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# CASOP Conference Statement on Confidential non-punitive sharing of safety information

Kelowna, BC - During the business of the CASOP Conference in Kelowna, BC October 8-10, 2019, the members adopted the following Conference statement:

*The Canadian Aviation Safety Officer Partnership (CASOP) was launched in September 2010 in response to the industry’s desire to share safety-related information amongst safety professionals from across Canada’s broad aviation community.*

*The CASOP initiative is also focused on contributing to Transport Canada’s requirement for exchanging safety-related information within Canada’s aviation community. The responsibility for the success of the partnership is shared amongst all participating members. The main objectives of the Safety Partnership are to:*

* *Promote strong working relationships amongst Canadian aviation safety professionals;*
* *Promote the sharing of best safety practices, lessons learned, safety trends and analysis from local, national or international organizations;*
* *Promote awareness of community-wide safety hazards, risks and threats;*
* *Promote the identification and discussion of emerging local, national and international safety concerns and deficiencies;*
* *Promote collaborative solutions to safety-related deficiencies and challenges*

*Given that there are currently no formal provisions in Canada for Confidential non-punitive sharing of safety information in the aviation industry****,*** *Observers who are not currently members of CASOP will be invited on a case by case basis by the CASOP Steering committee.**CASOP is not open to members of the media, special interest groups or the legal community at large.*

*The International Civil Aviation Organization (ICAO) states that countries must create a State Safety Program (SSP) to promote and constantly improve safety in their civil aviation system by November 2019.*

*The State Safety Program, ‘SSP’ is a set of standards and activities aimed at improving global aviation safety. The program describes how the different states will manage safety throughout their aviation system.*

*ICAO Annex 19 – Safety Management*

*The global aviation system is getting bigger and more complex. Therefore, having a single standard for safety management at the State level is now considered necessary as a means to more efficiently manage aviation safety.*

*ICAO Annex 19 – Safety Management is a single document dedicated to helping States establish effective management processes necessary for a safe aviation system. Annex 19 contains ICAO Standards and Recommended Practices (SARPs), which member states use to make sure that global civil aviation standards are followed. SARPs help make sure that rules are in place to protect safety data from industry and applied consistently from country to country.*

*Annex 19 supports the strategy that will keep improving safety performance. The goal of this strategy is based on creating a SSP that addresses current safety risks and predicting future safety concerns to the aviation system.*

*Annex 19 explains what states need to have as part of their SSP:*

* *State Safety Policy & Objectives****:****Aviation policy explaining the State’s commitment to having the highest level of aviation safety.*
* *State Safety Risk Management****:****Systematic and formal identification, analysis, and management/removal of flight hazards*
* *State Safety Assurance****:****Evidence from performance measurement activities that the State is achieving the highest level of safety performance*
* *State Safety Promotion****:****Internal and external communication of safety information to support the development of a positive safety culture where all stakeholders understand what they have to do to have an effective SSP*

*Privacy of safety data*

*An effective SSP relies on the sharing of safety data.* ***This requires having*** ***clear rules for the use and protection of safety data, safety information, and their sources.***

*The Annex 19 SSP requirements apply to the State, industry and service providers. States, like Canada, are required to create ways of monitoring, measuring and ensuring State safety performance using SSP requirements and guidance. Canada’s SSP applies to all government partners who influence Canadian aviation safety. It includes the responsibilities of different government departments and a description of the safety objectives that Canada plans to achieve with our SSP.*

*Transport Canada Civil Aviation is responsible for creating, coordinating, and managing Canada’s SSP. This responsibility includes developing training, surveillance, investigation, and enforcement policies that are suitable to the operations and the environment of our civil aviation partners; aimed at ensuring adherence to state regulatory standards. Industry**also plays a critical role in meeting the goals of Annex 19 by putting a strong Safety Management System (SMS) in place.*

*Creating Canada's SSP will be a collaborative effort between the Government and industry to:*

* *Establish a healthy, robust, and positive safety culture;*
* *Continuously improve aviation safety; and*
* *Share best practices*

*The CASOP members urge Transport Canada and the Federal Government to continue working towards the implementation of Canada’s SSP in a timely manner and ensure with industry that the SSP includes* ***clear rules for the use and protection of safety data, safety information, and their sources****, and that these provisions be included in the Aeronautics Act. Doing so will allow for greater sharing of confidential safety information from various sources and thus, will enhance the safety and security of all aviation operations sectors in Canada.*

*The CASOP members request that the NAV CANADA, Vice-President, Safety and Quality continue to raise the issue at the proper levels of Government and industry.*

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