



- Agenda Item 4: RASG-PA Projects**
4.3 RASG-PA GSI-12 Project - Use of Technology to Enhance Safety

**THE BRAZILIAN FLIGHT DATA MONITORING TREND SHARING GROUP
 FDM-BRASIL**

(Presented by Brazil)

SUMMARY

Brazilian Civil Aviation Agency (Agência Nacional de Aviação Civil – ANAC) has developed a group with the objective of sharing trends presented on flight data monitoring (FDM) programs, between volunteer Brazilian airlines and the Agency. The Group, known as FDM-Brasil, allows the agency to recognize safety concerns before they become a threat, allowing a proactive approach on safety action definitions.

The experience gained in developing the FDM-Brasil and its principles are briefly described in this Working Paper.

References:

- Global Aviation Safety Plan, GSI-12
- Global Aviation Safety Roadmap, Focus Area 12
- ICAO Annex 6

Strategic Objective(s)	<i>This working paper is related to Strategic Objective(s) A – Safety</i>
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1. Introduction

1.1 In the year of 2010, the Brazilian Civil Aviation Agency (ANAC) started a discussion on Data Sharing, in order to improve the knowledge about the performance of the civil aviation system. On May 24th, 2011 the Brazilian Flight Data Monitoring Group was officially created.

1.2 The Flight Data Monitoring Programs are known as data sources free of personal impressions, therefore, they are an important hazard identification tool in the aviation system. This data source must be protected by protocols to assure the information collected will be used strictly for safety purposes, allowing the flow of data between airlines and authority.

1.3 In a voluntary approach with three Brazilian airlines, ANAC started a discussion that lead into the creation of the FDM-Brasil Group.

2. FDM-Brasil

2.1 In order to establish the FDM-Brasil, ANAC opened the discussions in 2010 by inviting the airlines that at the time has their FDM programs effectively working. To support the discussions, the Brazilian Sindicato Nacional de Empresas Aeroaviárias (SNEA) and Latin America and Caribbean Air Transport Association (ALTA) were also invited. The first conclusion of this work was that the FDM should become a group and should observe some principles in its composition Agency should base the program:

2.1.1 **Common Objectives:** The FDM-Group should observe objectives that bring together the safety interests of all participants.

2.1.2 **Freedom of access to the group:** The airlines should be allowed to join or leave the group without barriers, observing only the need to share the information and compose the group during its permanence in the group.

2.1.3 **Common taxonomy:** It was needed to establish the indicators based on a common taxonomy that would allow the integration of data, building an information structure that would be shared.

2.1.4 **Separated Environments for Discussion:** The environments were built considering the first one with the effective participation of the authority and another without the presence of the authority.

2.2 The result from implementing these principles is a trusted environment for the flow of information. An executive committee and a technical group were created.

3. Executive Committee and Technical Group

3.1 The executive committee of FDM-Brasil group is in charge of the approval of general work rules, objectives and the discussion of the effective implementation of the group. It is composed by ANAC, airlines and other invited participants.

3.2 The technical group is composed exclusively by airlines, and this separated environment allowed the discussions to continue and lead to a systematic way of sharing information

3.3 The sharing is based on pre-built indicators unidentified from primary source and related to its primary objective: to reduce the incidence of events classified as Runway Excursions (RE). The indicators first chosen are the FDM events classified as “Low Power on Approach”, “High Speed on Approach”, “High Rate of Descent”, “Late Landing Configuration”, “Excessive Tail Wind” and “Deep Landing”. There are considered trends observed less than 500ft high, separated by airports. The flight numbers from each airline is considered on the indicator, in order to preserve the integrity of the information and the source of the data.

4. Conclusion

4.1 The results from implementing the FDM-Brasil Group are first noted as a trust environment for data sharing is being built, allowing ANAC and the participant airlines to work on a proactive manner, searching for solutions before any unpredicted event occurs.

5. Suggested Action

5.1 The meeting is invited to:

- a) Note the information contained in this working paper;
- b) Consider the experience acquired in Brazil in the FDM-Group and to mention it on the RASG-PA Safety Review; and
- c) Continue supporting the RASG-PA GSI-12 Project by participating in project activities, meetings and providing contributions including: experts, training, hosting events, and sharing safety information, experience and tools.

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