



**Agenda Item 3**

**RASG-PA Working Groups**

**3.1 Pan America - Regional Aviation Safety Team (PA-RAST)**

**FURTHER DEVELOPMENTS OF THE DCERTA AND ITS USE ON ASSESSING THE LEVEL OF COMPLIANCE OF FLIGHT OPERATIONS**

(Presented by Brazil)

<b>SUMMARY</b>	
<p>The present Working Paper provides updates on the development of the DCERTA and details some actions made possible by the availability of the system's data. Some examples of these actions are presented, such as publications, assessment of the effectiveness of regulations and the generation of performance indicators to support ANAC's efforts to improve compliance and the level of safety in general aviation.</p>	
<p><b>References:</b></p> <ul style="list-style-type: none"><li>• RASG-PA/03 – WP/13</li><li>• RASG-PA/04 – WP/25</li><li>• Brasil, ANUÁRIO DO TRANSPORTE AÉREO, 2010</li><li>• ICAO, Doc. 9859 – Safety Management Manual (SMM), 2. ed., 2009</li></ul>	
<b><i>Strategic Objective</i></b>	<i>This working paper is related to Strategic Objective A – Safety.</i>

**1. Introduction**

1.1 The DCERTA system was developed in order to provide DECEA, the Brazilian regulatory authority for air traffic control and ANSP, with online data on technical-crew licenses and medical certificates as well as aircraft certificates, subjects controlled and regulated by the National Civil Aviation Agency – ANAC.

1.2 The system runs online at 82 airports in Brazil, and checks about 80% of the flights for irregular conditions restricting take-off in these cases. For every flight plan that is filed at ATC, the system automatically runs 43 checks to identify irregularities with crew and aircraft certificates and licenses such as expiration dates and provides that data to DECEA.

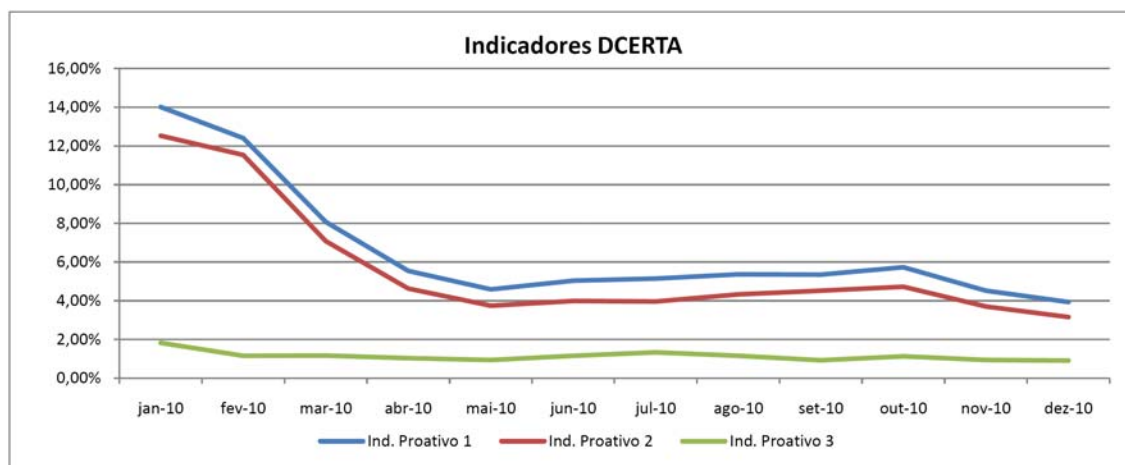
1.3 Two WPs describing the system and introducing some of its applications were presented at RASG-PA/03 and RASG-PA/04. This WP develops further on how the valuable data collected are being published, employed in hazard identification, in the assessment of the effectiveness of regulations and as a source of performance indicators to support the Agency's efforts to improve compliance and most important the level of safety in general aviation.

## 2. Further Developments

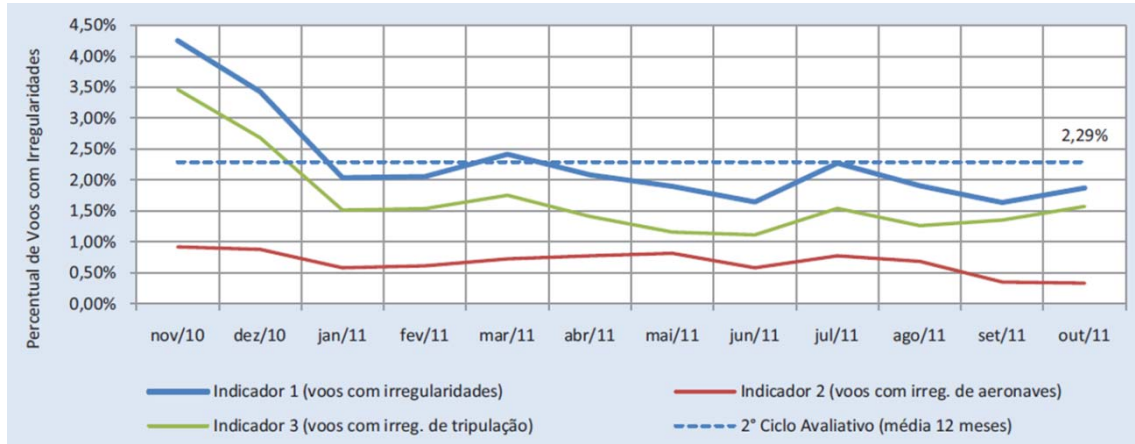
2.1 This procedure intends to, not only improve transparency of the process, but also to allow pilots to alert the Agency of possible mistakes or inconsistencies in received records, or undue use of their personal information in irregular flights:

- Receita Federal (customs and revenue services authority) employs data from DCERTA to identify foreign aircraft illegally operating in the Brazilian airspace;
- DECEA (regulatory authority for air traffic control and ANSP), as mentioned previously, considers this information upon the analysis and acceptance process of the flight plans;
- Aircraft operators and owners can get valuable information for fleet management from data available through the system; and
- ANAC considers its repositories as an invaluable source for safety studies, enforcement actions and continued improvement in regulations and internal processes and databases.

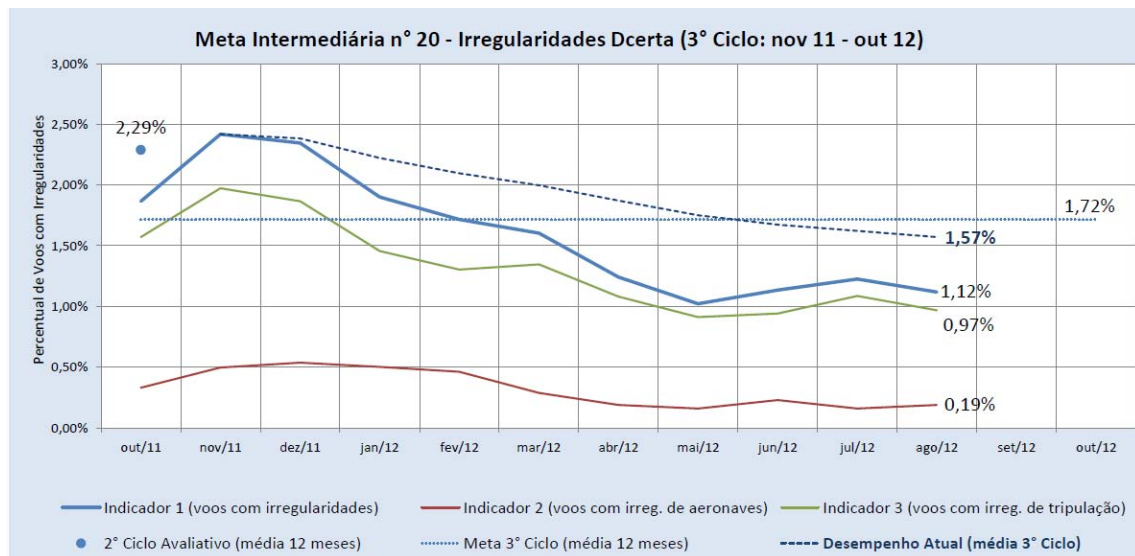
2.2 The following charts illustrate the evolution of the indicators described above, in addition to the goals set for the evaluation cycles, from September 2010:



**Figure 1 – DCERTA indicators for 2010, still without target for evaluation. The proactive indicator 1 refers to the total amount of flights irregularities; proactive indicator 2 refers to the flight crew with irregularities, and the proactive indicator 3 refers to the flights with aircraft irregularities.**

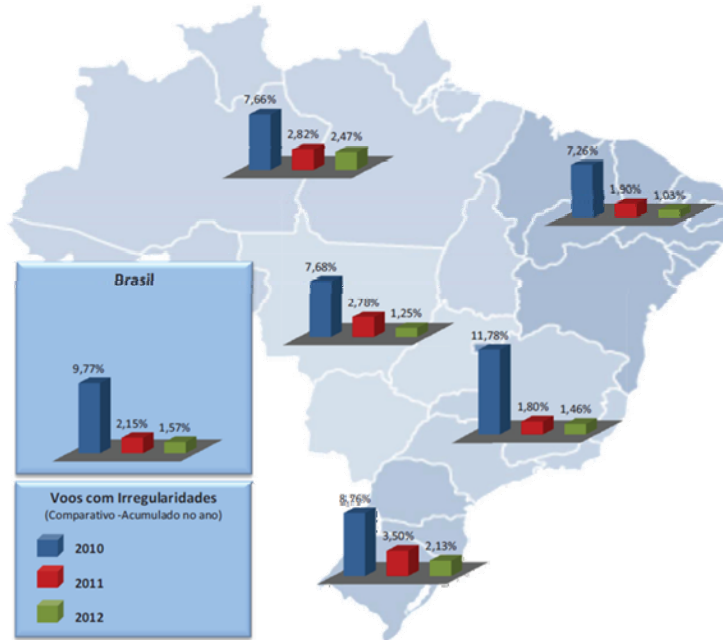


**Figure 2 – DCERTA indicators for the 2nd evaluation cycle.**



**Figure 3 – DCERTA indicators for the 3rd evaluation cycle.**

2.3 In addition to evaluation by annual cycles, monitoring of indicators segregated by region or by type of air operation is also conducted (on demand, flight instruction, and private flights, among others). The following is an example of this type of monitoring.



**Figure 4 – Indicators for flights with inconsistencies by region.**

2.4 As can be derived from the Figures above, indicators present a trend to decrease over time. The latest rate of flight with irregularities (April 2012) presented the value of 1.27%, much lower than the 14% presented in January 2010.

2.5 Within an application available at ANAC’s website, technical crewmembers can access reports listing every flights performed with their ANAC unique license identifier. Additionally, for every registered flight, an email message is sent to the corresponding pilot in command.

**3. Recommended Actions**

3.1 From what was presented, The Meeting is invited to:

- a) take note of these developments and encourage other States to develop similar safety initiatives to continuously improve the State’s Level of Safety, in accordance to SSP policy; and
- b) make information on these actions available to other States.