



## ASSEMBLY – 35TH SESSION

### EXECUTIVE COMMITTEE

#### Agenda Item 16: Improvement of safety oversight

#### BRAZILIAN AVIATION SAFETY PROGRAMS

(Presented by Brazil)

#### INFORMATION PAPER

##### SUMMARY

This paper outlines the C.F.I.T. Brazilian Prevention Program on course in Brazil, and cover the Flight Safety Confidential Report (RCSV) coordinated by the Brazilian Aviation Safety Center, namely the Aeronautical Accident Prevention and Investigation Center - CENIPA.  
Action by the Assembly is in paragraph 5.

#### 1. INTRODUCTION

1.1 Accident prevention statistics studied worldwide have shown, as a general rule, that each region should develop its own safety measures according to the existing local culture, predominant weather, aviation community's peculiarities, etc. Obviously, there are many common areas in which similar procedures can be addressed, like C.F.I.T. accidents, for example.

1.2 The paper will cover the C.F.I.T. Accident Brazilian Prevention Program and the statistics in our country.

1.3 Finally, the seven-year old RCSV, which in Portuguese stands for Flight Safety Confidential Report, will be discussed.

#### 2. BRAZILIAN C.F.I.T. PREVENTION PROGRAM

2.1 Just like it happens to other countries, C.F.I.T. accidents are a permanent concern in Brazil. Therefore, a C.F.I.T. Prevention Program is being prepared to be implemented at Brazilian Air Force and general aviation.

2.2 An intensive study of C.F.I.T. cases has been made in order to detect the main contributive aspects regarding to that kind of accidents, as well as the particularities of Brazilian aviation that could possibly enhance the risks of C.F.I.T.

2.3 The figure below shows the position of C.F.I.T. accidents related to the total of accidents occurred with Brazilian civil aviation.

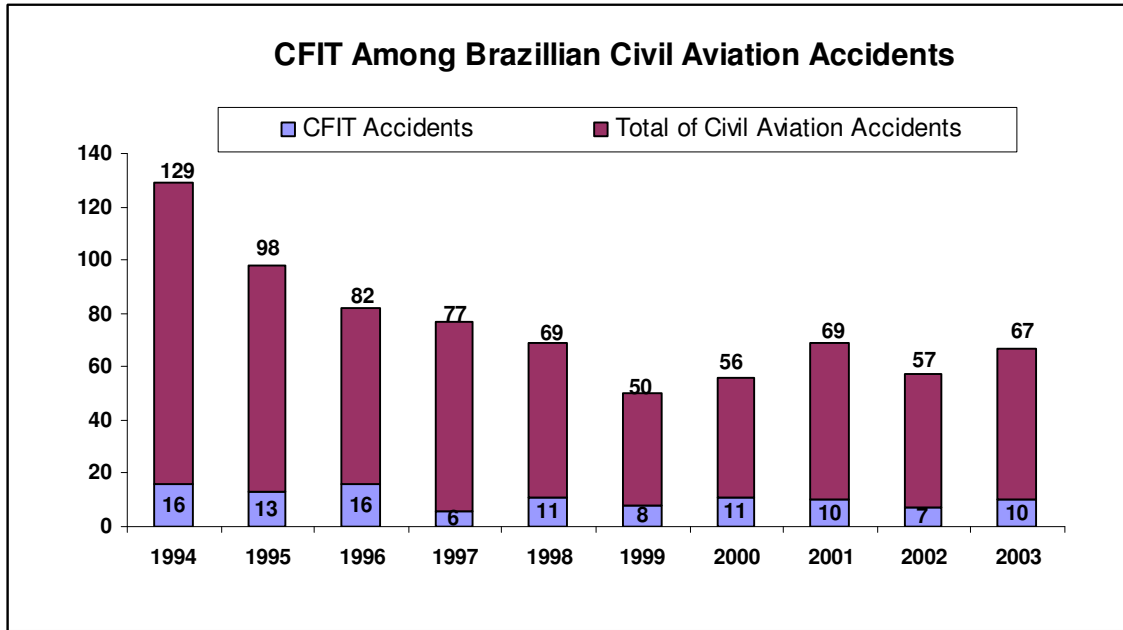


figure1– Total accidents and C.F.I.T. accidents on Brazilian civil aviation.

2.4 The study of C.F.I.T. revealed (figure 2) that the segment of turbine-powered airplanes - specially the air transport segment that operates under RBHA 121 (equivalent to the FAR Part 121) - has managed to become away of C.F.I.T. statistics, due to the resources available in those category airplanes (specially collision avoidance systems, such as TCAS and EGPWS), associated to the implementation of their own C.F.I.T. prevention programs.

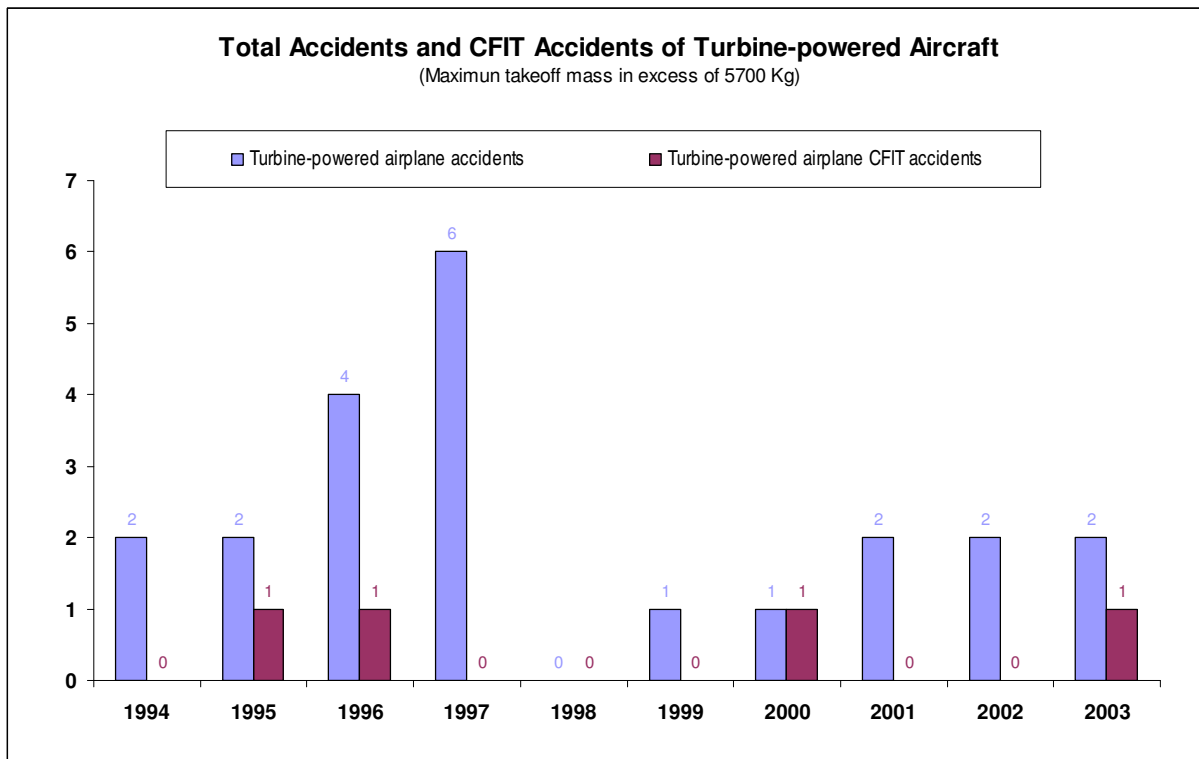


figure 2 – incidence of C.F.I.T. on turbine-powered airplanes.

2.5 On the other hand, it becomes clear that general aviation is more vulnerable to C.F.I.T., probably because of their operation and characteristics, with great number of departures and landings, as well as the lack of those resources mentioned before.

2.6 For that reason, our C.F.I.T. Prevention Program concentrates its efforts towards this segment, by developing a new tool – based on Flight Safety Foundation C.F.I.T. Check-List – to fit Brazilian aviation needs and operational conditions.

2.6.1 The tool – called LVC – is incorporating final adjustments to be implemented at Brazilian Air Force (BAF) during the first semester of next year, and the general aviation will be ready probably on second semester.

### **3 FLIGHT SAFETY CONFIDENTIAL REPORT (RCSV)**

3.1 The SIPAER uses numerous mechanisms for accident prevention. Despite the effectiveness of our Hazard Report, the aviation community had been asking for another reporting tool since the early 90's.

3.2 Back in 1994, the National Accident Prevention Committee started thinking about a new reporting system capable of fulfilling the aviation community's needs. Several agencies, associations and unions participated in the task.

3.3 On March 27, 1997, the RCSV, which stands for Flight Safety Confidential Report in Portuguese, was launched and the Safety Center was designated to run the program. The RCSV has the sole purpose of accident prevention and may be filled out by any person and guarantees anonymity to the reporter. It consists of a postage-paid sheet and is self-explanatory.

3.4 Topics most covered in the new reporting system include aircraft maintenance and operational issues, air traffic control, airport infrastructure, etc.

3.5 Pilots have submitted 50% of the reports, followed by 15% from air traffic controllers.

3.6 It is worth noting that confidentiality is the most important characteristic of such a report. The Brazilian Safety Center have been extremely cautious with that detail, since it is what makes the system a great success or a huge failure. All information linked to the reporter, or that could in any way provide means of tracking the source, is part of the "Identification Slip", which is promptly returned to the reporter as soon as the RCSV is processed. No identification information is entered into the computer or kept on file.

### **4 CONCLUSION**

This paper starts going over the Brazilian C.F.I.T. Prevention Program and have shown the statistics in Brazil.

Finally, the RCSV, a safety reporting system introduced in Brazil on March 27, 1997, has shown to be quite successfully.

After all, the zero aeronautical accident is a goal, not necessarily a dream.

5. **ACTION BY THE ASSEMBLY**

5.1. The Assembly is invited to:

- a) note the information contained in paragraph 3.6, related to confidentiality as a key element for the flight safety reports;
- b) note that the information provided is a useful way to reduce the aeronautical accident rate by taking simple steps towards the adoption of such programs.

— END —