SHARING OF SAFETY INFORMATION AT GLOBAL LEVEL

(Presented by the African Civil Aviation Commission (AFCAC) on behalf of African States)

SUMMARY

African States realise the critical need for the availability of safety information in support of the Comprehensive System Approach (CSA), State Safety Programme (SSP) and Continuous Monitoring Approach (CMA) programmes as the success of these programmes cannot be achieved without data and information being available. However, the intention of the collection and usage of safety data should remain in line with the philosophy of a just culture and therefore the information should not be used for purposes other than to improve the safety of the air transportation system.

Action: The Conference is invited to:

a) note the issues raised in this working paper;
b) agree that ICAO be requested to define a code of conduct with respect to the use of safety information by all parties; and
c) agree that the code of conduct include the nature, scope and methods for sharing of information as well as levels of access to the information and the purpose for which information may be used.

1. INTRODUCTION

1.1 African States agree that effective safety management requires the measurement and monitoring of key safety performance metrics to proactively identify hazards, assess safety risks and develop appropriate mitigation strategies, and that the new CMA would similarly be heavily dependent
upon analytical capabilities to prioritize oversight activities intended to resolve significant safety concerns.

1.2 However, as a result of the current use of the information that has been freely shared under the USOAP programme, decisions were taken by some States to take punitive action against foreign operators.

2. DISCUSSION

2.1 We would like to draw the attention to some troubling developments such as the unilateral ‘blacklisting’ of airlines from some African States by the European Union (EU). Whenever the EU is requested to give the reasons and sources of the data that informed their decision, they stated that it is based on ICAO audit data. Clearly ICAO data is not meant for such exercises and actions.

2.2 Undoubtedly, African States accept and appreciate that reporting and data management is integral to the success of the SSP and CMA and supports its adoption by all ICAO member States. However, African States would like an assurance that the data and information being collected by ICAO and disseminated to States will not be used against States such as the unilateral blacklisting of African airlines by some States, regions or groupings of States on the basis of information and data freely given to ICAO for the enhancement of safety and sustainability of international civil aviation.

2.3 Information on the status of implementation of the Universal Safety Oversight Audit Program (USOAP) findings, SSP and CMA implementation should thus be shared and used only for purposes of improving the safety of the international air transportation system. Instead of using the information for punitive purposes, the information could be used more appropriately to identify those areas within States, or groups of States which needs additional support and assistance to resolve the safety concerns highlighted. This ‘partnership’ approach would achieve better results, enhance cooperation and coordinated efforts.

2.4 Before information are therefore shared, it is proposed that agreement is reached on the nature, scope, and method of sharing this information, as well as the levels of access granted to the various stakeholders, organisations and the public at large. To this end African States are proposing that ICAO develops a code of conduct which includes the above and further specifies the purpose for which the information may be used.

3. ACTION

3.1 The Conference is invited to note that within the context of the above discussion, African States thus hereby recommend that ICAO:

   a) confirms that the intention of making the USOAP, SSP and CMA data and information available to all States is not intended for punitive use, but rather to enhance the safety and sustainability of the air transportation system;

   b) agrees to define a code of conduct with respect to the use of safety information by all parties; and
c) agrees that the code of conduct include the nature, scope and methods for sharing of information as well as levels of access to the information and the purpose for which information may be used.

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