



**Agenda Item 3:**

**Database and common repositories**

**Operational safety occurrence reports (Air Safety Report) effective management**

(Prepared by International Air Transport Association)

**SUMMARY**

Effective management of operational safety occurrence reports in the South Atlantic (SAT) region which has more than one Regional Monitoring Agency (RMA), should be made available in one single source with legitimately interested entities provided access to data.

**References:**

- SAT 24 Final Report

**1. Background**

1.1 Operational safety occurrence reports from Air Navigation Service Providers (ANSPs) and aircraft operators across the South Atlantic Region remain an area that needs improvements, to harmonize data collection efforts and support a robust risk analysis process where data recorded can adequately support regional safety groups and other stakeholders.

1.2 Robust operational safety records provided via standard air safety report form will provide necessary safety data to support regional risk assessment – technical and operational risk analysis and performance measured against established Target Levels of Safety, and trend data to support the work of the ICAO safety groups. This data also supports the safe evolution of separation standards, navigational requirements, and procedures.

1.3 In the North Atlantic, The North Atlantic Central Monitoring Agency (NAT CMA) receives, reviews and records operational safety occurrence reports from ANSPs and aircraft operators and these reports are made available as part of the Regional Monitoring Agency (RMA) who provides access to certain safety information via its internet portal.

1.4 Summaries based on information received by the CMA are provided solely as preliminary information to aircraft operators, airspace users, controlling agencies, regulators and other legitimately interested entities.

1.5 The events captured through the CMA portal are provided in good faith and do not represent a formal notification, which remains the prerogative of the reporting Air Traffic Service Provider (ATSP) agency. The information may be modified or supplemented following review by the reporting agency and provided to the aircraft operator in a formal notification and request for investigation.

## 2. **Analysis**

2.1 Today, of the fourteen FIR/UIRS that comprise the SAT area, limited or no ANSP's reports are consistently reported for SAT safety analysis, which is evident with the methodology being utilize by some RMAs to develop the safety assessment of the region/area, as can be deduced from SAT24 report.

2.2 Further complicating issues are at least three RMAs are responsible for this area, and no single source portal where legitimately interested entities can review, report or provide feedback of safety occurrence report is available thereby making it difficult to ascertain how reports are being processed and the level which operator feedback is being provided.

2.3 To support a more robust assessment of the risk in the SAT area, specific analysis of recorded events in the SAT, and engagement with operators would support the data sharing and exchange of information would support promulgation of the safety culture and improve effective management of safety risk in the airspace.

## 3. **Action by the Meeting**

3.1 The meeting is invited to:

- a) note the information provided;
- b) develop appropriate mechanisms to improve the quality and quantity of operational safety reports in the SAT;
- c) finalized the candidate portal to be utilized that can support access to legitimately interested entities; and
- d) provide direction as deemed necessary.

END