



**Thirty Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting  
(RASG-PA ESC/30)**

**Agenda Item 8: RASG-PA Work Programme**

**DATA SOURCES AND ENHANCING DATA RESULTS FOR SAFETY DATA ANALYSIS AND IMPLEMENTATION  
OF ACTIONS / MITIGATIONS**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
This Paper presents the importance of Safety Data for the analysis of risk for implementing Safety improvements, considering expanding the sources of data and applying the results of the data analysis following the protection of data and the agreements signed for such purpose.	
<b>Action:</b>	Suggested Actions presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• GASP</li><li>• RASG-PA/ESC/29 Meeting report</li></ul>

**1. Introduction**

1.1 As defined in the GASP, Safety data is a defined set of facts or set of safety values collected from various aviation related sources, which is used to maintain or improve safety. Such safety data is collected from proactive or reactive safety-related activities, including but not limited to:

- a) accident or incident investigations;*
- b) safety reporting;*
- c) continuing airworthiness reporting;*
- d) operational performance monitoring;*
- e) inspections, audits, surveys; or*
- f) safety studies and reviews.*

1.2 The Regional aviation safety groups (RASGs) are to support the implementation of the GASP and address global aviation safety matters from a regional perspective. As an integral part of the GASP, RASGs, together with RSOOs, harmonize all activities undertaken to address regional safety issues. The RASGs build upon the achievements of existing regional and sub-regional safety organizations and facilitate the exchange of best practices, cooperation and collaboration using a top-down approach, which complements the bottom-up approach of planning by industry, States and sub-regions. The RASGs' activities support the GASP objectives whilst ensuring regional safety priorities are addressed.

1.3 RASGs track regional safety indicators, coordinate regional initiatives, and provide practical assistance to States in their respective regions. RASGs serve as the focal point to coordinate all regional efforts and programmes aimed at mitigating safety risks. They eliminate duplication of effort through the establishment of cooperative regional safety programmes. This coordinated approach significantly reduces both financial and human resource burdens on States while delivering measurable safety improvements.

1.4 Industry's role in improving safety goes from the SMS implementation and work in a complementary manner with ICAO, the regions and individual States on safety information exchange, safety monitoring and auditing programmes. International organizations should work with their members to help them develop their safety performance indicators (SPIs), and provide guidance material and training to assist with addressing global safety priorities and SMS implementation. In order to ensure congruence between SSP and SMS indicators, States need to actively engage service providers in the development of SMS SPIs.

## **2. Discussion**

2.1 One of the SAFETY PERFORMANCE ENABLER as defined in the GASP is the SAFETY INFORMATION EXCHANGE. The sharing and exchange of safety information is a fundamental component of the GASP objectives. The scope of information sharing and exchange initiatives is meant to expand progressively as the objectives are met. In order to facilitate the sharing and exchange of safety information, key safety performance indicators (SPIs) as well as a methodology for safety performance measurement, including harmonized taxonomies, must be defined. ICAO, States, and industry continue to work together to identify harmonized safety metrics that will enable not only the sharing and exchange of information but also safety analysis to identify and mitigate safety risks.

2.2 The protection of safety information is essential to the development, evolution, and progress of safety information sharing and exchange initiatives. In RASG-PA different MoU had been signed to ensure the confidentiality of Safety Data.

2.3 The criticality of such information sharing was already recognized at a global level during the 37<sup>th</sup> Session of the Assembly, where IATA, ICAO, EASA, and FAA signed a Memorandum of Understanding for a Global Safety Data exchange in the pursuit of data-informed safety enhancements. In this regard, in RASG-PA the Safety Data is mainly provided by Airlines with FDX and IASAS Data.

2.4 Taking into account the text of paragraph 2.2 and in order to allow RASGPA to analyse regional risks in a more comprehensive and precise manner, it is fundamental that all industry members share their information in an equitable manner. This way, risks will be addressed more comprehensively, by taking into account a wider range of operational aspects, with the consequent benefits for the formulation of mitigation actions and control measures.

### **3. Action by the Meeting**

3.1. The ESC Meeting is invited to:

- a) Agree on the need to improve and expand RASG-PA's data sharing process;
- b) develop a plan for sharing and storing appropriate safety data with the ICAO regional office in order to develop risk-based safety improvements/ implementation actions in the region considering recommendations given in paragraph 2.4;
- c) urge CANSO and ACILAC to seek the sharing of their safety data for enhancing data analysis and precision;
- d) support the creation of an ICAO-IATA Task Force to work on an strategy to have a more open data sharing process; and
- e) identify any other action for increasing data sources and enhancing data results for Safety Data analysis and Implementation of actions/ mitigations.