



International Civil Aviation Organization

ICAO South American Regional Office

**Eleventh Meeting of the Civil Aviation Authorities of the SAM Region
(RAAC/11)**

(Santiago, Chile, 6 – 8 May 2009)

RAAC/11-IP/05

29/04/09

Agenda Item 4: Review of the level of safety oversight attained in the Region

- b) Evaluation of the progress made by the SRVSOP

RAMP INSPECTION DATA EXCHANGE ON FOREIGN AIRCRAFT

(Information paper presented by the United States)

SUMMARY

IASDEX is a program of data-sharing intended for world wide use for Civil Aviation Authority staff at a technical level to share technical data obtained from ramp inspections. The data is intended to be used to identify aviation safety trends before an accident or incident occurs. The data provides a means to gain information in three areas:

1. Spotting trends before an accident or incident
2. Identify Training needs
3. Identify areas of operations that require amendment/
change/deletion

1. Introduction

1.1 The Federal Aviation Administration (FAA) has placed emphasis on the sharing of aviation safety data as a source of information in providing continued aviation safety oversight. In addition to the programs being developed domestically, the Flight Standards International Programs and Policy Division developed a program for the sharing of data obtained from aircraft ramp inspections of foreign aircraft. The development of this program began in 1998 with the intent to share the information from the inspections with countries around the world. The FAA developed a data base of ramp inspection information that can be analyzed to determine safety related trends. The information included in the database is general in nature to ensure that no proprietary information would be compromised. The system was designed to be based on the ATA 100, which are accepted world-wide.

1.2 The FAA signed the first IASDEX Memorandum of Understanding (MOU) with Canada in 2006. A second MOU was signed with Australia, also in 2006. Data between the countries is being continuously exchanged.

1.3 The greater the amount of information flowing into the IASDEX database, the stronger the ability to identify safety trends. Therefore the FAA is in various stages of negotiation with four aviation safety organizations for participation in the IASDEX program:

Japan
South Korea
China
The European Community
Singapore

2. Discussion

2.1 The IASDEX program was initiated in 1998 as a program to exchange ramp inspection data between civil aviation authorities at a technical level. This program is designed to allow those in the field to have access to the data they need to analyze, track, and bring to resolution technical safety issues long before they either become a major problem or lead to an incident or accident. The vision of IASDEX is to share the information world wide so that all Civil Aviation Authorities would be able to benefit from the data and the safety analyses.

2.2 IASDEX is designed to operate with any internet connection anywhere in the world for those who have been provided secure access. The only tools needed to access the data base are a laptop and Internet access. This provides the capability for field personnel to be able to gain access to the IASDEX information regardless of their location.

2.3 As previously identified, the IASDEX program can provide almost instantaneous information. This is dependent only on the timely entry of data into the program. Once a country joins the IASDEX partnership, they have the opportunity to decide how frequently they wish the data from their information source to be uploaded into IASDEX. Currently, the data from the FAA system is uploaded daily.

2.4 Each country that participates in IASDEX would designate a qualified inspector as a Program Manager Point of Contact, as well as any additional personnel who will have access to the system. The objective is that technical staff would communicate directly to discuss issues of interest to a particular CAA or to identify safety trends system wide.

2.5 Data uploaded into the system and shared through IASDEX is organized by international code as set by the Air Transport Association - fire protection, flight controls, hydraulics, etc. Ramp inspection information would, as an example, specify that hydraulics was an issue. Any interested CAA Program Manager could then communicate with the Point of Contact from the country that conducted the ramp inspection and uploaded the data to receive additional details about the identified issue. By requiring a telephone conversation to gain in-depth information, any "third party" concerns can be minimized.

3. Suggested action

3.1 The Meeting is invited to:

- a) Take note of the importance of data sharing.
- b) Consider contacting the FAA to discuss the possibility of entering into a Memorandum of Understanding to become part of the IASDEX program partnership.