RASG-PA/9 — IP/07
15/06/16

Ninth Regional Aviation Safety Group — Pan America Plenary Meeting (RASG-PA/9)
Panama City, Panama, 23 June 2016

Agenda Item 6:   **RASG-PA Projects Report**

RASG-PA PROJECTS REPORT

(Presented by Flight Safety Foundation)

EXECUTIVE SUMMARY
Flight Safety Foundation, with support from the U.S. Federal Aviation Administration (FAA) and the Commercial Aviation Safety Team (CAST), is leading an international initiative focused on the Latin American and Asia Pacific regions to identify and address issues surrounding the collection, analysis, protection and use of safety information. The intent of this information paper is to provide an update on the current status of the initiative.

Strategic Objectives:	• Safety
References:	• Twenty-Second Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/22), Rio de Janeiro, Brazil, 5 – 6 November 2014 – WP/04 • Twenty-Fourth Regional Aviation Safety Group — Pan America Plenary Medellin, Colombia, 22 June 2015, RASG-PA/8 — IP/08 • Twenty-Fourth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/24) Medellin, Colombia, 22 June 2015, -- IP/02 • Twenty-Fifth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/25) Long Beach, United States, 10 – 11 December 2015– IP/03 RASG-PA ESC/26 • Twenty-Sixth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/26) Lima, Peru, 24-25 May 2016 – WP/05

1.   Introduction

1.1   The collection and analysis of safety information is a critical component of the Global Aviation Safety Plan (GASP), a multi-faceted strategy for States, industry, and other stakeholders to develop and enhance the management of safety in a standardized manner. The GASP was developed by the International Civil Aviation Organization (ICAO) with the support of States and industry, and was endorsed by the 38th ICAO Assembly. Across the world, as facets of the GASP are implemented, numerous initiatives are under way to collect and analyse safety data, use that data to identify safety issues and ultimately 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   RASG-PA ESC/22—WP/04 was presented in November 2014 and the Executive Steering Committee approved to support the Flight Safety Foundation Global Safety Information Project and to include it as a RASG-PA Project for the CAR and SAM regions.

1.3   RASG-PA ESC/24 – IP/02 was presented in June 2015 for an update to the project and to outline the plan for upcoming focus groups to be held in the CAR and SAM regions.

1.4   RASG-PA ESC/25 – IP/03 was presented in December 2015 for an update to the project and to outline the plan for upcoming workshops to be held in the CAR and SAM regions.

1.5   RASG-PA ESC/26 – WP/05 was presented in May 2016 for an update to the project and to outline the plan for the remaining workshops to be held in the CAR and SAM regions.

2.   Background

2.1   As mentioned in previous working papers and information papers, 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.

3.   Project Plan

3.1   Flight Safety Foundation (FSF), with support from the U.S. Federal Aviation Administration (FAA) and the Commercial Aviation Safety Team (CAST), is leading an international initiative focused on the Latin America 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 critical 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   In the original working paper three major work streams were defined. The first was a regional assessment followed by the development of a "Voluntary Safety Reporting Tool Kit" leveraged from work during the assessment and delivered through a series of Workshops. Lastly efforts would be initiated to assist States in the implementation of the legal framework in accordance with the guidance material found in Attachment B to Annex 19 (Safety Management).

4. **Current Status**

4.1   The assessment phase of the project has been completed through a series of focus groups in both regions in the months of July through September. Focus groups were held in Mexico City, Panama City, Sao Paulo, Lima, and Jamaica.

4.2   Flight Safety Foundation is now taking the knowledge gained from the focus groups and is in the process of developing toolkits for the "Toolkits" and "Workshops".

4.3   The toolkit frame work has been introduced at the following workshops for CAR and SAM regions in 2016: Santiago – March 29-30 2016 Sao Paulo – April 20-21 2016 Panama City – May 18-19 2016, Lima – June 8-9 2016.

4.4   It has yet to be introduced in Mexico City – July 13-14 2015, other cities still under consideration.

5. **Conclusions**

5.1   Therefore, Flight Safety Foundation concludes that the RASG-PA members continue to support the initiative as called for in RASG-PA ESC/22 – WP/04 and the 2016 workshops hosted by Flight Safety Foundation.

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