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AGENDA ITEM 3: AVIATION SAFETY

COLLABORATIVE SAFETY TEAMS

(Presented by United States)

INFORMATION PAPER

SUMMARY

Continually improving safety across the aviation system requires not only building on established approaches to risk identification and mitigation, but also adopting new tools and mechanisms that can further drive safety improvements. The Collaborative Safety Team (CST) concept brings together States and Industry as one of these safety tools.

Collaborative Safety Teams

1. INTRODUCTION

1.1 The purpose of the CST concept is to foster collaboration between stakeholders towards the continuous improvement of safety. In particular, it establishes a framework for both regulator and industry stakeholders to collaborate on achieving continued improvements in their respective safety performance. Collaboration between aviation stakeholders enables sharing and analysis of safety intelligence from multiple sources which supports proactively identifying safety hazards that might not otherwise be identified when these sources are considered in isolation, and designing risk mitigation strategies.

1.2 CSTs may vary in scope, complexity, can be created within a State, a group of States or a Region, and be tailored according to the operating context (e.g. national laws, safety culture, complexity of aviation system and volume of stakeholders)

1.3 The greatest benefits of establishing a CST ultimately comes from the capacity to share safety data or information that ensures safety risk mitigation strategies are data-driven and based on shared knowledge/information. That said, even when data sharing is not immediately possible, implementing a CST can still be meaningful as part of an incremental approach to foster trust and build capacity to collaborate on the improvement of safety.

2. DISCUSSION

2.1 Alignment with ICAO Safety Management Principles

The International Civil Aviation Organization's (ICAO) Annex 19 (second edition), Chapter 5 – Safety Data and Safety Information Collection, Analysis, Protection, Sharing and Exchange highlights four mechanisms for States to implement in order to ensure continued availability of safety data and safety information to support safety management activities:

5.1 Safety data collection and processing systems;

5.2 Safety data and safety information analysis;

5.3 Safety data and safety information protection; and

5.4 Safety information sharing and exchange.

The first two mechanisms (5.1 and 5.2) relate to implementing systems for the collection and provision of safety data/information. These systems can be key contributors to support safety analysis activities of a CST. Safety data protection (5.3) is addressed later in the "Sharing and Protection of Safety Data/Information" section of this guidance document. The last mechanism (5.4) refers to Safety information sharing and exchange, specifically, ICAO Annex 19 paragraph 5.4.2 brings the following standard:

"5.4.2 States shall promote the establishment of safety information sharing or exchange networks among users of the aviation system, and facilitate the sharing and exchange of safety information, unless national law provides otherwise."

2.2 Furthermore, the ICAO 2023-2025 Edition of the Global Aviation Safety Plan (GASP), which puts forward a global strategy for the continuous improvement of aviation safety includes the following for States implementing a State Safety Program (SSP):

"3.2.2.2 An SSP requires increased collaboration across operational domains to identify hazards and manage safety risks. The analysis of various forms of safety data is needed

to develop effective mitigation strategies specific to each State or region. This requires ICAO, States, regions and industry to work closely together on safety risk management. In addition, collaborative efforts between key stakeholders, including service providers and regulatory authorities, are essential to the achievement of safety performance targets established through a State's SSP or service providers' SMS. Through partnerships with such key stakeholders at national and regional levels, safety data should be analyzed to support maintenance of safety performance indicators (SPIs) related to the safety risks and the major components of the aviation system. Key stakeholders should reach agreements to identify appropriate SPIs, determine common classification schemes and establish analysis methodologies that facilitate the sharing and exchange of safety information, in accordance with ICAO provisions on the protection of safety information"

2.3 ICAO Annex 19 and ICAO GASP 2023-2025 intend for aviation stakeholders to work together on safety risk management to enhance awareness, general knowledge of hazards and safety priorities, so that all stakeholders of an aviation system can take effective action to improve aviation safety. Implementing a CST is directly aligned with these safety standards and objectives; and provides a framework for regulator and industry to support such information sharing networks with the shared goal to enhance safety of their aviation system.

2.4 Guiding Principles for a Successful Collaborative Safety Team

Over the past 25 years, individual States have initiated development of CSTs: United States Commercial Aviation Safety Team (US-CAST) in 1997, Costa Rica Safety Action Programme (PASO) group in 2010, Brazil Commercial Aviation Safety Team (BCAST) in 2012; and Canada's Collaborative Analysis Group (CAG) in 2020. The implementation of these CSTs, at various levels of development and maturity, continues to support national safety agendas and a data driven approach in the Pan America region.

Based on the collective experience in the operation of these CSTs, the following are recommendations and guiding principles that have been identified as key success factors in implementing a sustainable CST:

a. Support to the State Safety Programme (SSP) but independent of State Oversight obligations

b. Establish relationships and build trust

c. Adopt a progressive and incremental approach

d. Create clear and transparent processes

e. Protection of voluntarily shared data

f. Actions and decisions driven by the objective of improving aviation safety

2.5 CST Membership and Leadership

Government representatives (when enabled by national laws): States/territories and their aviation related agencies such as: Civil Aviation Authorities (CAA), Accident Investigation Board, Air Force, etc.

Industry representatives: Airline operators, national and international associations and organizations, professional organizations, maintenance and repair organizations, aircraft manufacturers, airport and air navigation service providers and any other related organizations/representatives.

Leadership: Since both government and industry actions can contribute and be key to improving safety in the aviation system, when feasible, it is recommended that the CST be co-chaired/co-lead by State and industry. This governance model ensures a balance in the directions and decisions of the CST, and can also be replicated at each sub-group, working group, team or task force created in support of the CST.

Further guidance for implementing a CST is available at the following ICAO portal:

https://www.icao.int/RASGPA/RASGPADocuments/CST-Implementation-guidance.pdf

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to note the information contained in this Paper.

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