk assessment techniques for prioritization of safety enhancement activities.
- 10SADC Sec and COSCAP-SADC to establish close working relationship with ACIP.
- 11Establish more bilateral/multilateral programmes between COSCAP-SADC and cooperating partners. (EASA, FAA, JAA, UKCAA, AVIASSIST, etc)
- 12 Establish and strengthen cooperation programmes with ISSG members (Boeing, Airbus, ACI, Flight Safety Foundation, IATA, IFALPA, and CANSO)
- 13COSCAP-SADC, Industry and States should allocate resources as guided by risk assessments.
- 14 Establish regional safety organisations so that the issues of staff remuneration and retention are addressed

Recommended Action	Impact	Change-ability	IC Level	Selected Priority
1. 5a-1 (a)	3	3	P1	1
2. 5a-1 (b)	3	2	P4	2
3. 5a-1 (c)	3	1	P3	3
4. 5a-2 (a)	3	2	P4	2
5. 5a-2 (b)	3	1	P3	3
6. 5a-2 (c)	3	1	P5	3
7. 5a-2 (d)	3	1	P3	3
8. 5a-3 (a)	2	3	P4	2
9. 5a-3 (b)	2	2	P5	3
10. 5a-3 (c)	3	3	P1	1
11. 5b-1	3	1	P3	3
12. 5b-2	3	2	P2	2
13. 5sadc-1	3	2	P2	2
14. 5sadc-1	3	1	P3	3

Additional stuff

Recommended Actions

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

a. COSCAP-SADC to organize its regulatory efforts and safety-enhancement initiatives in accordance with the G*lobal Aviation Safety Roadmap. Res. COSCAP-SADC Dec 2008*

b. *COSCAP-SADC* to setup mechanism for tracking progress as a planned activity. *Res. COSCAP-SADC Dec 2008*

c. SADC Secretariat and the member States to implement best practices consistent with the GASR. *Res. SADC Secretariat (Member States, Other Stakeholders) Level 3 Dec 2010 and Level 4 Dec 2013*

d. COSCAP-SADC to formalise the mechanism for sharing knowledge and best practices across regions (EAC and COMESA, BANJUL, CEMAC, UEMOA). Level 3 Dec 2009

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 ;SADC Sec. at regional. States and Industry Dec. 2009. Level 4 establishment Dec.2011*

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 2012*

c. Industry and government sponsored associations share knowledge and best practices across the region. *Res. SADC Sec, States and industry Level 3 June 2011 and Level 4 June 2012*

d. *Establish a regional safety group to coordinate regional safety related efforts. COSCAP-SADC*/States/Industry April 2009

Recommended Actions

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

a. SADC Sec and COSCAP-SADC establish close working relationship with ACIP. *Res. SADC Sec, COSCAP-SADC, ICAO ESAF and ACIP; Dec 2008*

b. Establish more bilateral/multilateral programmes between COSCAP-SADC and cooperating partners.(EASA, FAA, JAA, UKCAA, AVIASSIST, etc) *COSCAP-SADC Dec. 2008*

c. Establish and strengthen cooperation programmes with ISSG members (Boeing, Airbus, ACI, Flight Safety Foundation, IATA, IFALPA, and CANSO) Res. SADC *Industry/ISSG/COSCAP-SADC April 2009*

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. *COSCAP-SADC/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.**

COSCAP-SADC, Industry and States should allocate resources as guided by risk assessments.

COSCAP-SADC/Industry/States; Level 3-Mechanism in place Dec. 2009 and Level 4-Implementation JDec 2010

Recommended Actions

BP 5sadc-1 - Establishment of regional safety organisations and autonomous civil aviation authorities to attract and retain qualified technical personnel. Resp. SADC States; Dec 2011.

GLOBAL AVIATION SAFETY
ROADMAP WORKSHOP

Muito obrigado!!!