International Civil Aviation Organization
Regional Aviation Safety Group - Pan America (RASG-PA)

WORKING PAPER

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Thirty Fourth Pan American – Regional Aviation Safety Team Meeting
(PA-RAST/34)
Miami, 13 to 14 November 2018

Agenda Item 3: Results from the ESC/31 Meeting

COLLABORATIVE SAFETY TEAMS INITIATIVE

(Presented by ICAO SAM Office and IATA)

EXECUTIVE SUMMARY

This working paper presents a proposal by ICAO SAM Office and IATA to unify efforts for the creation and functioning of Collaborative Safety Teams (CST) in the SAM Region, aligned with ICAO SAM SSP Pilot Implementation Project, as a single initiative under RASG-PA. This will help to avoid duplication of efforts, will foster a more efficient use of available resources, and will improve data analysis capabilities by ensuring access to both FDX and SIMS data.

Action:	The meeting is invited to: a) take note of the information presented in this working paper; and b) develop a RST implementation framework, to be approved by the ESC/32.
Strategic Objectives:	• Safety
References:	• Annex 19 to the Convention on International Civil Aviation - Safety Management • SAM SSP Pilot Implementation Project

1. Introduction

1.1. Current version of the Global Aviation Safety Plan call for States to achieve an EI of at least 60 per cent overall of the eight CEs of a State safety oversight system by 2017. SAM Region has a current EI average of 78.28%, with all critical elements above 60 percent.

1.2. In that context, under GASP mandate, States which have an EI of 60 per cent or greater should implement SSP, which will facilitate addressing risks specific to their aviation systems. As a response to this requirement, ICAO SAM office developed its SSP Pilot Implementation Project to foster SSP implementation across the region. To this date, 12 out of 13 member States are part of this project, and are working towards SSP establishment by the end of next year.

1.3. ICAO's Annex 19 part 5.4.2 recommends: "Each State should promote the establishment of safety information sharing networks among users of the aviation system and should facilitate the free exchange of information on actual and potential safety deficiencies."

1.4. Additionally, the next version of the GASP (2020-2022) has identified "Strategic collaboration with key aviation stakeholders to support the proactive use of risk modelling capabilities" as an Safety Enhancement Initiative (SEI), an calls for States to foster and participate in public-private partnerships similar to the commercial/general aviation safety teams concept to identify and implement system safety enhancements.

2. IATA's Collaborative Safety Teams

2.1 Since 2013, in collaboration with the PA-RAST and many states and industry partners, IATA has been promoting the implementation of Government-Industry Collaborative Safety Teams based on the successful fundamental principles developed and implemented at groups like the US CAST (Commercial Aviation Safety Team), RASG-PA and Costa Rican PASO.

2.2 The CST fundamental principles can be found summarized in the PA-RAST CST Guidance Material document that states:

1. For key stakeholders to cooperatively develop and implement a prioritized and data driven safety agenda, with the objective of reducing the fatality risk of the country or region.
2. It has been proven that joint industry and government teams working as equals, to a common goal, can further enhance the safety of our aviation system by combining resources and information.
3. A key success factor has been the establishment of a CST safety culture, where all its members participate as equals, respecting all viewpoints as worthy of consideration, and agree towards working on a voluntary and data driven objective, which avoids regulations and mandates.
4. The purpose of the CST is not to produce new regulations, but to produce safety enhancements that the aviation service providers can adopt voluntarily.
5. Establish a feedback mechanism to allow for measurement and analysis of implemented safety enhancements. This can be done through the use of proactive data, as well as opportunities to openly share information and data between the State and the operators without fear of punitive actions.

2.3 Currently in the South American region, we can find active CST in Argentina and Brazil. And Chile and Colombia are working towards implementing them. Ecuador has also established a similar group without the collaboration of the PA-RAST or IATA. In the North America, Central American and Caribbean region, we can find active CST in Costa Rica and the United Stated, and Canada, CASOS and COCESNA are working to implement them as well.

2.3 As a fundamental keystone to enable the data driven work of the CSTs, and to comply with the IATA Members Governance on data sharing, IATA has signed MOUs (Memorandums of Understanding) with different states in the Pan-American region. Under this MOUs, IATA brings information from its Global Aviation Data Management (GADM) program (which includes FOQA data from its FDX program) so that systemic risks can be identified, address and monitored at the CSTs. At no point is this information shared with the group, it is only presented and made available to them through IATA or a local airline, to make sure it is kept secure, and used in any punitive or not "safety oriented" manner.

3. SAM SSP Pilot Implementation Project's Safety Coordination Groups

3.1. In accordance to Annex 19, Paragraph 5.4.2, States shall promote the establishment of safety information sharing or exchange networks among users of the aviation system, and facilitate the sharing and exchange of safety information, unless national law provides otherwise.

3.2 Likewise, under Doc 9859, Fourth edition, Paragraph 1.3.3.2, States and service providers, based on the safety risks identified, may consider working with other organizations to determine an appropriate safety risk control strategy. Organizations working collaboratively may be able to identify more interface hazards; assessing any related safety risks and determining mutually appropriate controls. Collaboration is highly desirable because the safety risk perception may vary between organizations.

3.3 Based on the above, the SAM SSP Pilot Implementation Project requires that each SAM member State, establishes safety coordination groups of stakeholders (regulatory and administrative bodies of the State and the industry) for the analysis of safety data and information and the formulation of mitigation plans, under the SSP framework of each State.

3.4 Since States, as regulatory bodies, are part of these groups, they have access to ICAO's SIMS data that allows them to access very detailed level of data regarding their airspace, airports and aircraft operations in order to identify hazards and to mitigate risks, in support of their SSPs.

4. Analysis

4.1 ICAO SAM Safety coordination groups and the Collaborative Safety Teams are equivalent and compatible safety initiatives at the States level, aimed to collect and analyse safety data in order to produce informed mitigation actions, and to improve safety levels.

4.2 ICAO's SIMS and IATA FDX systems are completely compatible and granting access to both should prove very useful for CST groups within the States, as it will help them forming a more comprehensive representation of risk.

4.3 RASG-PA ESC approved this initiative during its 31st Meeting, held in Buenos Aires, 8 to 9 November 2018. Consequently, RST efforts in the region will now be considered as RASG-PA projects and will be managed accordingly.

5. Suggested Action

5.1 That, in order to implement RST as RASG-PA initiatives, a defined implementation framework is needed:

a) take note of the information presented in this working paper;

b) develop a RST implementation framework, to be approved by the ESC/32.

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