Structure and updates

An overview of collective safety management in Brazil
Summary

This presentation includes the following topics:

• History of the Brazilian Aviation Safety Team – BAST

• Structure and safety areas

• Detailed structure of the Brazilian Commercial Aviation Safety Team – BCAST

• Recent developments
1. In 2011/2012, from the initial ideas of what is now the National Aviation Safety Plan (SSP), conversations with major airlines begun to form a national safety team, focused on collaboration and data sharing.

2. The first meeting took place in 2013, followed by a series of short meetings.

3. At that time, the idea was to build a safety database from scratch, with which participants would identify safety-priority areas to study and develop mitigation strategies: the Flight Data Management project (FDM-Brazil).
1. It was soon realized that building such a database from scratch would require significant resources (time, budget, personnel). Concerns with data included protection, quality and effectiveness.

2. Without much data to work, the first working groups focused on operational matters: dispatch, ground time, etc. (easily available information). This helped to build confidence among participants, but results were not promising real safety enhancements.

3. By the end of 2014, BAST members agreed to seek IATA and an MoU was signed to provide FDX Data to the group.
1. FDX Data allowed the Group to shift focus to real safety issues, and also allowed the group to reshape its structure.

2. The group agreed that the main driver for collaborative safety would be commercial aviation, and the BCAST was established.

3. To integrate with other areas, three other groups were created: Helicopters (BHEST), Infrastructure (BAIST) and General Aviation (BGAST), all under the BAST.
1. BCAST uses FDX data extensively, associated with own data from operators, ATC and CAA inspections.

2. Four subgroups are established: Runway Excursion (RE); Controlled Flight Into Terrain (CFIT); Loss of Control – In Flight (LOC-I); and Mid-air Collision (MAC).

3. Close collaboration with the RASG-PA initiatives: adoption of existing and proposal of new safety enhancements.
History

2011/2012
- Formal creation of BAST
- Establishment of BAST
- Meetings between ANAC and Airlines
- FDM-Brazil Initiative

2013
- First structure of working groups
- Focus on Operational Issues
- BAST – IATA FDX MoU

2014
- Definition of BAST structure
- BCAST
- Other Groups: BHEST, BAIST, BGAST

2015
- Data-driven methodology in place: FDX

2016 - Today
- BCAST Subgroups: RE, LOC-I, CFIT, MAC
Objectives

• Go beyond trust: all stakeholders share
  • Knowledge
  • Responsibilities
  • Workload

• Agile resolution of safety issues:
  • Once identified, safety issues can be solved directly by the industry, with minimum State interference;
  • Prioritization of amendments to regulations, charts and procedures are optimized to provide most benefits in shorter times.

The goal is to achieve a higher level of safety than regulations alone can deliver.
Structure

BCAST
GRUPO BRASILEIRO DE SEGURANÇA OPERACIONAL DA AVIAÇÃO COMERCIAL

BGAST
GRUPO BRASILEIRO DE SEGURANÇA OPERACIONAL DA AVIAÇÃO GERAL

BAIST
GRUPO BRASILEIRO DE SEGURANÇA OPERACIONAL DE INFRAESTRUTURA AEROPORTUÁRIA
Structure

• Each Group (BCAST, BAIST, BGAST, BHEST) has:
  • One President
  • One Vice-President
  • Secretariat – always appointed by ANAC
  • Independent procedures, agenda and structure

• BAST Meetings (all presidents, vice-presidents, secretariat and other representatives) occur at least once a year, and can be summoned by any of the four groups presidents.
BCAST: Participants overview

Government
- ANAC
- DECEA
- CENIPA
- PA-RAST
- Bridge

Industry
- Airlines
  - Azul
  - GOL
  - RIO
  - TOTAL
  - TRIP
- Manufacturers
  - Embraer
  - Airbus
  - Boeing
  - ATR
- Associations
  - ABEAR
  - IATA
  - SNA
  - IFALPA

BCAST
BCAST: Sub-Groups overview

- Runway Excursion (RE)
  - Leader: Embraer Safety

- Controlled Flight Into Terrain (CFIT)
  - Leader: AVIANCA

- Loss of Control In Flight (LOC-I)
  - Leader: LATAM

- Mid-air Collision (MAC)
  - Leader: GOL
BCAST: Working methodology

• BCAST Sub-Groups:
  • Monthly meetings
  • Parallel run of work approaches:
    • Approach 1: Safety Enhancements development
    • Approach 2: Existing Recommendations

• BCAST Main Group:
  • Meetings every 3 or 4 months
  • Evaluation of sub-groups efforts
  • Review Targets and Agenda
• Verify applicability of existing recommendations from:
BCAST: Recent Developments

• LOC-I:
  • Safety Enhancement Items: industry survey
  • Evaluating “training opportunities”: occasions to carry training
  • Studing IATA Dashboard data related to LOC-I and mapping other group’s current SE

• CFIT:
  • (U.S.) CAST Safety Enhancements adoption (EGPWS events)
  • Flight Safety Foundation’s Approach and Landing Accident Reduction – ALAR Toolkit translated to Portuguese
  • Go-around decision making process evaluation

• RE:
  • Mapping necessary documents to revise/create plan to implement TALPA-ARC Procedures and compliance with latest editions of ICAO Annexes 6 and 14
  • Definition and implementation of a common “long/deep landing” and “post-touchdown” FDM logics
  • Analysis of the runway excursions in the last 10 years for pattern and trends identification

• MAC:
  • Airspace hot spot identification
  • Development of call sign selection rules based on human factors considerations
  • Application of best practices during the airspace design
Questions?
Obrigado!     Gracias!     Thank you!