



Information Session on the Global Aviation Safety Plan (GASP)

Implementing the GASP in the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (the AFI Plan)

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The AFI Plan



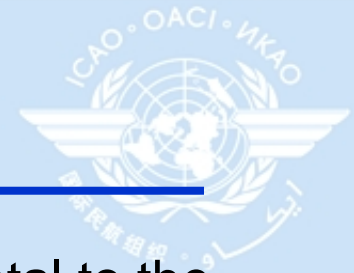
- ✓ Based on the concerns expressed by the ANC upon its visit to the AFI Region, Council agreed to the development of a Comprehensive Regional Implementation Plan for Aviation Safety in Africa (the AFI Plan)
- ✓ The AFI Plan was approved by Council on 30 May 2007 and subsequently launched at the High-level meeting convened on 17 September 2007
- ✓ Resolution A36-1 adopted by the 36th Session of the ICAO Assembly gave effect to its implementation

AFI Plan Objectives and Expected Results



- ✓ As agreed by Council, the AFI Plan contains short-term, medium term and long-term objectives
- ✓ Expected results:
 - ✓ An improved aviation safety record for the AFI Region
 - ✓ Coordinated implementation actions linked to other high level decisions and action plans, e.g. Libreville Plan of Action and the World Bank Project for Sustainable Air Transport in Africa
 - ✓ Coordinated action by all stakeholders providing assistance in the AFI Region
 - ✓ Establishment of a system of information exchange related to aviation safety (e.g. accident/incident reporting)
 - ✓ A structured programme management approach

GASP and the AFI Plan



- ✓ The GASP/Global Aviation Safety Roadmap are fundamental to the development and implementation of the AFI Plan:
 - ✓ Development and implementation of the AFI Plan will follow the methodology and planning process contained the GASP/Roadmap
 - ✓ Progress with respect to the satisfactory completion of activities to be monitored using metrics similar to those provided by the Roadmap
 - ✓ The GASP, together with the Global Aviation Air Navigation Plan constitutes the framework in which regional, sub-regional and national implementation plans, including the AFI Plan, should be developed
 - ✓ A near-term objective of the Plan is to establish implementation modalities that apply the methodology of the Roadmap
 - ✓ The AFI Plan was developed following the seven steps outlined in the Roadmap process
 - ✓ The gap analysis (Step 5 of the Development Phase) will be performed on the basis of the GASP

GASP and Assembly Resolution 36-1



- ✓ Operative Clause 3 - Instructs the Council to notify States, industry and donors of the priority projects arising from the gap analysis, performed in accordance with the Global Aviation Safety Plan (GASP)
- ✓ Operative Clause 4 - Encourages all Contracting States, industry and donors to undertake projects that address the priorities identified through the gap analysis, which is to be consistent with the GASP and other principles laid out in the AFI Plan

A step-wise Model to implement the GASP/Roadmap

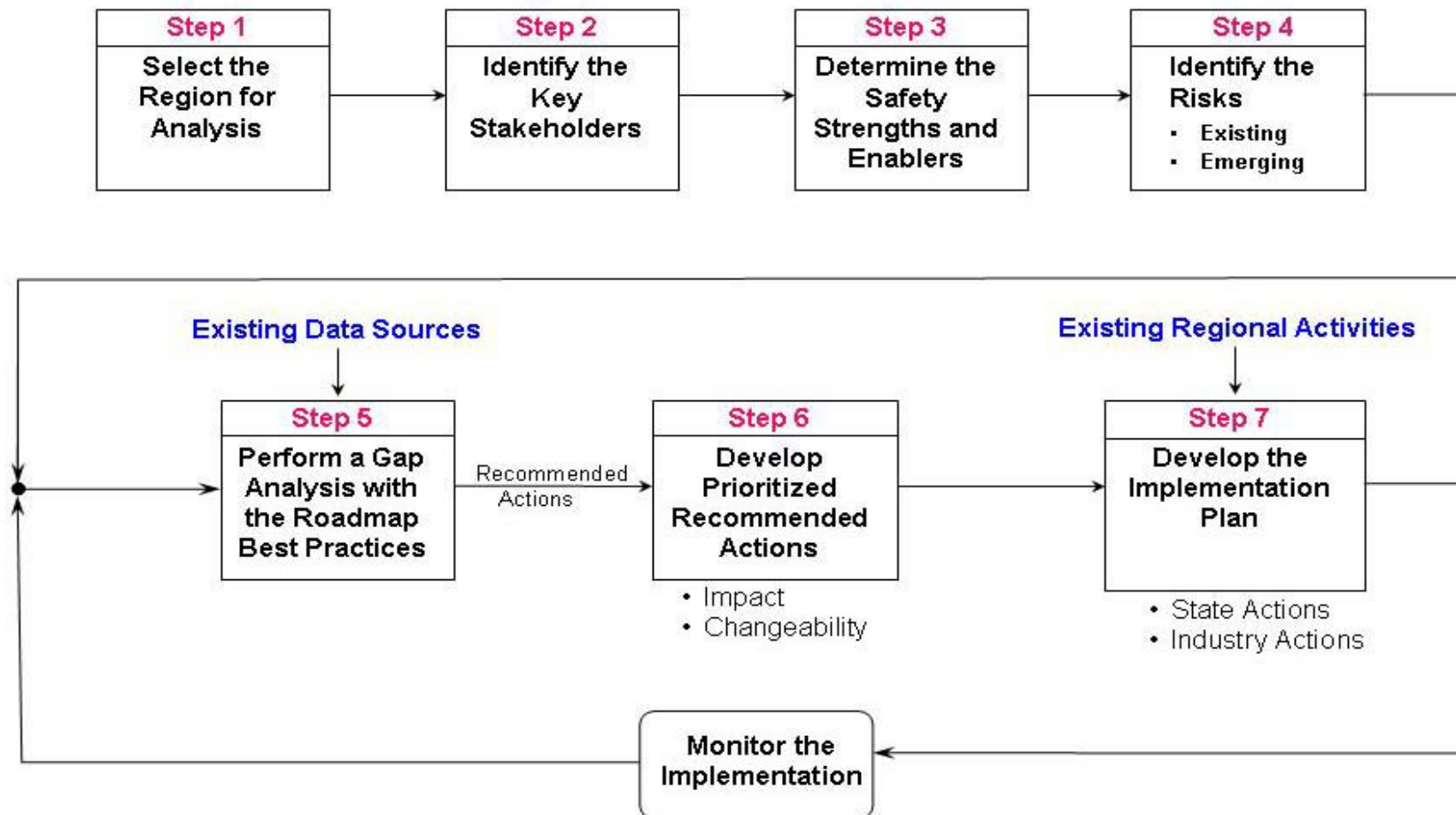


Development Phase

- ✓ Conduct Regional Assessment:
 - ✓ Select region for analysis
 - ✓ Identify key stakeholders
 - ✓ Outline safety strengths and enablers
 - ✓ Identify existing and emerging risks
- ✓ Perform Gap Analysis
- ✓ Develop Prioritized Recommended Actions
 - ✓ Safety impact analysis
 - ✓ Flexibility analysis
- ✓ Develop Action Plan

Implementation Phase

GASP/Roadmap Development Process



GASP/Roadmap Development Process



- ✓ Step 1 – Select the Region for Analysis – Africa–Indian Ocean (AFI) Region (47 States)
- ✓ Step 2 – Identify key stakeholders (to be represented on the AFI Plan Steering Committee):
 - ✓ AFI States
 - ✓ Other Contracting States that have pledged support
 - ✓ Regional organizations (e.g. AU and AFCAC)
 - ✓ Other international organizations (e.g. World Bank)
 - ✓ Industry
 - ✓ ICAO

GASP/Roadmap Development Process

(Continued)



- ✓ Step 3 – Determine safety strengths / enablers
 - ✓ International enablers (e.g. African COSCAPs, US Safe Skies for Africa, World Bank projects)
 - ✓ Regional enablers (e.g. Libreville Plan of Action, Yamoussoukro Decision, Cape Town Convention)
 - ✓ Industry enablers (e.g. IATA Partner-for-Safety, manufacturers' coordinated support)

GASP/Roadmap Development Process

(Continued)



- ✓ Step 4 – Identify existing and potential risks:
 - ✓ Lack of political will
 - ✓ Misappropriation of funds
 - ✓ Insufficient real autonomy for CAAs
 - ✓ Shortage of qualified personnel
 - ✓ Economic barriers
 - ✓ Low priority given to aviation safety relative to other social priorities (e.g. health, education, etc.)
 - ✓ Fleet obsolescence

GASP/Roadmap Development Process

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- ✓ Step 5 – Perform gap analysis
 - ✓ Initial survey for high level meeting
 - ✓ In-depth State/region gap analysis
 - ✓ Measures difference between current and target maturity levels:
 - ✓ Apply to each Best Practice using appropriate metrics
 - ✓ Determine target level (Level 3 or 4)
 - ✓ “Small steps approach”
 - ✓ Identify current implementation level for each Roadmap best practice
 - ✓ Determine current maturity level

GASP/Roadmap Development Process

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✓ Gap Analysis Example

✓ Focus Area 1 – Inconsistent implementation of International Standards

✓ Objective 1a – States that have not done so commence implementation of international SARPs and best practices ...

✓ BP 1a-2 – States take all necessary action to ensure compliance...

✓ Metrics – USOAP audits

✓ Target maturity level (e.g. Level 3: Evolving changes in work)

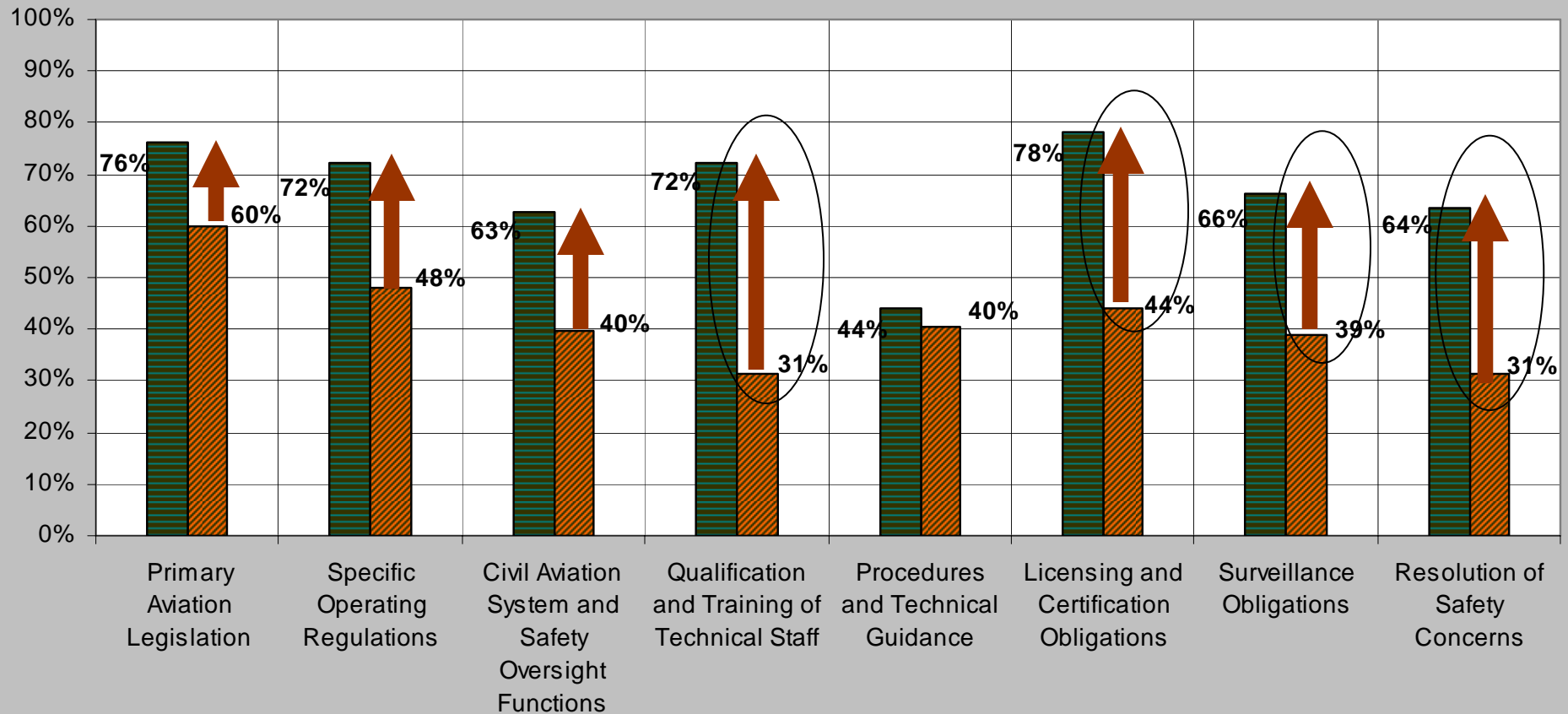
✓ Current maturity level (e.g. Level 1: Developing)

High-level Gap Analysis



High Level Gap Analysis based on the USOAP Disparity in the level of implementation of the Eight Critical Elements between African States and the Global (excluding Africa)

■ Global average excluding Africa (67%) ■ African States Average (42%)



GASP/Roadmap Development Process

(Continued)



- ✓ Step 6 – Develop prioritized recommended actions:
 - ✓ Review gaps and associated Best Practices in order to identify potential safety enhancement actions
 - ✓ Prioritize safety enhancement actions based on:
 - ✓ Safety impact analysis – evaluate gaps and associated safety enhancements to determine which actions would have the greatest impact on safety
 - ✓ Flexibility analysis – determine ability to make change (e.g. degree of political will, resource availability, etc.)

GASP/Roadmap Development Process



- ✓ Step 7 – Develop an action plan
 - ✓ Develop implementation action plan (project)
 - ✓ Obtain funding
 - ✓ Assign action plan (project) to implementing agency

AFI Plan Implementation



- Continuous monitoring of implementation (role of Steering Committee, ICAO Safety Secretariat Group, ICAO Council)
- Repeated gap analysis
- Continuous safety improvement



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