



GSI 12 report

(Presented by COCESNA/ACSA)

SUMMARY

This working paper details the development aspects of the GSI-12 task, and details the progress and recommended alternatives to move forward with compliance of the sub tasks included.

Within RASG-PA, COCESNA was entrusted with carrying out the task on GSI-12, recognizing the need to present and support the aeronautical community through the use of technological tools so that air operators and authorities can interact in an atmosphere of greater security. GSI-12 identifies and takes advantage of the existing technological tool known as FOQA which has been developed to provide Civil Aviation Authorities with safety data that when analyzed by the operator provides the authority with the mitigation actions to be taken concerning the “risks” that the FOQA system has detected.

Proposed recommended and alternative actions to be taken after the FOQA data has been shared with regulatory authorities are included in this paper.

Proceeding forward with the task on GSI-12 has presented difficulties, but even with these difficulties we have been able to determine more precisely the safety steps needed that go beyond the technological tools that can contribute to safety. COCESNA/ACSA notes that prior to implementing a data sharing program, we should have a project that generates the operator’s confidence in sharing the data with regulatory authorities and at the same time look for a legislative tool that protects the information provided by the operator.

COCESNA/ACSA will continue working on the technical aspects of GSI-12 and will also continue to work on developing a system that generates the operator’s confidence in regard to sharing data with regulatory authorities

1. BACK GROUND

1.1. During the first Planning Committee meeting which included the objective of creating the Regional Aviation Safety Group – Pan-American (RASG-PA), that took place in Mexico city on August 2008 (P-RASG-PA1-NE/02), a follow up was provided on the results obtained from the workshop in Bogotá on the Global Aviation Safety Road Map (GASR). The group noted that GSI-12 was placed at a maturity level of 2. Three actions were recommended.

- i. **First** – Center on known and successful experiences obtained from the use of available technology to enhance safety.
- ii. **Second** – facilitate the access to available material and look for financing to obtaining new technological tools to enhance safety.
- iii. **Third** – This recommendation be oriented toward the development of a regional plan to implement the new technologies available.

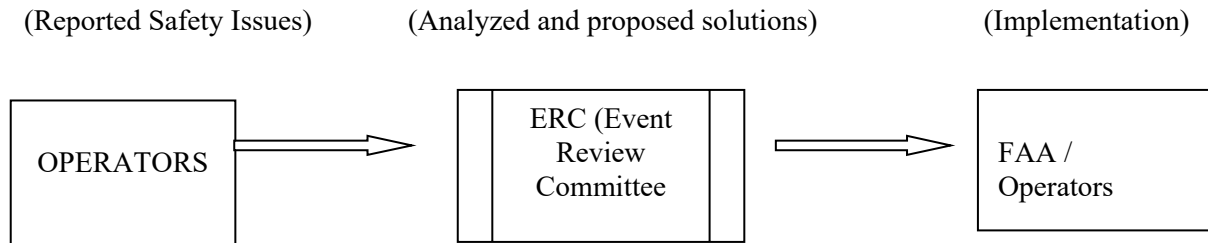
1.2. In consideration of these recommendations, COCESNA/ACSA proposed the pilot “data sharing program” with at least one operator from the Central American region who has implemented the utilization of these technological tools to enhance safety. COCESNA/ACSA proposed the use of the FOQA program to be used as a voluntary safety report program. This data sharing should be done in a periodic manner with the purpose of analyzing trends in air operations with the result being a better use of those resources for mitigating operational safety risks.

2. EXPERIENCES FROM OTHER STATES/ORGANIZATIONS

2.1. It is appropriate to note in this working paper the experiences and good results obtained from other states and organizations through the analysis of the FOQA program, which as an example we enclose the 2008 Annual C-FOQA Statistical Summary Report from Flight Safety Foundation. This analysis presents an important analogy that could be used as a model. We include this recommendation later in this working paper.

2.2. It’s important to note that in the United States there are more than 15 air operators who are utilizing the FOQA programs approved by the FAA. The FAA in Advisory Circular AC-120-66B provides guidance for establishing an air transportation Aviation Safety Action Program (ASAP) with the objective to encourage air carrier and repair station employees to voluntarily report safety information to identifying potential precursors to accidents, as shown in the next diagram.

ASAP FAA PROGRAM



ERC include the FAA, the Certificate Holder and may include a third party such as employees, and labor organizations

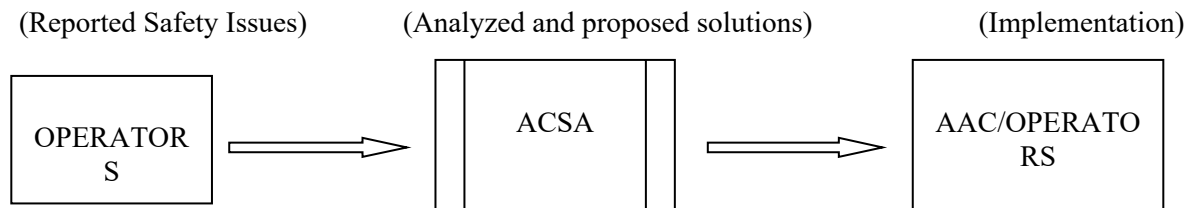
2.3 We could then highlight as background the use of the system, however, the use of data with authorities has no background.

2.4 The Flight Safety Foundation analysis as background included in the report, shows that graphics analyzing conditions trends identified by FOQA in flight stages are clearly identified, this background will be recommended by COCESNA/ACSA in this working paper.

3. DEVELOPMENT

3.1 The next diagram shows the voluntary system report that COCESNA/ACSA is proposing in this working paper.

PROPOSED PROGRAM



To develop this program it is necessary to work closely with the operator selected from this region who is already using the FOQA system. A meeting was held with this operator to discuss procedures to share the data.

This operator was informed that the data obtained would be kept confidential. This matter was discussed in detail with the operator with the objective to generate necessary confidence and assurance that the CAA, and COCESNA/ACSA, would use the data provided only for the purpose to enhance safety.

It is necessary to note here the importance to search for mechanisms that will guarantee to operators, that data will be kept strictly confidential. This generates a new task that is discussed ahead in this working paper. It is also important to take note that this task should be completed before we can continue with the GSI-12

The COCESNA/ACSA team will be focus on searching for mechanisms to convince the operator to actively participation in collecting and sharing the data obtained from its FOQA system. In that sense the following activities will be conducted:

As a result of the first meeting held with the operator on February 27th, 2009 the following task were agreed to be conducted:

- i. The operator will analyze in detail the information provided by COCESNA/ACSA.
- ii. The operator will determine what data they will be able to share with the regulatory authority.
- iii. The operator will request to the manufacturer recommendations about the data to be share with the authority.

The development of this task has been slow paced as a result of the difficulties noted in this document. Nevertheless we can note some of the achievements accomplished with regards to what was agreed upon during the first meeting.

3.2. The operator should analyze the documentation provided by COCESNA/ACSA and determine the viability of sharing data and determine what data should be share with COCESNA/ACSA.

3.3. The operator should request from the manufacture his opinion on sharing data and his experience on this matter.

3.4. The operator should provide information related with the TCAS resolution advisory.

3.5. The CAA of Costa Rica should participate with the specialist on SMS.

3.6. At this moment we are working on a memorandum of understanding to establish the procedures and rules to follow so the operator will be comfortable sharing the data with COCESNA/ACSA and the CAA.

3.7. A follow up meeting was proposed for May 25th but was cancelled by the operator. At this moment we are still working on a new date for this meeting.

3.8. We are consistently requesting the participation of the mayor operator's safety specialists who are working with the FOQA Program.

3.9. The operator has already agreed to provide the data to the TCAS resolution advisory.

3.10 We are consistently requesting the participation of the mayor operator's safety specialists who are working with the FOQA Program.

3.11 A new meeting is being negotiated with the operator to discuss the procedures to be followed.

3.12. We are establishing contact with another operator for this region, who may be interested in participating in this program. We have sent an invitation to participate to this new operator.

4. **DIFICULTIES ENCOUNTERED**

A series of difficulties are been identified during the process of implementing this task on GSI-12. Some of them are listed as follow:

- i. Clear rules need to be established.
- ii. The operator has resisted sharing the data requested.
- iii. Lack of interest to participate.
- iv. The operator is lacking confidence about the data destination.
- v. Difficulty in making clear distinctions on the positions of the operator and the regulatory authority regarding their roles in this program.
- vi. Increase in work load for the operator.

We have noted that operators in this area are not taking full advantage of the technology they posses (FOQA, LOSA) to gain better management of operational safety.

5. **RECOMMENDATIONS**

5.1. The difficulties previously mentioned in this Working Paper persuades us to find mechanisms to generate confidence on the part of the operator, and for that reason, we recommend the following actions:

- i. To collaborate on a MOU between the operator, COCESNA/ACSA, and CAA in which COCESNA/ACSA and the CAA agree on the confidentiality of the information and that this data will not be used for sanction purposes.
- ii. Propose the enactment of a regulation that specifies “no sanction” to operators who participate in the program and voluntary report.
- iii. Find mechanisms to encourage the operators to voluntary report safety issues.
- iv. Find ways to involve CEO’s of the operators participating in the program and expound to them the benefits obtained through their participation.
- v. Once the first step of this program is achieved we recommend including other operational areas such as AMO’s, flight attendants, flight dispatchers and others, with the purpose of obtaining a larger scope of the operators personnel.

5.2. Try to contact another operator from the region to try to have them involved in the program.

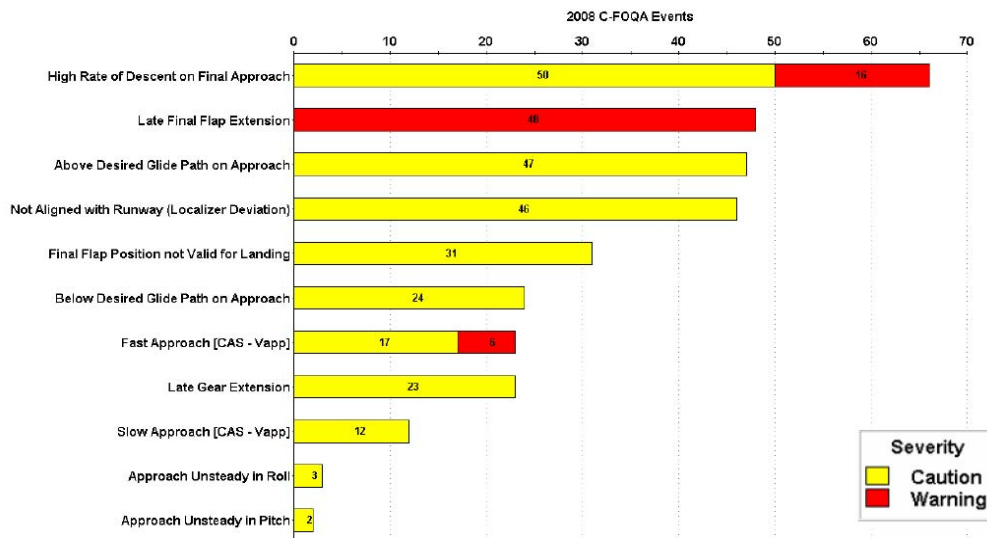
5.3. Contact others CAA’s of the region who are involved in the program to inspect less frequent the operators participating in the voluntary report program. This may provide an incentive to motivate operators because they will see that their corrective actions are accepted by the regulatory authority and as a result there is not a need for the heavy surveillance that is normally given to operators who don’t participate in this kind of program.

5.4. Invite Flight Safety Foundation to participate as a member of the GSI-12 work team with the purpose of obtaining FSF expertise on this matter as shown on the Statistical Summary Report enclosed to this working paper.

5.5. As a mean to provide a new technological alternative COCESNA/ACSA is proposing the utilization of a software tool (SIAR Sistema Informático de Aeronáutica Regional) that is actually in use within the CAA’s of the Central American area. Through this system the operators could share the data with the purpose of resolving in a more efficient manner, the safety issues that are more common in the area.

6. ANNEXES

The following figure show and example of how the data resulted from the FOQA program can be utilized and also shows the tendencies of the most common safety issues.



Following the statistical data report collected in 2008 and presented by the Flight Safety Foundation.