

# BCAST Presentation

PA-RAST/25 – Bogotá, 6 – 8 September 2016



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# History

- Resolution 189 of 24 May 2011:
  - Legal instrument, signed by the Director President of ANAC;
  - Creates the **Strategic Initiative for Civil Aviation Safety in Brazil**, joining all civil aviation stakeholders to improve Safety in Brazil, aiming to reach the best levels in the world;
  - Creates the **Brazilian Aviation Safety Team (BAST)**;
  - Creates the **Brazilian Commercial Aviation Safety Team (BCAST)**;



RESOLUÇÃO Nº 189, DE 24 DE MAIO DE 2011.

Institui a Iniciativa Estratégica de Segurança Operacional para a Aviação Civil, cria o Grupo Brasileiro de Segurança Operacional e o Grupo Brasileiro de Segurança Operacional da Aviação Comercial.

A DIRETORIA DA AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL - ANAC, no exercício da competência que lhe foi outorgada pelo art. 11, inciso V, da Lei nº 11.182, de 27 de setembro de 2005, e em atendimento ao disposto nos arts. 116 a 121 do Programa Específico para a Segurança Operacional da ANAC (PSOE-ANAC), aprovado pela Resolução nº 84, de 11 de maio de 2009, e parte integrante do Programa Brasileiro para a Segurança da Aviação Civil (PSO-IBR), aprovado pela Portaria Conjunta - Comando da Aeronáutica e ANAC - nº 764/GC5, de 14 de agosto de 2009, e considerando o deliberado na Reunião Deliberativa da Diretoria realizada em 24 de maio de 2011,

RESOLVE

Art. 1º Instituir a Iniciativa Estratégica de Segurança Operacional para a Aviação Civil, cujo objetivo principal é, em conjunto com os Provedores de Serviço da Aviação Civil (PSAC) e a comunidade de aviação civil, em idênticos esforços em prol da segurança operacional da aviação civil no Brasil, equiparando-a ao nível das regiões mais seguras do mundo.

Art. 2º A implantação da Iniciativa Estratégica de Segurança Operacional para a Aviação Civil está associada ao estabelecimento do Grupo Brasileiro de Segurança Operacional, ora instituído, comitê integrado por profissionais dedicados à melhoria da segurança operacional da aviação civil brasileira, sem personalidade jurídica, responsável por gerir a Iniciativa Estratégica de Segurança Operacional para a Aviação Civil.

Art. 3º O Grupo Brasileiro de Segurança Operacional terá dois co-presidentes, sendo um deles representante da ANAC e o outro representante dos PSAC, os quais terão mandato de 2 (dois) anos.

§ 1º Excepcionalmente, durante os primeiros dois anos de sua existência, o Grupo Brasileiro de Segurança Operacional será presidido unicamente pelo Superintendente de Segurança Operacional da ANAC.

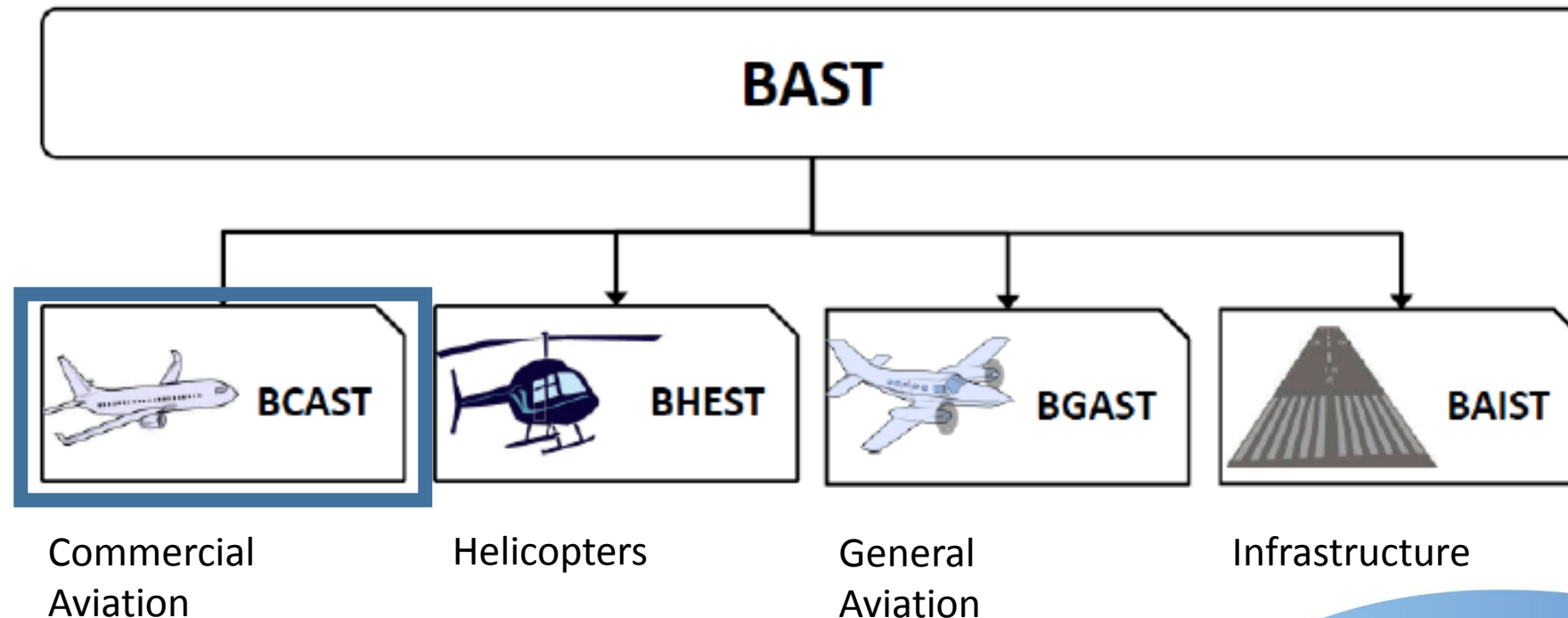
§ 2º As condições e a forma de escolha dos co-presidentes serão definidas em regimento interno próprio.

Art. 4º O primeiro Presidente do Grupo Brasileiro de Segurança Operacional será responsável por:

I - convocar, mediante convite, a composição inicial do Grupo Brasileiro de Segurança Operacional, que contará com representantes da ANAC e dos PSAC que possuam a capacidade de propor e promover melhorias na segurança operacional de responsabilidade da Agência e de seus regulados;

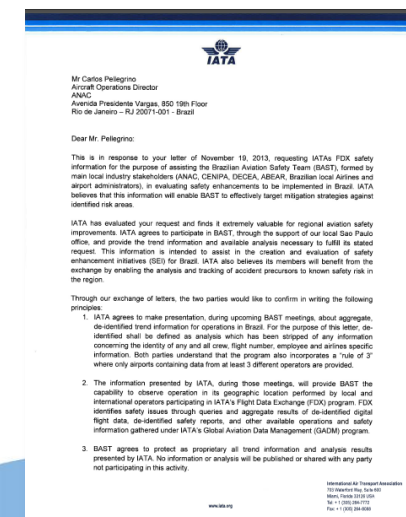
# Structure of BAST

- ToR was established by Portaria 196, of 27 January 2012 (under update)
  - ToR is elaborated by all stakeholders, but legal instrument (Portaria) is signed by ANAC;
  - Integrated actions between the teams;
  - Voluntary participation for all stakeholders, collaborative environment, no hierarchy.



# FDM Brasil and IATA MoU

- As part of the Resolution 189, it was also established the Brazilian Flight Data Monitoring Group (FDM Brasil). The scope of this Group was to collect data among operators and analyze it, to pursue data driven safety management. There was a need to develop a unified platform, ensuring data protection and de-identification.
- Such solution was already developed by IATA, so in 19 November 2013, BAST and IATA signed an MoU to use FDX, supporting Safety Enhancement Initiatives in Brazil:
  - De-identified information;
  - Rule of 3;
  - Data restricted to Brazilian geographic location;
  - Domestic and intn'l operators members of IATA's FDX Program;
  - Mutual agreement for data protection;
  - BAST will share status of SEIs with IATA.



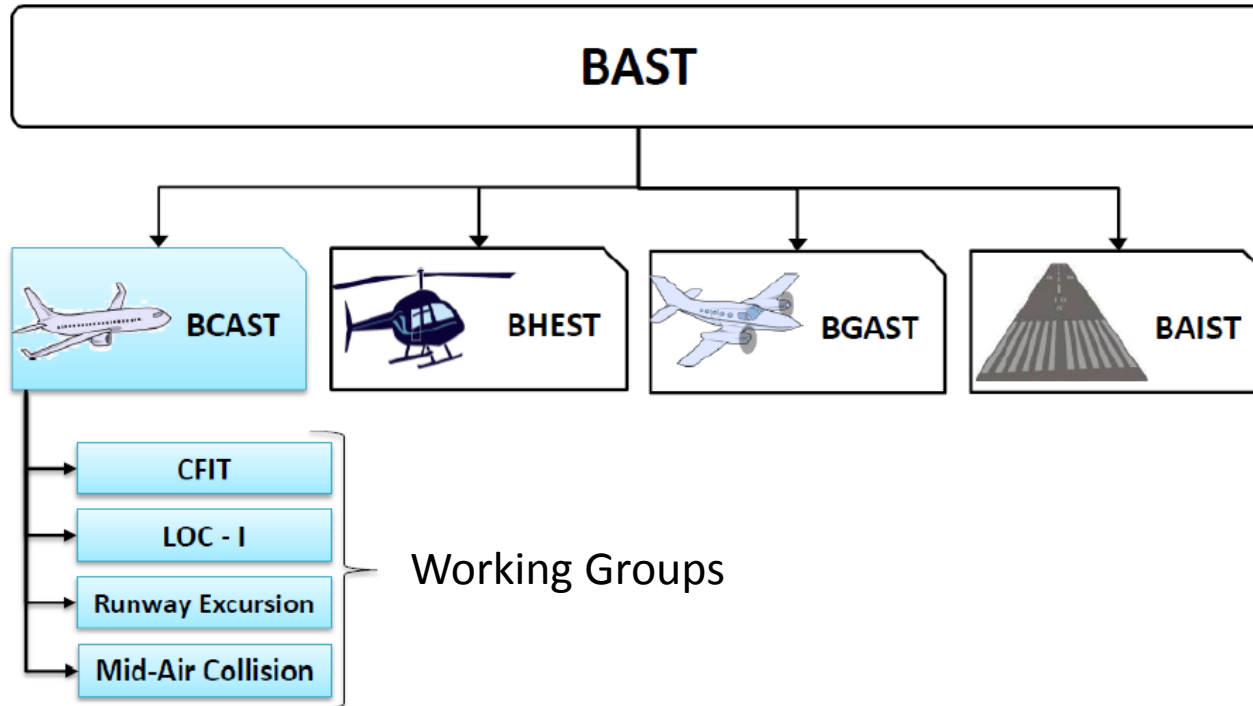
## Information Protection

- In 2013, at the 38th ICAO Assembly, Brazil presented a Working Paper to encourage the States to adopt a legal framework for the protection of Safety information, and also to endorse the development of ICAO guidance material on the subject matter.
- The protection of Safety Information has been one of the main concerns for the future success of the information-based framework on which safety management is based.
- In the Pan-American region, the Regional Aviation Safety Group (RASG-PA) has been promoting the Exchange of experiences and implementation practices.

# Information Protection

- In Brazil, the Safety information is protected by Law (Law 12.970, of 8 May 2014).  
Main points:
  - Signed by the President of Republic;
  - The investigation authority have priority to the access and custody of data sources;
  - The data sources, analysis and conclusions of accident investigations will not be used as evidences for judicial prosecution;
  - All information provided under investigation **and accident prevention activities** will be spontaneous and based on its legal guarantee of its exclusive use for accident prevention;
  - Unless under investigation **and accident prevention activities**, it is forbidden to reveal data sources and its contents, under penalty of law;
  - The data sources and information allowed to be used in judicial processes will be protected;

# BCAST - Working Groups



## Working Groups and Team Leaders





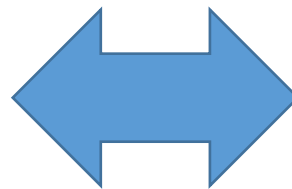
# BCAST - Membership



+ many other Brazilian Part 121 airlines

## BCAST and RASG-PA

- As established at the 8th BCAST Meeting (7 May 2015):
  - The BCAST working groups will focus primarily on Safety Enhancement Initiatives already developed by RASG-PA, and will keep reporting the status of the analysis on every BCAST Meeting;
  - The MAC Team, and others which develops its own methodology for DIPs, will continuously share information with PA-RAST/RASG-PA;
  - Second phase: After internalization of RASG-PA DIPs it will be developed new DIPs, following 7-Step Methodology, supported by cost-benefit analysis.



## Using FDX

- **Advantages**

- Data sharing;
- Source of information to BCAST Working Groups (RE, LOC-I, CFIT and MAC);
- Workload reduction;
- Standardization;
- Global and Regional Benchmarks;
- Common issues to be addressed;
- Trend Analysis

- **Concerns**

- Data protection;
- Ranking;
- SOPs differences;
- Regional differences

# Example: BCAST's MAC Team

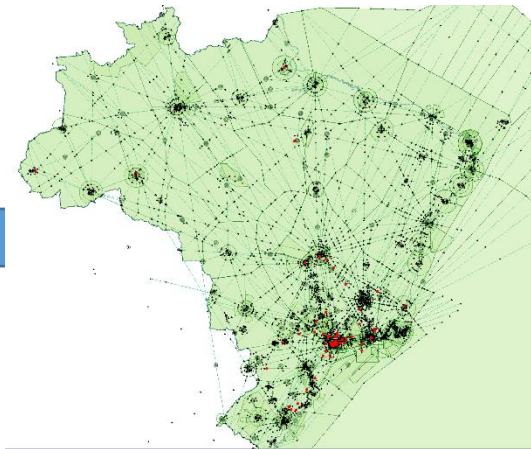
## Basic Workflow

Crew

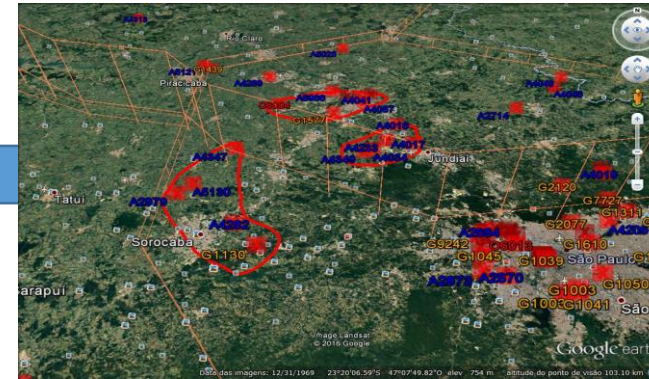


FDX

Severity table



FPDAM

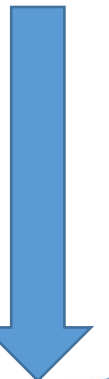


Hotspots

DIPs



ATCO





Questions?

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