



**Twenty - Ninth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting
(RASG-PA ESC/29)**

ICAO NACC Regional Office, Mexico City, Mexico, 29 - 30 November 2017

Agenda Item 9: Other Business

GLOBAL SAFETY INFORMATION PROJECT STATUS REPORT

(Presented by Flight Safety Foundation)

EXECUTIVE SUMMARY

Flight Safety Foundation, with support from the U.S. Federal Aviation Administration (FAA) and the Commercial Aviation Safety Team (CAST), is leading an international initiative focused on the Pan American and Asia Pacific regions to identify and address issues surrounding the collection, analysis, protection and use of safety information. The intent of this information paper is to provide an update on the current status of the initiative.

Action:	Note status of project and encourage participation in upcoming events as notified by Flight Safety Foundation.
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<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety
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1. Introduction

1.1 The collection and analysis of safety information is a critical component of the Global Aviation Safety Plan (GASP), a multi-faceted strategy for States, industry, and other stakeholders to develop and enhance the management of safety in a standardized manner. The GASP was developed by the International Civil Aviation Organization (ICAO) with the support of States and industry, and was endorsed by the 38th ICAO Assembly. Across the world, as facets of the GASP are implemented, numerous initiatives are under way to collect and analyse safety data, use that data to identify safety issues and ultimately manage the risk posed by those issues to aviation safety. These initiatives, termed safety data collection and processing systems (SDCPS) provide a basis to effectively reduce risk to the flying public.

1.2 Flight Safety Foundation has provided updates to numerous RASG-PA and RASG-APAC meetings as well as RASG subgroups like APRAST throughout the past two years in both Pan America and Asia Pacific Regions.

2. Background

2.1 As mentioned in previous working papers and information papers, there are a number of SDCPSs and associated analysis initiatives under way in various countries and regions around the world being led by a few organizations in limited engagements. Aircraft and engine manufacturers have initiated similar programs with their customers.

3. Project Plan

3.1 Flight Safety Foundation (FSF), with support from the U.S. Federal Aviation Administration (FAA) and the Commercial Aviation Safety Team (CAST), has been leading an international initiative focused on the Latin America and Asia Pacific regions to identify and address current issues surrounding the collection, analysis, protection and use of information derived from data collected through SDCPSs. This information generated by the SDCPSs is critical to the identification and mitigation of risk in commercial aviation. As such, this project will play an important role in enhancing safety for the flying public.

3.2 In the original design of the project three major work streams were defined as the project began in 2014. The first was a regional assessment followed by a series of Workshops and completion of a set “Safety Data & Information Tool Kits” leveraged from work during the assessments and workshops. The toolkits will cover the following subjects

- Safety Data Collection
- Safety Data Analysis
- Safety Information Sharing
- Safety Information Protection

4. Activities Completed

- 4.1 The initial year of the project was completed with a series of focus groups in Pan American and Asia Pacific regions in 2015. For Asia Pacific, focus groups were held in Hong Kong, Sydney, Wellington, Singapore, New Dehli, Tokyo, and Kuala Lumpur. For Pan America, focus groups were held in Panama City, Lima, Mexico City, Sao Paulo, and Kingston.
- 4.2 The following year (2016) 13 Workshops on the toolkit frameworks were held in various cities. For Asia Pacific this included workshops in Tokyo, Hong Kong, Sydney, Kuala Lumpur, Taipei, Singapore, New Dehli. For Pan America workshops were held in Santiago, Rio De Janeiro, Lima, Mexico City and Panama City.
- 4.3 The initial set of toolkits and discussion on the project through public reports of both years 1 and 2 have been published to the Flight Safety Foundation website. These reports include much of the assessment work.
- 4.4 Flight Safety Foundation has completed a new version of the toolkits which cover more specific details on how the SDCPs processes work most effectively. At the moment these toolkits are only available to Flight Safety Foundation membership.

- 4.5 A series of four separate webinars were offered to preview the development work of the most recent set of toolkits in 2017.
- 4.6 An online Safety Performance Indicator Survey was conducted and over 120 participants have contributed to this survey so far.
- 4.7 An additional workshop was conducted in Manilla during 2017.

5. Significant Findings

5.1 There is great variation in the understanding of Safety Performance Indicators as a management tool across organizations. A number of metrics throughout the industry are being used for different purposes and often the term SPI is associated with just another reference to safety metrics.

5.2 There is great desire for sharing safety information within the industry but rarely are there effective exchanges of data, information and analysis that is the result of cooperative stakeholder groups. Service providers are often hesitant to contribute raw data or contribute to harmonized data analysis efforts. Information protection policy and regulation could be a significant factor or obstacle to progress.

6. Current Status

6.1 Upon public release of our toolkits we expect to construct specific case studies to include within the toolkits in order to illustrate the elements of the toolkits throughout industry. The release of these toolkits is expected publicly before the end of 2017.

6.2 Additional workshops and webinars will be created to review the case studies.

6.3 Continuing study on Safety Performance Indicators will be provided through on-line tools where organizations can contribute their experiences and public results will be shared.

7. Conclusions

7.1 Therefore, Flight Safety Foundation requests that the RASG PA ESC members support the Foundation by encouraging stakeholders to participate in the 2018 Webinars and an enhanced website survey. Access to register for the future webinars and workshops is provided on the www.flightsafety.org website.