



Fifty Sixth Pan America — Regional Aviation Safety Team Meeting (PA-RAST/56) of the Regional Aviation Safety Group — Pan America (RASG-PA)
South Florida, United States, 23 to 25 August 2022

Agenda Item: Collaborative Safety Teams (CSTs)

PA-RAST Collaborative Safety Team (CST) Development Strategy

(Presented by IATA)

EXECUTIVE SUMMARY	
This working paper presents a proposed strategy for PA-RAST to develop the Collaborative Safety Team (CST) concept and promote implementation of CSTs at the Region and State level in the ICAO Pan America region.	
Action:	Approve the CST Development Strategy for presentation at RASG-PA ESC.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> ● Safety
<i>References:</i>	<ul style="list-style-type: none"> ● ***

1. Introduction

1.1 Over the past 20 years, several ICAO member States and Industry partners have established safety collaboration mechanisms to facilitate the sharing of safety information with the objective to identify potential safety deficiencies and mitigate their associated risks through the development of safety enhancement initiatives (SEI). These State-Industry safety collaboration mechanisms are created according to a variety of different models influenced by the context within each State, and are generically referred to as Collaborative Safety Teams (CSTs). CSTs can be integrated as part of State Safety Information Sharing Networks supporting accident prevention activities to manage safety a State level.

1.2 CSTs consistently demonstrate their positive safety benefits wherever they are implemented, and the concept is considered to be a key contributor to achieving greater and more targeted improvements to aviation safety in the Pan America Region.

1.3 RASG-PA leads, coordinates, supports and monitors the implementation of CST in the Pan-American Region, based on safety risk data analysis performed by the PA-RAST.

1.4 PA-RAST proposes the CST Development Strategy articulated in this document as a means to improve overall safety in the Pan America Region by

- (1) effectively supporting the adoption of State and Region level CSTs,
- (2) fostering safety collaboration between PA-RAST and local CSTs.

2. CST Development Strategy

2.1 Updated CST Guidance Material

2.1.1 PA-RAST previously drafted guidance material with the objective to support the development and implementation of new CSTs. While this guidance is valuable and based on a CST model that has proven very effective, it would be complex to implement and operate in most States in the Pan America Region without legislative changes and financial investments.

2.1.2 Understanding each State has its own different structure, a CST does not need to be overly complex to function. To better enable adoption of CSTs, PA-RAST proposes to undertake the development of simplified guidance material that will provide clear and scalable guidance to help States (or groups of States) create their own CST.

2.2 CST Support Plan (for current and new CSTs)

2.3 Identifying priority States/Regions for CST development

2.3.1 As resources and time are limited, it is important for RASG-PA to prioritize how resources will be allocated for supporting CST development in the region. To ensure effective engagement and smooth implementation.

2.3.2 To help in making the decision to support a CST, all of the following criteria should be met:

- a) Interest to create a CST has been demonstrated by the State, or by industry members within the Region/State
- b) PA-RAST Safety Data identifies safety hot spots or other relevant safety condition in the State/Region
- c) Safety culture within the State is known to be conducive to the CST concept
- d) Conditions exists within the State for the self-sustainability of the CST
- e) Willingness from operators to voluntarily support the CST

2.3.3 When PA-RAST believes the right conditions are met, it will recommend prioritization to RASG-PA ESC. The ESC will approve RASG-PA support for the implementation of a CST by a formal Conclusion. Once a State has been prioritized for CST development, CST implementation can be initiated as follows:

- a) Based on the ESC Conclusion, the corresponding ICAO Regional Office (NACC or SAM) will formally contact the States communicating RASG-PA intention to support the implementation of CST, and will announce an initial meeting between PA-RAST and the State.
- b) Hold initial meeting with local State and/or Industry to determine the best CST implementation strategy
- c) Provide demo of guidance material
- d) Q&A session
- e) After initial meeting, provide support for local CST partners to establish their implementation timeline and implementation plan
- f) Provide support in development of documentation/processes/templates that will be used by the local CST.
- g) Facilitate a pre-launch meeting with local partners to address outstanding items and concerns
- h) Support local partners in planning and initiating their CST activities.

2.4 Regional Integration of CSTs

2.4.1 There is an opportunity to generate synergy and additional safety benefits by encouraging further collaboration between PA-RAST and local CSTs in the Region. Currently, when a risk is identified based on regional PA-RAST data, local intelligence is not available to contextualize the safety issue.

2.4.2 PA-RAST will of course continue to engage with individual States when data that is reviewed at PA-RAST identifies hot spots or safety issues that warrant local intervention, and then organize a RASG-PA Go-team to facilitate local action on the issue.

2.4.3 Where there is a local CST, that CST may be an active partner of the PA-RAST and directly contribute by improving the safety intelligence available to evaluate safety issues, and help in the design and implementation of local safety enhancements. Observations and conclusions can be reported back to PA-RAST for evaluating applicability of local strategies at the regional level.

2.4.4 Safety issues identified locally (by CSTs) can also be reported at the PA-RAST level, facilitating identification of systemic issues across the Region. CSTs can also liaise with PA-RAST when they identify safety issues that relate to risks observed with foreign operators, or in the context of their operations in other States in the region. With active data-driven efforts and interaction at local and regional level, greater safety benefits can be achieved in States, and the entire region.

2.4.5 CST reps attendance at the PA-RAST in person meetings is highly encouraged. These will allow for better support between PA-RAST and these working groups as well as a platform to exchange better practices among safety experts.

2.5 CST Promotion

2.5.1 Once the guidance material is updated and strategy approved by RASG-PA, all bodies RASG-PA will actively promote the development of CSTs in the Pan America Region. This will include:

- a) Promotion of the concept whenever attending or presenting at an aviation event or meeting in the Pan America Region
- b) Presentation of an Information Paper on the CST implementation Strategy at the ICAO General Assembly
- c) Inclusion of CST development strategy in the RASP.

2.6 CST monitoring metric

2.6.1 I suggest the following; PA-RAST will monitor the progress of CSTs and track the outputs of each CSTs, aggregating the results to obtain a broad system view.

3. Conclusion

3.1 The meeting is invited to comment on the contents of this paper, and to:

- a) Support the proposal; and
- b) Create AD-HOC group to develop simplified guidance material based on the contents of this paper to be presented by PA-RAST/57 meeting for consideration and acceptance, (to be later submitted to the ESC for approval).