



(Punta Cana, Dominican Republic, 27-29 October 2010)

Agenda Item 7: RASG-PA GSI-12 Project: Flight Data Analysis Report

GSI-12 - FOQA INFORMATION SHARING PROGRAMME

(Presented by COCESNA/ACSA)

RESUMEN

This working paper summarizes the initial steps carried out for the implementation of an Action Programme for safety (PASO), aligned with GSI-12: **(Use of Technology for Safety Enhancement)**.

One of the tools of ICAO, not yet sufficiently exploited by the aeronautical community, is the Flight Operations Quality Assurance programme (FOQA). FOQA programme is aimed at providing air operators information allowing them to better understand the risks associated with routine operations and how to manage and mitigate those risks. In order to get the most out of this programme and for everyone to benefit even more from this information, it must be shared with different safety entities, in order to jointly and not individually mitigate and identify risks more efficiently.

During the initial steps of the program, PASO had to overcome some obstacles for its implementation, such as: Operators mistrust towards the aviation authority, and Lack of motivation to participate in the programme. In this working paper we intend to describe those barriers which were gradually ironed out, and finally information sharing between the operator, the authority and Coordinator (COCESNA/ACSA) is being harmoniously implemented.

References:

- GASP, GSI-12, Annex 6

**Strategic
Objectives**

*This Working Paper is related to the Strategic
Objectives: A, B, D and E*

1. Introduction

1.1 The increase in traffic volume within the next ten to fifteen years will have an effect, not only in the rate, but also in the number of accidents. Nowadays this accident rate is unacceptable.

1.2 What has contributed to maintain a flat accident rate since the mid-1970s is the improvement in flight training with the introduction of LOFT, Crew Resource Management, GPWS and TCAS training programmes. The value of these programmes has helped to further reduce fatalities as indicated by the persistent stabilized accident rate.

1.3 One of industry tools not sufficiently exploited is FOQA (Flight Operations Quality Assurance programme). FOQA programmes objective is to provide administrators with information enabling them to better understand the risks of flight operations and how to manage risk involved with such operations. The sharing of this information could be of great benefit the entire global aviation community.

2. Background

2.1 The initiative for a pilot programme to share data was discussed for the first time during a workshop on the GASR, held in Bogota, Colombia in May 2008.

2.2 During RASG-PA/01, it was discussed and approved that COCESNA/ACSA coordinate the implementation of a pilot programme on data sharing. The Project was named RASG-PA project 3, but later it was updated and the project became known as RASG-PA GSI-12.

2.3 In developing RASG-AP/02 November 2009, in Bogotá, Colombia, COCESNA/ACSA informed RASG-PA members on the project progress and barriers that were encountered. In response RASG-PA members encouraged COCESNA/ACSA to continue with the project. AIRBUS and ALTA joined the project in order to strengthen support among stakeholders.

3. Programme Details

Objectives

3.1 The main objective of this new partnership between DGCA/Operator/ACSA is to share information obtained from FOQA system to reduce or eliminate safety risks identified by the programme and work together, among all stakeholders, in a jointly, coordinated and cooperative way, as proposed in the framework established in the GASP and the GASR.

3.2 Other objectives:

- Gain the trust among all interested stakeholders.
- Work in a jointly and coordinated manner with the Operator, the CAA and ACSA, in order to monitor high risk safety trends to safety identified in the region.

Fundamental Principles

- a) De-identified information
- b) Non punitive actions
- c) Strengthening of safety
- d) Balance in the interests of all participants

3.2.1 *De-Identified Information*

3.2.1.1 Means that any element/information that could be used to identify a flight or flight crew in particular has been removed.

- **No Airline or Operators name**
- **No flight crew names**
- **No aircraft registration**
- **No flight number**

3.2.2 *Non Punitive Actions*

3.2.2.1 Under this programme all safety issues are resolved through mitigation measures, contrary to the traditional sanctioning method.

3.2.3 *Strengthening of Safety*

3.2.3.1 The objective of this programme is to encourage air operators to share information, which can be critical in identifying those trends that could be precursors to aviation accidents or incidents. At the same time this data will be useful to the State in establishing ALOS when implementing SSP.

3.2.3.2 RASG-PA has determined that this information is crucial to continue reducing the already low accident rate.

3.2.4 *Balance in the interests of all participants*

3.2.4.1 All participants in this programme are winners:

- The operator with the help of the authority of DGAC and ACSA, based on information-sharing, will be assisted to implement those necessary actions for the mitigation of the risks identified and thus improve the operational safety. RASG-PA, the CAA and ACSA will get valuable information, otherwise very difficult to obtain.

4. Programme Details

4.1 After some meetings, participants agreed to implement a "***Safety Action Programme***" (***PASO***).

- The basis of the programme would be to share among all participants, information trends from FOQA de-identified data.
- The information submitted by the operator shall be on a voluntary basis.

Commitments of the Parties Involved

4.1.1 DGAC commits to:

- a) do not use as evidence, for any disciplinary process/action any information derived from the reports submitted to the programme;
- b) keep information strictly confidential and not used for any other purpose other than the safety.

4.1.2 ACSA commits to:

- a) protect the confidentiality of information;
- b) assist the operator and the CAA in the implementation of those civil aviation mitigation measures and strategies which could be coordinated with other authorities or organizations.

4.1.3 The Operator commits to:

- a) voluntarily submit de-identified FOQA information, accompanied by the appropriate mitigation measures in a bi monthly manner;
- b) not take any disciplinary action against those employees involved in the programme.

4.2 Information Analysis Committee (CAI)

4.2.1 The programme requires an Information Analysis Committee which will be provided by the Operator. The Committee will be composed of: one DGCA Representatives; one Operator Representative, and one ACSA Representative.

4.3 Functions of the Information Analysis Committee

4.3.1 Receive and analyze the information shared by the Operator.

4.3.2 Propose additional mitigation measures to the CAA, if necessary.

4.3.3 Assist the CAA in the implementation of risk mitigation actions, if necessary.

4.3.4 Follow up on the effectiveness of the implementation of mitigation measures.

4.3.5 Provide a report to RASG-PA, ALTA and AIRBUS, every 3 months on the progress and achievements of the programme.

4.4 Phases of the Programme

4.4.1 PHASE I: Planning and Preparation

4.4.1.1 The most important concern at this stage is to promote a relationship between the participants to support the concept of PASO (**trust**).

4.4.1.2 Negotiate a document of agreement to participate in the programme (letter of intent).

4.4.2 PHASE II: Implementation, Beginning of the Programme.

4.4.2.1 Establish an “Information Analysis Committee” (CAI).

4.4.2.2 Define initial criteria.

4.4.3 PHASE III:

4.4.3.1 Delivery of the first trends.

4.4.3.2 Perform the CAI meetings in order to analyze operational tendencies presented by the operator.

4.4.3.3 Communicate results of the programme every 3 months to RASG-PA, AIRBUS and ALTA.

5. Conclusions

5.1 When this programme be implemented, and more widely established in the region, it will become a powerful tool to improve Safety at the Pan-American region. Currently the programme implemented in Central America has resulted in the operator, the DGCA and ACSA working together to resolve safety issues in some airports of the region.

6. Recommendation

6.1 That RASG-PA, COCESNA/ACSA initiate the establishment of a database to store the information obtained from all participants in the various implemented programmes, in order to publish the risks that threaten the region and the respective mitigation measures.