



*International Civil Aviation Organization*

**Second Meeting of the Middle East Regional Aviation Safety Group  
(RASG-MID/2)**

*(Abu Dhabi, UAE, 12 - 14 November 2012)*

**Agenda Item 2: Global Developments related to Aviation Safety**

**SAFETY INFORMATION PROTECTION TASK FORCE**

*(Presented by the Secretariat)*

**SUMMARY**

This information paper presents the work being undertaken by the Safety Information Protection Task Force (SIP TF).

Action by the meeting is at paragraph 3.

**1. INTRODUCTION**

1.1 During its 185th Session, the Air Navigation Commission (ANC) agreed to establish the SIP TF to provide recommendations for new or enhanced provisions and guidance material related to the protection of safety information. This action stems from two Assembly Resolutions (A37-2: Non-disclosure of certain accident and incident records, and A37-3: Protecting information from safety data collection and processing systems in order to improve aviation safety) as well as recommendations from the Accident Investigation and Prevention (AIG) Divisional Meeting (2008) (Recommendation 1.7/1) and the High-level Safety Conference (HLSC/2010) (Recommendation 2/4).

**2. DISCUSSION**

2.1 Latest strategies designed to enhance aviation safety rely on the availability of safety data and safety information to identify hazards and deficiencies in order to develop effective mitigation strategies. Whether data and information are provided on a voluntary basis by front-line personnel, as the result of reportable occurrences, or from accident and incident investigations, it is imperative that such data, and information gleaned from subsequent analysis be used for safety-related purposes, and not to apportion blame or liability.

2.2 Bearing in mind the balance required between the need for the protection of safety information and the need for the proper administration of justice, safety data and safety information must be adequately protected. Otherwise, the potential benefits related to the collection, use and sharing of such information may be jeopardized.

2.3 ICAO determined these issues to be of sufficient importance so as to warrant their review and analysis by a group of experts. The SIP TF was convened specifically for this purpose with a multidisciplinary composition of 54 participants representing accident and incident investigation professionals, safety experts as well as legal and policy specialists. Consequently, the SIP TF has been

tasked to provide recommendations for new or enhanced ICAO provisions and guidance material related to the protection of safety information, including Standards 5.12 and 8.3 as well as Attachment E to Annex 13. It started activities in May 2011 and has had three meetings.

2.4 The First Meeting took place in Montreal in early May 2011 to which 35 participants representing 13 States and 6 international organizations attended. As a result of the work accomplished during the first meeting, three working groups were proposed to review of existing ICAO provisions related to the protection of safety information; review of States' legal frameworks and practices related to this subject; and develop a strategy to promote the coordination among safety, administrative, judicial and prosecutorial authorities when dealing with the protection of safety information.

2.5 The second and third meetings of the SIP TF were held in ICAO headquarters in September 2011 and March 2012. The meeting in September 2011 included 39 participants representing 19 States and 6 international organizations, while 34 participants representing 12 States and 5 international organizations attended the meeting in March 2012. During these meetings, the SIP TF approved the terms of reference and membership of the proposed working groups and progressed the work towards the development of its recommendations. In addition, during its third meeting, the SIP TF discussed the need to coordinate its recommendations with the Safety Management Panel (SMP) and agreed upon the creation of a liaison group to act as an agent of the SIP TF for this purpose (Outcomes of the Third Meeting of the SIP TF, paragraph 3.9 and 3.12, refer).

2.6 The Fourth Meeting of the SIP TF is planned to take place in ICAO headquarters in January 2013. During this meeting it is expected that the task force will agree on its recommendations for new or enhanced provisions and guidance material related to the protection of safety information obtained from accident and incident investigations as well as safety management activities. These proposed recommendations would also take into consideration the balance between the need for the protection of safety information to further enhance aviation safety and the need for the proper administration of justice.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to note the information in this paper.