Seventh Regional Aviation Safety Group – Pan America Annual Plenary Meeting (RASG-PA/7)
Willemstad, Curaçao, 11-12 September 2014

Agenda Item 5: **Safety Initiatives**
 5.5 Other Safety Initiatives

SAFETY INFORMATION SHARING

(Presented by United States)

EXECUTIVE SUMMARY
The United States supports the promotion of accident and incident prevention through the analysis and sharing of safety data. This can be accomplished through a variety of programs. In the United States, these include the Civil Aviation Registry, the Federal Aviation Administration (FAA) International Aviation Safety Data Exchange (IASDEX), and U.S. Aviation Safety Information Analysis and Sharing (ASIAS). These systems have proven to be effective in the sharing of information for oversight as well as the management of accident prevention. International Civil Aviation Organization (ICAO) member States are urged to implement similar programs to promote aviation safety worldwide.

Strategic Objective:	• Safety

1. Introduction

1.1 The United States continues to support the progressive work of ICAO in the areas of aircraft accident and incident investigation and reporting, and the promotion of accident prevention through analysis and sharing of safety data. The United States recognizes the need to have accurate information about aircraft in operation, service difficulties, the causes of accidents and their associated safety recommendations, safety enhancement implementation levels, and safety enhancement effectiveness for the continuous improvement of aviation safety.

1.2 The United States recommends that all civil aviation authorities consider the potential methods for sharing safety information. Reporting and collecting critical safety data is fundamental. These methods have proven to be supportive in the oversight of operations, analysis of accidents and incidents, identification of contributing factors, and development of safety enhancements that continuously improve aviation safety.

1.3 The United States continually strives to achieve the lowest possible accident rate and improve civil aviation safety through a collaborative approach to safety oversight and management among government, industry, and other safety organizations.

2.   Discussion

2.1   It is essential that a safety management system include tools for sharing information held by the civil aviation authority and the individual organizations within the aviation industry, promoting a government-industry partnership. The information shared can be as basic as the registered owner/operator of an aircraft, or as detailed as voluntary information provided by air carriers, maintenance providers, and other safety organizations.

2.2   The FAA maintains a Civil Aviation Registry that contains basic information on U.S. civil aircraft and the certification of airmen. The registry is publicly available on the Internet. The Civil Aviation Registry has proven to be a vital tool for basic oversight within the United States.

2.3   The FAA IASDEX database provides a method for civil aviation authorities to share technical data from ramp inspections. IASDEX allows safety oversight inspectors to access data needed to analyze, track, and resolve technical safety issues before they become a major problem or lead to an incident or accident. The greater the amount of information in the IASDEX database, the stronger the ability to identify safety trends. Therefore, the United States welcomes civil aviation authorities to partner with IASDEX and share ramp inspection information.

2.4   ASIAS is a tool used within the United States to collect and analyze data for identifying safety risks and recommending safety enhancements to mitigate these risks. The essential components of the system include governance, data/information access and usage, and data protection. These components are critical for any system and will enable member States to validate the effectiveness of current and future safety recommendations and work toward fatality risk reduction.

2.5   The United States promotes and supports safety partnerships that aid in the voluntary approach to identifying and mitigating top safety risks, and sharing lessons learned. The United States recommends that databases and programs such as those identified above be implemented by member States. Specifically, the United States recommends that systems similar to ASIAS be implemented through Regional Aviation Safety Teams (RAST) (for example, Pan America RAST) to provide:

- Information on regional activities
- Exchange of top-level data taxonomies
- Exchange of results of study mitigations in accordance with individual governance procedures
- The construction and exchange of a worldwide portfolio of analytical study results using aggregate data and
- The ability to prioritize mitigation implementation

3.   Conclusion

3.1   These elements will allow civil aviation oversight systems to establish repositories to conduct basic safety oversight and management, including a baseline and trend capability of specific safety metrics.

3.2   All stakeholders, including experts from government and industry, must share lessons learned, adopt best practices, and work together in key performance areas to conduct safety risk analysis through reliance on and use of aviation safety partnerships.

4. **Recommendations**

4.1   The Meeting participants are invited to support ICAO in recommending that all civil aviation authorities continue to use databases and programs similar to the Civil Aviation Registry and ASIAS. These are vital for supporting safety oversight and management, the capability to analyze accidents and incidents, and identifying contributing factors, which can result in safety enhancements to continuously improve aviation safety.

4.2   The Meeting participants are invited to recommend that member States with established safety information sharing programs participate and share the results of these programs through Regional Aviation Safety Groups.

4.3   It is recommended that member States use or continue to use taxonomies created by the Commercial Aviation Safety Team-ICAO Common Taxonomy Team when developing these systems.

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