



ADVISORY BULLETIN FOR STATES

Subject: INFORMATION TO STATES ON FLIGHT DATA ANALYSIS (FDA) PROGRAMME.

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Initiated by: COSCAP-SA

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1. PURPOSE

- a. The purpose of this Advisory Bulletin (AB) is to assist States' in developing appropriate legislation, regulations and standards for implementation of the ICAO Standards concerning the requirement to establish and maintain a Flight Data Analysis programme as part of the operator accident prevention and flight safety programme.
- c. This Bulletin is developed to comply with the decisions of the COSCAP- South Asia Steering Committee taken at its 10th Meeting on 24-25 September, 2002 on Flight Data Analysis (FDA) and implement the relevant SARAST recommendations.

2. BACKGROUND

- a. Flight Data Analysis programme is the pro-active and non-punitive use of information derived from aircraft flight data recorders to improve aviation safety. The use of FDA as an important safety tool is growing as emerging technology expands the capabilities of gathering and analyzing such data. Daily collection and analysis of data provides valuable information to correct undesirable trends, improve safety and ultimately reduce the number of accidents.
- b. Amendment 26 to Annex 6, Part I introduced the requirement for air operators to establish a flight data analysis programme as part of their accident prevention and flight safety programme.

3. SCOPE

- a. This Advisory Bulletin is intended to draw the attention of States to the new ICAO Standard requiring Flight Data Analysis and to provide a model regulation States may wish to utilize to implement this ICAO Standard.

- b. It is also intended to provide guidance material to States that can be utilized to ensure air operators have implemented an effective Flight Data Analysis programme.

4. ICAO SARPS

The ICAO Standards provided in ICAO Annex 6 Part 1 concerning Flight Data Analysis are as follows:

3.2.3 From 1 January 2005 an operator of an aeroplane of a maximum certificated take-off mass in excess of 27,000 kg. shall establish and maintain a flight data analysis programme as part of its accident prevention and flight safety programme.

Note – An operator may contract the operation of a flight data analysis programme to another party while retaining overall responsibility for the maintenance of such a programme.

3.2.4 A flight data analysis programme shall be non punitive and contain adequate safeguards to protect the source(s) of the data.

Note – Guidance on flight data analysis programmes is contained in the Accident Prevention Manual (DOC 9422).

5. MODEL REGULATION

States may wish to adapt the following model regulation for the implementation of this ICAO Standard:

X.01 Effective 1 January 2005 an operator of an aeroplane of a maximum certificated take-off mass in excess of 27,000 kg. shall establish and maintain a flight data analysis programme as part of its accident prevention and flight safety programme.

X.02 A flight data analysis programme established under part **X.01** shall be non punitive and contain adequate safeguards to protect the sources(s) of the data.

X.03 Subject to part X.04 an air operator may contract the operation of a flight data analysis programme to another party.

X.04 The effectiveness and proposals for corrective action resulting from the Flight Data Analysis programme shall remain the responsibility of the air operator.

6. ACTION BY STATES

- a. States may or may not have yet incorporated the ICAO requirements for Flight Data Analysis programme into their legislation, regulations or requirements:

- 1) States that are yet to do so are requested to initiate action to bring their requirements on FDA in conformity with ICAO Standards at the earliest.

- 2) States which find it impracticable to comply with such international standards or procedures, are requested to give notification to ICAO of the 'difference'.
- b. States may wish to adapt, as appropriate and issue the attached Advisory Circular, COSCAP-SA - 009 on 'Guidance for Operators on the establishment of a Flight Data Analysis programme'.

Signed:
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