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Agenda Item 5 RASG-PA Annual Safety Report Team (ASRT) Report

THE BRAZILIAN "*DECOLAGEM CERTA*" (DCERTA) SYSTEM

(Presented by Brazil)

SUMMARY

Considering the available data, the Brazilian Civil Aviation Agency – ANAC has identified a great number of non-compliance in general aviation flights involving aircrafts, technical crew and aerodrome situations. The risk of these situation lead to an accident or an incident as considered unacceptable for ANAC. So, in an effort to implement activities to improve general aviation safety oversight measures, proactive and predictive, ANAC has developed, in cooperation with the air navigation service provider - Brazilian Airspace Control Department (DECEA) – a system called "Decolagem Certa" System (DCERTA), part of a mature indicator for Brazilian State Safety Programme.

Action: The Group is invited to acknowledge Brazilian experience with the DCERTA System and the results achieved so far.

1. INTRODUCTION

In implementing the part of the Brazilian State Safety Programme under the responsibility of ANAC, it was identified that the risk related to general aviation flights in non-compliance conditions were approximately 10 times bigger than in a compliant environment.

During the search for the latent conditions related to these situation it was identified that one of them was the absence of an online information check with the Brazilian Civil Aviation Agency (ANAC) Database before the flight, at the moment were the pilots present their Flight Plans (FPL) at the Airports Aeronautical Information Service, This condition is allowing the occurrence of general aviation flights involving aircrafts, technical crew and aerodrome there were in a non-compliance situation regarded the Brazilian regulation.

2. BACKGROUND INFORMATION

The Brazilian Civil Aviation System is regulated by two authorities with different responsibilities, ANAC that deals with the civil aviation service providers and a branch of the Air Force Command - Brazilian Airspace Control Department (DECEA), that deals with the air navigation service providers.

These situation was discussed during the elaboration of Brazilian State Safety Programme, known as PSO-BR, and leaded to an information flow coordination involving both entities in other to integrate the safety oversight responsibilities and a civil aviation safety library.

3. DISCUSSION

4.

One of the objectives of Brazilian State Safety Programme (PSO-BR) was improve civil aviation safety in Brazil.

During the first phase of the implementation of PSO-BR it was identified the need for indicator that could measure the safety performance of general aviation and allow the establishment of a trend analysis for the sector, considering the performance indicators obtained in a proactive and predictive approach for the Brazilian State Safety Programme.

The proposal was to create a system that could capture the non-compliance involved in a flight before it even happens In this concept, DCERTA System works when the Pilot in Command (PIC) presents his flight plan (FPL) at the origin Airport AIS.

The proposal is to use the information contained in the FPL to check the airplane, technical crew and aerodrome related to compliance situation in ANAC database. Every non-compliant situation identified could result in a “no go” decision by the air navigation service providers at the airports unless the Pilot in Command takes legal responsibilities signing a document saying that he guaranties that there´s a problem in the database. All fight information are registered and saved on ANAC database for safety analysis and validation resulting in safety oversight actions.

In those aerodrome where there´s not an AIS, the DCERTA system works on a different approach, in other words, in an offline mode. It registers all information about the flights that are sent afterword to ANAC database, allowing a further safety analysis and validation

The important thing is that, in both cases, the Agency can use the results of data safety analysis to define or review ANAC annual safety oversight program approved for all providers in a monthly base and establishing a new order based in data and trend analysis.

It´s important to notice that DCERTA System is being developed and validated during the last 3 years and is proving to be a very good safety oversight tool for general aviation during 2009.

5. PROPOSAL

From what was presented, it´s proposed that the RASG-PA considers:

a) The Brazilian experience in implementing the DCERTA System, a proactive safety indicator for ANAC to mitigate some of general aviation risk.

b) Mention in the item 3.2 Proactive Safety Information of **RASG-PA Safety Report 2009** the following text:

3.2.3 Brazilian “Decolagem Certa” System

Brazil has developed an automated system, known as Decolagem Certa (DCERTA) System, in order to verify technical crew, aircraft and aerodrome compliance for general aviation flights, based on information contained in Flight Plans presented by pilots at airport AIS. It has being developed during the past 3 years and has started to be used as a risk management tool for ANAC, as part of the Brazilian SSP, in 2009. This system was developed to provide data to safety analysis and to generate trend indicators supporting safety oversight program in general aviation activities under the responsibility of Brazilian National Civil Aviation Agency (ANAC).

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