International Civil Aviation Organization
Eastern and Southern African Office

Eleventh Meeting of the APIRG Air Traffic Services, Aeronautical Information Services and Search and Rescue Sub-Group
(ATS/AIS/SAR/SG/11)
[Nairobi, Kenya 26 – 30 April 2010]

Agenda Item -7:   **ATS Safety Management Systems**

ARMA/IATA/TAG CENTRALIZED UCR DATABASE

(Presented by the ARMA*)*

SUMMARY
This paper proposes two amendments to the current management of the central database managed by IATA for ARMA and TAG.
Action by the meeting is **in paragraph 3**.

1.   **INTRODUCTION**

1.1   The centralised database which is currently being managed by IATA as proposed and accepted during the TAG 1 meeting is generally working well. As with any initial period of use of a database there are always areas that need amendment in order to achieve the best possible results. These two identified areas will be discussed in the paragraph below.

2.   **DISCUSSION**

2.1   The ARMA is successfully using the IATA managed database as a central depository for all RVSM incidents received by the ARMA. These incidents are usually of a nature that they require immediate action whether by written correspondence or telephone call. The immediate action is essential to obtain all relevant information whilst it is available so as to propose immediate remedial actions with the relevant CAA. This modus operandi works well and has resulted in the desired outcome.

2.2   Where RVSM incidents are directly lodged with IATA for the inclusion in the database the ARMA procedure becomes a little more difficult in that the time lapse between the incident and the ARMA being made aware of it becomes too long and valuable information is difficult to obtain if not impossible. This may also lead to the same incident reoccurring before it is brought to the attention of the relevant persons which could lead to an increased risk.

2.3   In order to remedy this situation preliminary and unofficial discussions have been held with IATA whereby it has been suggested that ARMA might be able to obtain access to the database via a secure website and password. If this is feasible the ARMA would be able on a daily basis to scan the database for RVSM incidents that require immediate action. A typical example would be an aircraft identified as operating in RVSM airspace without State RVSM Operational Approval. This requires immediate action.

2.4   The second area that has been identified within the database is a dedicated category for "incidents" where an Operators RVSM approved aircraft or RVSM Approved fleet is not meeting the Minimum Monitoring Requirements for the region. This will become even more essential once the pending Long Term Minimum Monitoring Requirements become effective in November 2010. If and when ARMA reports such "incidents" it will be a requirement that they are accordingly accepted and processed for remedial action within the database. Under normal conditions this would be addressed by the ARMA with the responsible CAA and operator and then be tracked by the TAG process. In the event that the CAA and operator are unresponsive then the TAG would need to intervene on recommendation from the ARMA. Tendencies would be more readily available for this aspect.

2.5   The creation and acceptance of a dedicated category titled "Non Compliance with MMR" would serve to create a process to track and obtain compliance with this aspect.

3.   **ACTION BY THE MEETING**

3.1   The meeting is invited to:

  a)   take note that the centralised database is generally meeting expectations;

  b)   approve the ARMA access to the database via a secure procedure; and

  c)   approve a dedicated category for tracking and processing non compliance with MMR.