



*International Civil Aviation Organization*  
**Sixth Annual Plenary Meeting of the Regional Aviation  
Safety Group – Pan America (RASG-PA/6)**  
San Jose, Costa Rica, 27 – 28 June 2013



**Agenda Item 7: Other Business**

**ADVANCING GLOBAL AVIATION SAFETY THROUGH  
GLOBAL SAFETY PARTNERSHIPS**

(Presented by the United States)

**SUMMARY**

The United States benefits from the successful development of government and industry safety partnership models to achieve the reduction of fatal accidents in the United States. Using these partnership models, work continues toward fatality risk reduction. The United States promotes and supports safety partnerships that aid in the voluntary approach to identifying and mitigating top safety risks. As a result, global aviation safety partnerships have strengthened around the world, allowing for increased government and industry collaboration to enable coordinated approaches to comprehensive safety analysis, understanding critical safety risks, and monitoring safety enhancements. Regional Aviation Safety Groups (RASG) work to address fatality risk in regional areas of the world aligned with the International Civil Aviation Organization (ICAO) safety framework. RASGs develop and implement work programs that support regional performance frameworks established by the ICAO Global Aviation Safety Plan (GASP); however, considerations for data reporting and the protections of such sources must be addressed to promote robust collaboration and efficient exchange of safety information. Recognizing the success of such crucial safety partnerships, the United States supports the ICAO GASP objective to continually reduce the global accident rate by relying on the work of RASGs and amending the GASP as necessary when developments occur that may warrant change.

**References:**

- ICAO Global Aviation Safety Plan (2007) Initiative III (GSI 3): Efficient Reporting of Errors and Incidents; Regional Aviation Safety Group, Pan America, Project GSI 3: Proposal for Amendment to Aeronautical Legislation to Protect Safety Information Sources
- 2010 High Level Safety Conference-WP/85, Conclusions and Recommendations
- ICAO Code of Conduct on Sharing of Safety Information

***Strategic  
Objective***

*This working paper is related to Strategic Objective:  
A – Safety*

## **1. Introduction**

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

1.2 As safety management systems mature and are implemented, our reliance on sound safety analysis to identify safety hazards to the civil aviation system, mitigate associated risks, and track safety enhancements will be the core to sustaining a safe and efficient air transport environment. This type of capability is achieved by maintaining safety partnerships and reporting critical safety information to aviation stakeholders, collaborating on safety analysis and best practices, and monitoring safety performance and mitigation strategy implementation.

## **2. Discussion**

### *Safety Partnerships to Reduce Accident Rates*

2.1 Safety partnerships have provided the ability to reduce the fatal accident rate in the United States and continue to reduce risk through a voluntary approach to analysis, mitigation, and implementation. Safety partnerships such as the Commercial Aviation Safety Team (CAST) are credited to reducing the accident rate, for commercial operations, in the United States by over 80 percent since 1997. This collaborative approach to safety management continues to help the aviation community conduct risk analysis and implement strategies for risk reduction. CAST has promoted its success criteria and lessons learned around the world and now the global aviation community benefits from greater collaboration, sharing of information, and best practices. Internationally, CAST outreach efforts provide education and support to regional partners in their efforts to establish similar safety partnerships. Learning from the work of CAST, safety groups understand the crucial role these partnerships serve in reducing the global accident rate.

2.2 As regional safety groups continue to grow, understand the importance of data collection, and adopt analysis capabilities, they will gain confidence in identifying safety hazards and implementing enhancements to mitigate risks. It is important that these regional groups continue to mature their expertise in hazard identification and their ability to monitor system safety performance enhancements.

### *Safety Partnerships to Support Harmonization and Collaboration*

2.3 Aviation safety priorities within the United States support the International Civil Aviation Organization (ICAO) safety framework of Policy and Standardization, Safety Analysis, Safety Monitoring, and Implementation. The majority of safety work programs are carried out through the joint efforts of government and industry to provide essential coordination on safety advancements.

2.4 In recent years, the culture shift to proactive safety management reaffirms such aviation safety partnerships by creating a vital need for collaboration between all stakeholders to harmonize efforts on programs such as safety management systems, air navigation modernization, and safety certifications. These efforts will remain critical components for safety requirements of the global aviation system, especially as all disciplines of aviation continue to advance with modern technologies. Experts from government and industry are able to 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.

2.5 Regional Aviation Safety Groups (RASG), representing Pan-America and Asia-Pacific regions, have developed safety enhancement initiatives to address the fatal accident rates based on data collection and analysis in their regions. Through this work, regional groups are able to harmonize their State efforts to support meeting objectives of the ICAO Global Aviation Safety Plan (GASP). These regional groups are also establishing solid connections with members of CAST and other safety teams so information can be exchanged more easily throughout the international community. The United States encourages such partnerships and will work with ICAO and Member States so RASGs can continue to build on their success.

*Safety Partnerships for Efficient Risk Analysis, Monitoring and Implementation*

2.6 The success of global safety partnerships depends on the common understanding of how safety analysis and the safety continuum work. Reporting and collecting critical safety data is fundamental. Without safety data, proper safety considerations cannot take place. Therefore, it is essential that Member States explore opportunities to promote the exchange of safety information.

2.7 Protection of safety information remains an important issue the aviation community must address. Protections must be in place to allow data collection in order to conduct safety management in areas of certification, operations, analysis and investigation and within an environment where voluntary reporting can occur free from harm of inappropriate use. Work in this area under the auspices of ICAO is underway, and the United States will continue to support these efforts and encourage States to explore how such protections could occur within their legal structure.

### **3. Recommendation**

3.1 The meeting is invited to:

- a) support the fundamental principles of the 2013 ICAO GASP objective to continually reduce the global accident rate by relying on the work of RASGs and to continue to work with ICAO on amendments to the GASP, as necessary, when developments occur that may warrant change;
- b) encourage Member States to pursue opportunities for development of safety data source protections within their legal structures and to refer to the ICAO Code of Conduct for safety information and the findings of the ICAO work groups involved with this subject matter, as appropriate; and
- c) consider supporting this working paper at the 38<sup>th</sup> ICAO Assembly as a co-sponsor.