

SMS Best Practice/Good Practice Submission

State whether this is a Best or Good Practice:

Good Practice

ANSP United States, FAA/ATO

Date of submission

7/19/2024

SoE Study Area

13_2 Safety Communications

BP/GP title

Industry and FAA ATO Cross Sharing of Safety Data

In use since

2015

ANSPs using this practice
(for BP specifically)

Key Words

CISP, ATSAP, ASAS, AAT, ERC

Details:

Currently the ATO share safety data with the airline industry using airline/pilot data from the Aviation Safety Action Programs (ASAP) and controller data from the ATO's Air traffic Safety Action Program (ATSAP). This is accomplished through the ATO and the airlines sharing of their ASAP and ATSAP data through the Confidential Information Share Program (CISP). CISP has become a reliable source of qualitative data that is used to identify and develop corrective measures and mitigation strategies for current safety concerns in the NAS. Reports received from air traffic personnel are evaluated by the ATSAP Analysis Team (AAT) to determine if the information may be beneficial to the participating airlines. The AAT consists of members representing ATO management and NATCA. Conversely, the airlines' Event Review Committee (ERC) for the Aviation Safety Action Program (ASAP) determines which pilot reports may be of benefit or interest to ATSAP. The narratives are then de-identified and forwarded through the CISP website to the other party.

These programs support the collection, assessment, and review of safety events from the perspectives of air traffic controllers and pilots. Merging perspectives is critical to understanding the causal factors of both known and previously unknown events. By providing a more complete representation of the National Airspace System (NAS) operations, the FAA and participating airlines can more accurately identify potential hazards and develop more robust mitigation strategies.

Information received regarding a specific airline in an ATSAP report are shared with the airline partner for review. Conversely, information received from ASAP reports related to air traffic is shared with the AAT. From that point, each entity has the autonomy to determine what actions, if any, need to be taken on the information received. It is beneficial to have both perspectives of any potential systemic safety issue, whether that be a significant event, equipment outage/concern, procedural issue, etc. These reports provide both parties the information needed to accurately determine processes to move forward regarding the identified issue. Sharing the data is impactful to the overall safety management culture of both entities to increase the safety of the NAS as information is gathered from all perspectives. This collaborative sharing is crucial to assist leadership in the vital decisions that are made to increase safety.

Response to 2023 Question: **The Best Practice Review Group endorsed this as a GP but would like to see more detail on what is done with the data and the impact it has on safety management and/or safety performance.**

The ATO uses CISP data in a variety of ways to improve safety. CISP Positives outline the resolutions taken as a result of safety issues reported by employees and pilots and are facilitated by an Event Review Committee (ERC). Below is one example of a CISP Positive:

Issue

Course Routing Clearance Problem Cleared Routing Surface Movement - LaGuardia Tower (LGA) air traffic controllers use non-standard phraseology and taxi instructions due to poor surface guidance signs. Examples: "Hold short of the white concrete" or "Hold short of the windsock."

Potential Hazard

Operations has identified a safety concern by air traffic control, in which the aircrafts approaching the 13 Deck do not have a noticeable landmark to stop on Taxiway P or G as they approach the apex of the intersection.

Resolution

LGA Facility Management & National Air Traffic Controllers Association (NATCA) Local Safety Council (LSC) reviewed the shared CISP report from our partner airline and conducted an onsite review with the Port Authority. Concerning Taxiway G, LGA Operations requested the Sign Shop to place an intermediate hold short pavement marking and use the existing signs. LGA Operations also requested the Electric Shop to replace the sign panel of existing sign #210 with dimensions and text provided by ATS for Taxiway P. This will eliminate the need to use nonstandard phraseology. The new guidance

signage was installed by the Port Authority at the request of the LGA LSC in response to the Aviation Safety Action Program (ASAP) report.

In addition, CISP information is used to develop monthly CISP Safety Awareness For Excellence (SAFE) Discussion Sheets. These sheets are used for mandatory monthly Air Traffic facility discussions and provide relevant information on the issue/trend, proper ATC procedures, and specific discussion questions for the topic. These discussions help bridge the gap between work as done versus work as intended. Recent topics for these monthly CISP SAFE Discussion Sheets include:

- Time Restricted Altitude Clearances
- Unclear Instructions during Transfer of Control
- Climb via Clearance
- Changes to Previously Cleared Procedures
- Line Up and Wait (LUAW)

By submitting this document, your organisation is willing for the proposed Best or Good Practice to be shared with other ANSPs.

For Best Practices, this document should be sent together with the SoE in SMS questionnaire, to: soe_2024@eurocontrol.int **by 30th June 2024 at the latest.**

Submissions for consideration as Good Practices may be sent by the above date. They may also be identified during the survey interview sessions with the assessment team, following which a Good Practice submission document will be requested.