

# Potential Collaboration on Continued Operational Safety (COS)

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**Federal Aviation  
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# Agenda

- **Collaboration on COS**
- **Background for COS Forum**
- **Benefits of COS Forum**
- **Next Steps**



# COS Information Sharing

**COS information allows for enhanced communication of safety information to all involved to fulfill ICAO Annex 8 responsibilities.**

- State of Design (SoDs) have interest in obtaining State of Registry (SoRs) perspective on operational safety information from international fleets of their products to have a more comprehensive safety outlook and make better data driven safety decisions

*Note: this should not substitute for the reporting requirements of ICAO Annex 8, paragraph 4.2.3.1 f, which generally result in timely communication of safety information from operator to manufacturer.*



# Common Perspective

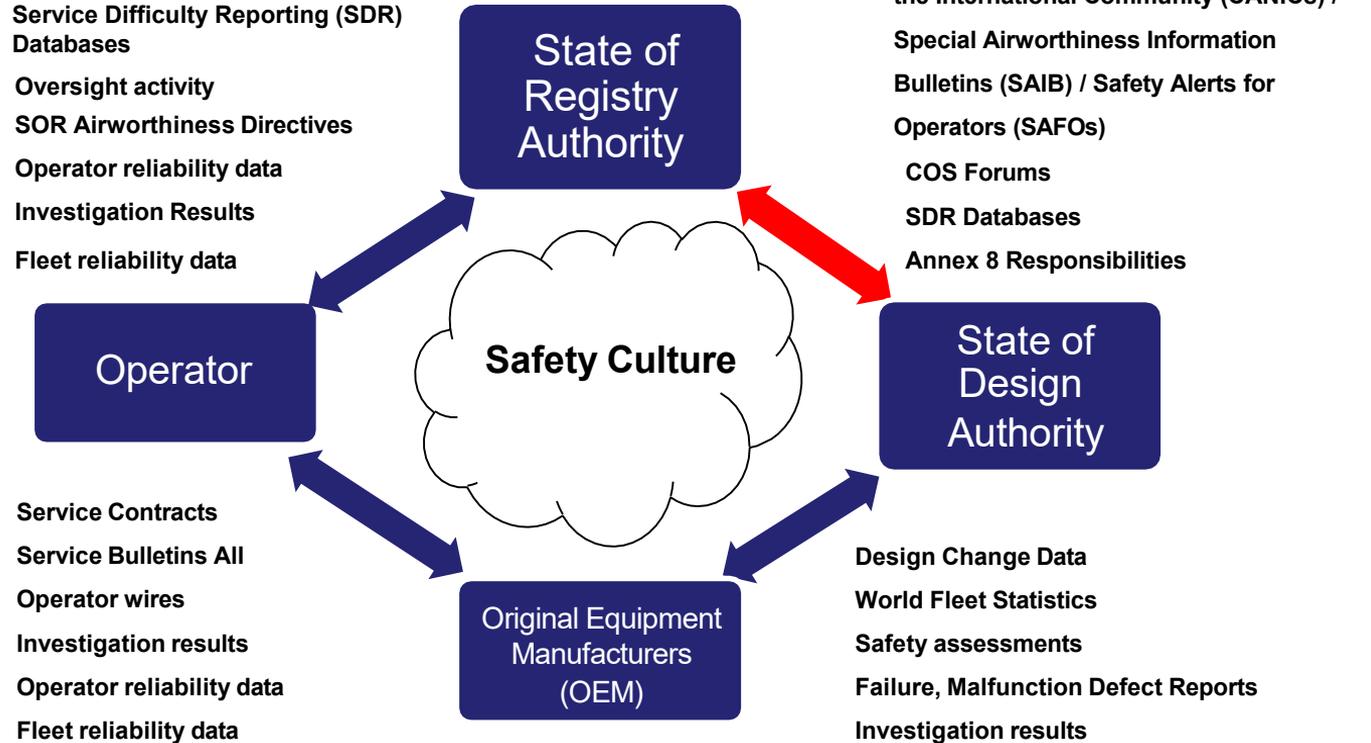
- **FAA has similar needs as other authorities**
  - For States that are SoD for products and appliances operating on N registered aircraft:
    - Convey COS concerns from US operations
    - Obtain timely information on potential MCAI
  - For US SoD products operating on Middle-East registries
    - Obtain COS concerns from Middle-East operations
    - Provide timely information on potential ADs
- **Differences between authorities are the scale of SoD/SoM\*/SoR activity**

\*State of Manufacture



# Benefits of COS Data Sharing

- Increases safety around the world by fostering a common safety culture.
- Develops partnership relationships and establishes contacts authority to authority
- Provides infrastructure for rapid response to major disruptions
- Ties together Design, Maintenance and Operations
- Enhance execution of ICAO Annex 8 responsibilities
- Reduces need for unilateral actions



# Background of COS Forum

- **FAA has established COS Forums in Asia-Pacific and Americas Regions**
- **What is COS Forum?**
  - COS Forum is a regularly scheduled meeting of working level aviation safety professionals where we exchange safety information.
  - Forum is Authority to Authority discussion.
  - Regularly conducted “virtual” sessions.
- **Objectives:**
  - Enhance sharing of safety information between the aviation authorities for the States of Design (SoD) and States of Registry (SoR).
  - Promote understanding of COS systems and processes
  - Promote alignment of safety outcomes and decisions
  - Provide timely notification of potential airworthiness directives with significant impact to operations



# COS Forums

## The intent is to:

- *Provide awareness of COS concerns to FAA & other CAAs being worked through bilateral channels*
- *Provide general familiarization of the concerns and agree on follow-on bilateral or multi-lateral discussions*
- *Identify a path for resolving continuing airworthiness concerns that are subject to ICAO Annex 8*
- *Provide awareness of potential Mandatory Continuing Airworthiness Information (MCAI) that may have a significant impact to SoRs*
- *Identify and agree upon COS policy/process upskilling opportunities*
- *Have SoD/SoM/SoR COS discussions*

## The intent is not to:

- *Replace or obviate obligations for timely communication of COS concerns between SoD and SoR*
- *Close all or most of the COS concerns through detailed technical discussions in the forum*
- *Disclose protected information that is subject to an ICAO Annex 13 investigation*
- *Replace or obviate existing obligations for communicating MCAI*
- *Provide COS policy/process upskilling*



# Possible Topics of COS Forum

## State of Registry to State of Design (SoD):

SoR have an opportunity to raise issue seen in their fleet and exchange that information with SoD. *eg: Findings of B787 Slat Misalignment due to Corrosion*

## State of Design to State of Registry (SoR):

SoD can share safety information for issues currently being worked by design approval holders to get an early notification for upcoming ADs.*eg: Iron Inclusions in Engine Parts*

## Understand Safety Processes and Align outcomes:

SoD and SoR can share how their safety process works, develop a common understanding which should lead to more aligned safety decisions. *eg: 5G Radio Altimeter Interference*

## Sharing Data to Improve Safety:

Making data available for shared use enables data analytics. *eg: FAA Analyze Safety – Performance Insight – Results Environment (ASPIRE)*



# Next Steps:

- **Feedback from interested authorities**
- **Potential timelines**
- **Further discussions**

