Structure and updates

An overview of collective safety management in Brazil
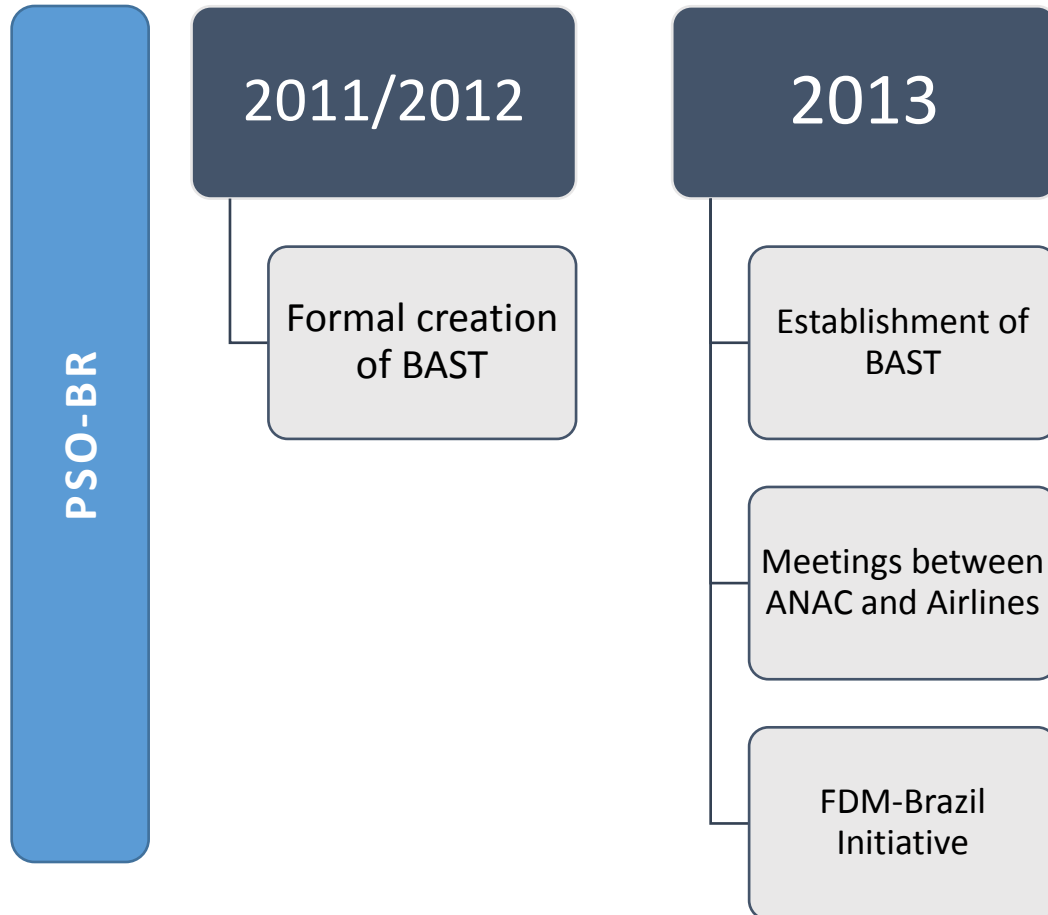
Summary

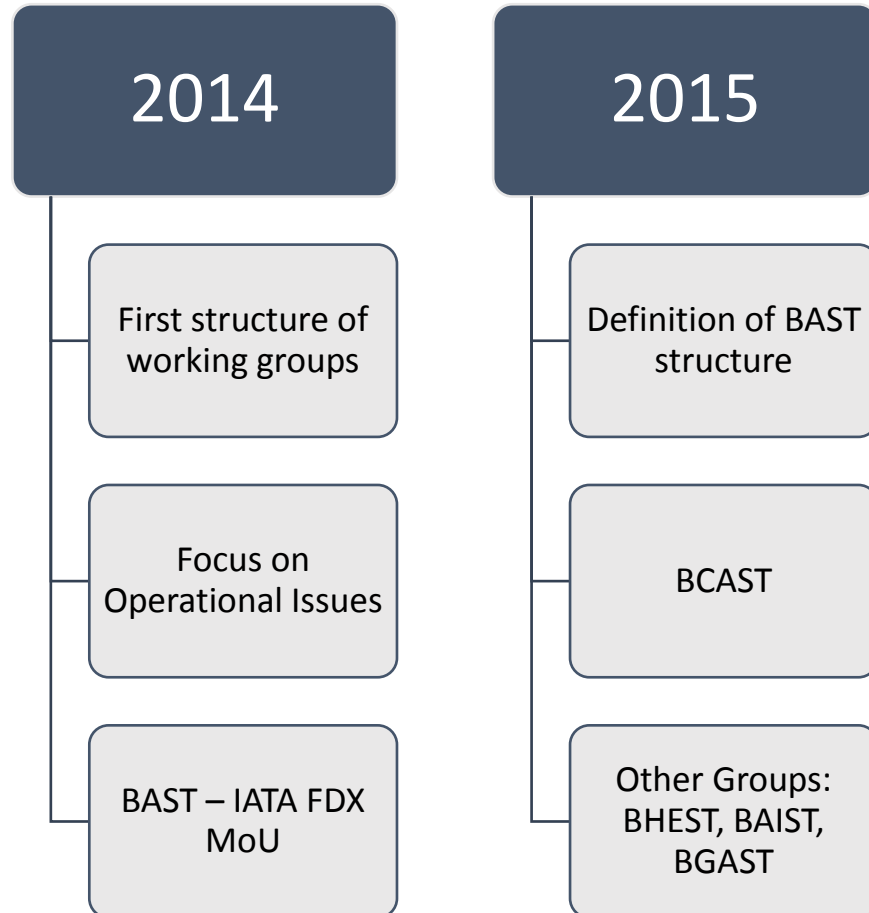This presentation includes the following topics:

- History of the Brazilian Aviation Safety Team – BAST

- Structure and safety areas

- Detailed structure of the Brazilian Commercial Aviation Safety Team – BCAST

- Recent developments

History

BCAST
BRAZILIAN COMMERCIAL
AVIATION SAFETY TEAM

PSO-BR

2011/2012
- Formal creation of BAST

2013
- Establishment of BAST
- Meetings between ANAC and Airlines
- FDM-Brazil Initiative

1. In 2011/2012, from the initial ideas of what is now the National Aviation Safety Plan (SSP), conversations with major airlines begun to form a national safety team, focused on collaboration and data sharing.

2. The first meeting took place in 2013, followed by a series of short meetings.

3. At that time, the idea was to build a safety database from scratch, with which participants would identify safety-priority areas to study and develop mitigation strategies: the Flight Data Management project (FDM-Brazil).

History

2014

- First structure of working groups
- Focus on Operational Issues
- BAST – IATA FDX MoU

2015

- Definition of BAST structure
- BCAST
- Other Groups: BHEST, BAIST, BGAST

1. It was soon realized that building such a database from scratch would require significant resources (time, budget, personnel). Concerns with data included protection, quality and effectiveness.

2. Without much data to work, the first working groups focused on operational matters: dispatch, ground time, etc. (easily available information). This helped to build confidence among participants, but results were not promising real safety enhancements.

3. By the end of 2014, BAST members agreed to seek IATA and an MoU was signed to provide FDX Data to the group.
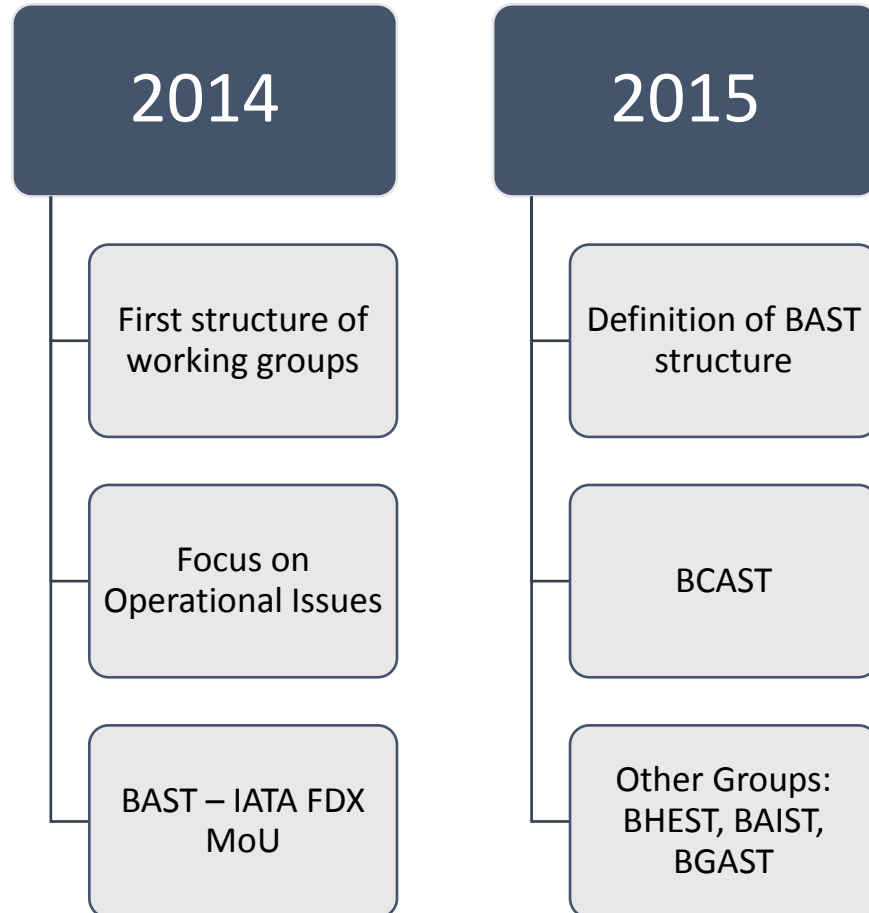
History

2016 - Today

Data-driven methodology in place: FDX

BCAST Subgroups:
RE   LOC-I
CFIT   MAC

1. BCAST uses FDX data extensively, associated with own data from operators, ATC and CAA inspections.

2. Four subgroups are established: Runway Excursion (RE); Controlled Flight Into Terrain (CFIT); Loss of Control – In Flight (LOC-I); and Mid-air Collision (MAC).

3. Close collaboration with the RASG-PA initiatives: adoption of existing and proposal of new safety enhancements.

BCAST
BRAZILIAN COMMERCIAL
AVIATION SAFETY TEAM

History

BCAST
BRAZILIAN COMMERCIAL
AVIATION SAFETY TEAM

2011/2012	2013	2014	2015	2016 - Today
Formal creation of BAST	Establishment of BAST	First structure of working groups	Definition of BAST structure	Data-driven methodology in place: FDX
	Meetings between ANAC and Airlines	Focus on Operational Issues	BCAST	BCAST Subgroups: RE LOC-I CFIT MAC
	FDM-Brazil Initiative	BAST – IATA FDX MoU	Other Groups: BHEST, BAIST, BGAST	

Objectives

- Go beyond trust: all stakeholders share
  - Knowledge
  - Responsibilities
  - Workload
- Agile resolution of safety issues:
  - Once identified, safety issues can be solved directly by the industry, with minimum State interference;
  - Prioritization of amendments to regulations, charts and procedures are optimized to provide most benefits in shorter times.

The goal is to achieve a higher level of safety than regulations alone can deliver.
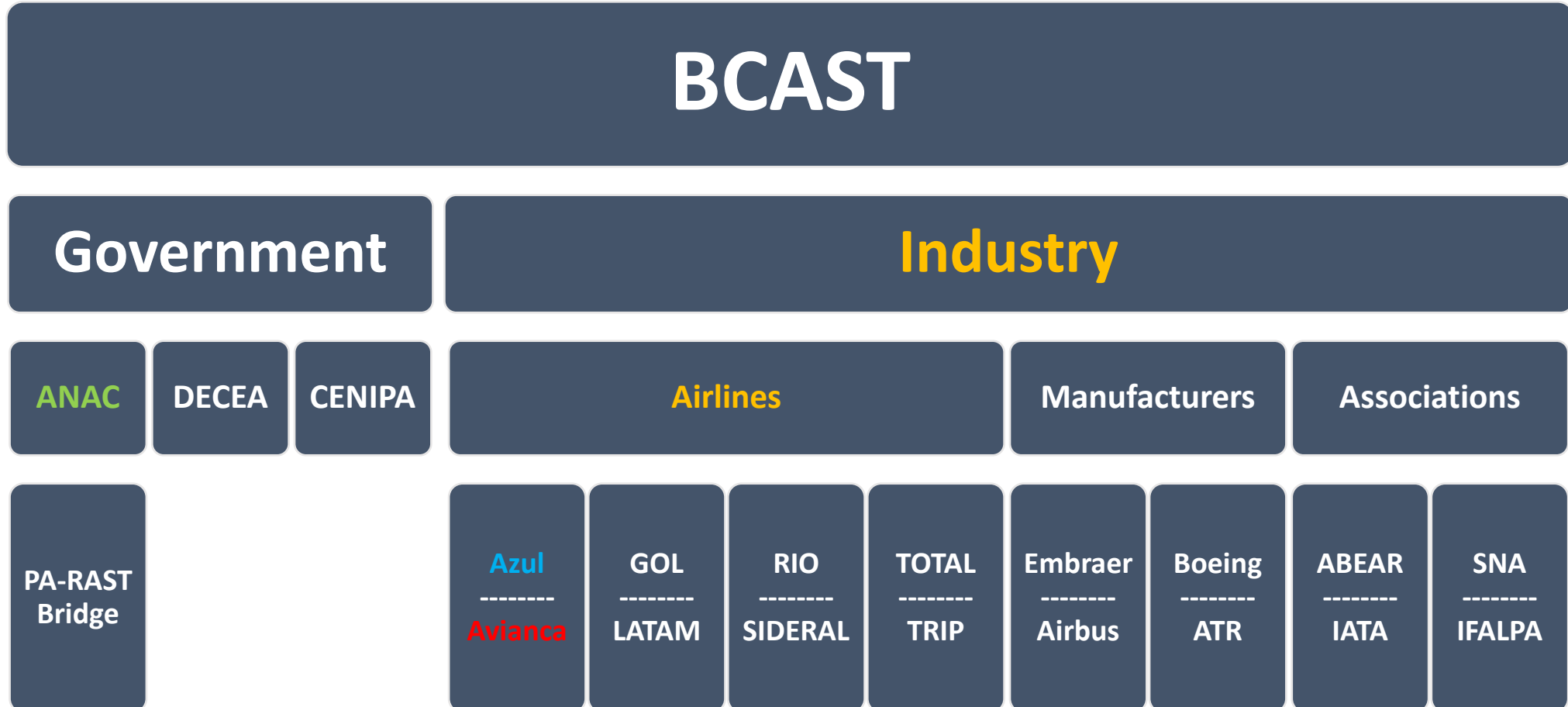
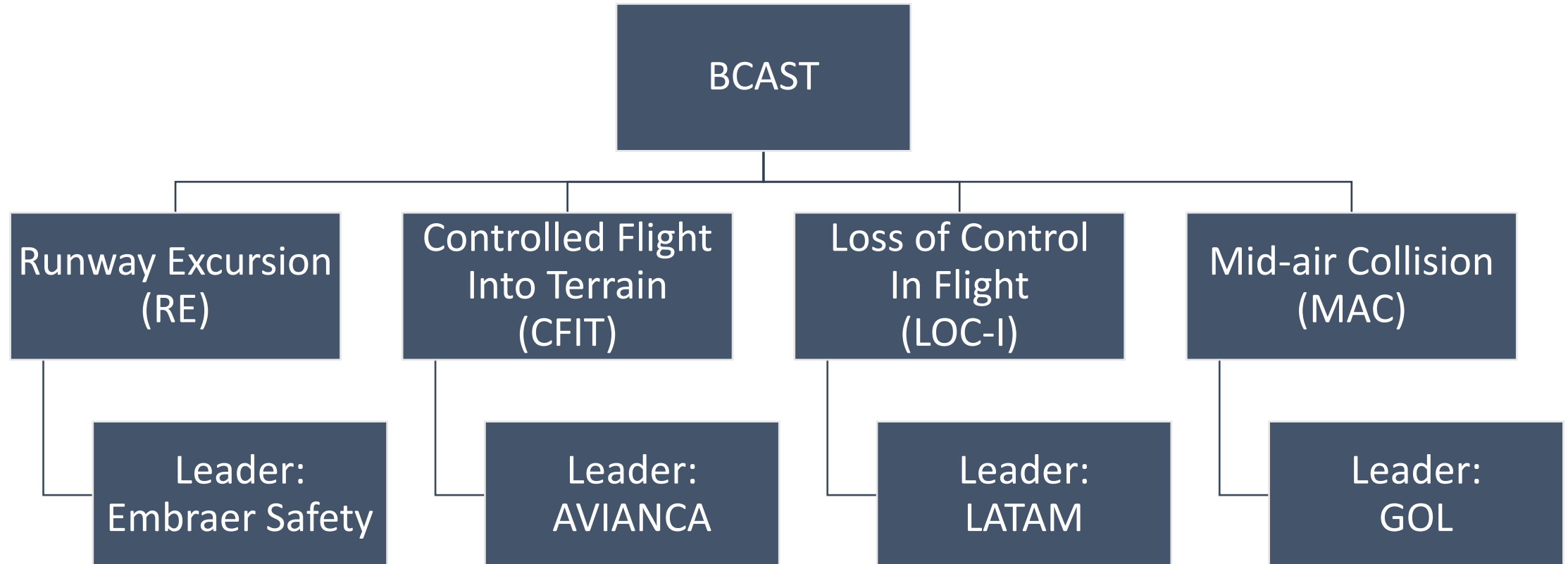# Structure

- Each Group (BCAST, BAIST, BGAST, BHEST) has:
  - One President
  - One Vice-President
  - Secretariat – always appointed by ANAC
  - Independent procedures, agenda and structure
- BAST Meetings (all presidents, vice-presidents, secretariat and other representatives) occur at least once a year, and can be summoned by any of the four groups presidents.

BCAST: Participants overview

BCAST

Government

Industry

Government			Industry		
ANAC	DECEA	CENIPA	Airlines	Manufacturers	Associations

PA-RAST Bridge		Azul -------- Avianca	GOL -------- LATAM	RIO -------- SIDERAL	TOTAL -------- TRIP	Embraer -------- Airbus	Boeing -------- ATR	ABEAR -------- IATA	SNA -------- IFALPA

BCAST: Sub-Groups overview

BCAST

- Runway Excursion (RE)
  - Leader: Embraer Safety
- Controlled Flight Into Terrain (CFIT)
  - Leader: AVIANCA
- Loss of Control In Flight (LOC-I)
  - Leader: LATAM
- Mid-air Collision (MAC)
  - Leader: GOL

BCAST: Working methodology

- BCAST Sub-Groups:
  - Monthly meetings
  - Parallel run of work approaches:
    - Approach 1: Safety Enhancements development
    - Approach 2: Existing Recommendations
- BCAST Main Group:
  - Meetings every 3 or 4 months
  - Evaluation of sub-groups efforts
  - Review Targets and Agenda

- Verify applicability of existing recommendations from:

BCAST: Recent Developments

- **LOC-I:**
  - Safety Enhancement Items: industry survey
  - Evaluating "training opportunities": occasions to carry training
  - Studing IATA Dashboard data related to LOC-I and mapping other group's current SE

- **CFIT:**
  - (U.S.) CAST Safety Enhancements adoption (EGPWS events)
  - Flight Safety Foundation's Approach and Landing Accident Reduction – ALAR Toolkit translated to Portuguese
  - Go-around decision making process evaluation

- **RE:**
  - Mapping necessary documents to revise/create plan to implement TALPA-ARC Procedures and compliance with latest editions of ICAO Annexes 6 and 14
  - Definition and implementation of a common "long/deep landing" and "post-touchdown" FDM logics
  - Analysis of the runway excursions in the last 10 years for pattern and trends identification

- **MAC:**
  - Airspace hot spot identification
  - Development of call sign selection rules based on human factors considerations
  - Application of best practices during the airspace design

Questions?

Obrigado!   Gracias!   Thank you!