



International Civil Aviation Organization

**SEVENTH MEETING OF THE ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM
 (APRAST/7)**

(Bangkok, Thailand, 31 August to 4 September 2015)

Agenda Item 6: Presentations – State / Industry / ICAO

GLOBAL SAFETY INFORMATION PROJECT

(Presented by Flight Safety Foundation)

SUMMARY	
Flight Safety Foundation, with support from the FAA and the Commercial Aviation Safety Team, will lead an international initiative focused on the Pan America and Asia Pacific regions to identify and address issues surrounding the collection, analysis, protection and use of safety information. The Foundation is seeking support for, and participation in, the project from RASG-APAC as applicable.	
Action:	The suggested action is presented in Section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety • Air Navigation Capacity and Efficiency

1. INTRODUCTION

1.1 The collection and analysis of safety information is a key component of the U.S. Federal Aviation Administration (FAA) and the International Civil Aviation Organization (ICAO) Global Aviation Safety Plan. Numerous initiatives are under way to collect and analyze data, identify safety issues and manage the risk posed by those issues to aviation safety. These initiatives, termed safety data collection and processing systems (SDCPS) by ICAO, provide a basis to effectively reduce risk to the flying public.

1.2 While the development of programs and technology to collect, blend, protect and analyze data is a step forward for aviation safety, several issues — including duplication of effort, lack of coordination among stakeholders and programs, and the protection of collected data and resulting analysis could negatively impact continued progress.

2. BACKGROUND

2.1 There are a number of SDCPSs and associated analysis initiatives under way in various countries and regions around the world being led by numerous organizations. Aircraft and engine manufacturers have initiated similar programs with their customers.

2.2 While the development of programs and technology to collect, blend, protect and analyze data is a step forward for aviation safety, several issues could negatively impact continued progress:

- Duplication of effort — Numerous organizations have developed programs to collect and analyze data from interfacing organizations. Participants in these programs often provide data to multiple programs because their membership or regional representation often overlaps. Therefore, they are becoming concerned

about sharing data with multiple programs, as this not only increases the internal workload but also increases the possible exposure of organizations to inappropriate or unintended use of the derived information.

- Lack of coordination between parallel programs — with some exceptions, little coordination exists between organizations that collect and analyze data. Recently, there has been some exchange of information between key participants. However, these information-sharing initiatives are in the early stages and have limited reach.
- Protection of information is limited — Data gathered as part of such a program may become available for uses other than aviation safety, especially in cases of civil litigation after an aircraft accident. Organizations providing data to the established programs are extremely sensitive as to how the data are used and who may see information that is produced by analysis of the data. In some cases, regulatory agencies may be legally bound to act in a punitive manner when regulatory violations are found, even when information leading to the discovery of such violations is volunteered by operators.
- Insufficient development of programs that encourage open reporting of safety issues — Contextual information regarding operational issues and events is valuable to the understanding of why issues exist and why specific events happen. Sources of such information are usually the operators' internal safety reporting systems or, in some cases, voluntary programs that encourage open safety reporting by providing certain limited protection against punitive action by the employer against employees or by the regulatory agency against the certificate holder (person or organization). Although some proven examples of voluntary safety reporting programs exist in the United States and elsewhere, such as with the Aviation Safety Action Program (ASAP) and the Aviation Safety Reporting System, much work remains on an international level to ensure that these programs have the necessary legal basis to protect those persons or organizations that are open and truthful in sharing information regarding a safety issue.

2.3 Each of these factors will need to be addressed in considering the adoption of a consistent program, where such programs do not currently exist, to be developed within the regions.

3. PROJECT PLAN

3.1 Flight Safety Foundation, with support from the FAA and the Commercial Aviation Safety Team, will lead an international initiative focused on the Pan American 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 crucial 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 A comprehensive assessment of the current status of national, regional and global SDCPS will be conducted. This will include State programs, air navigation service providers, industry associations, aircraft operators, aircraft manufacturers and engine manufacturers. This activity will serve as the baseline for future work.

3.3 Flight Safety Foundation will leverage the use of multiple international assets, as necessary, to collect the information, and the primary method has been through specially assembled Focus Groups. Once collected, a report will be delivered containing a comprehensive list of current and past programs.

3.4 It is envisaged that two additional streams of work will follow that described above. These will include:

- The development of a “Voluntary Safety Reporting Tool Kit” for States, leveraging experience gained from work on a pilot program to establish a voluntary reporting program that incorporates the principles of the FAA ASAP. The tool kit would include guidance on incorporating protections against punitive action by regulatory agencies and/or employers as allowed under State law. Once this has been developed, Flight Safety Foundation would develop and conduct regional workshops aligned with the RASGs to promote all aspects of the project. Workshops would target States where the legal framework can allow for the limited protection of persons submitting safety information.
- The commencement of tactical work to facilitate the implementation of the legal framework as per guidance added by ICAO in Attachment B to Annex 19. This guidance is aimed at assisting States to enact national laws and regulations to protect information gathered by SDCPS while allowing for the proper administration of justice. The objective of the guidance is to prevent the inappropriate use of information collected solely for the purpose of improving aviation safety.

4. RECOMMENDED ACTION

4.1 The Flight Safety Foundation recommends that the APRAST/7 Members;

- a) Consider the material provided in this paper;
- b) Assist and support the Foundation in communicating about the project and its findings;
- c) Support the Foundation in surveying regional stakeholders; and
- d) Support periodic updates to the RASG-APAC by the Foundation.

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