

The protection of safety data, safety information and related sources

*Peter van Rooyen ATCO in Johannesburg ACC
IFATCA Executive Vice President Professional*

The IFATCA logo is centered in a white circle. It consists of the word "IFATCA" in a bold, dark blue, sans-serif font. Above the letters "A" and "T" are two horizontal arrows pointing in opposite directions, one to the left and one to the right.

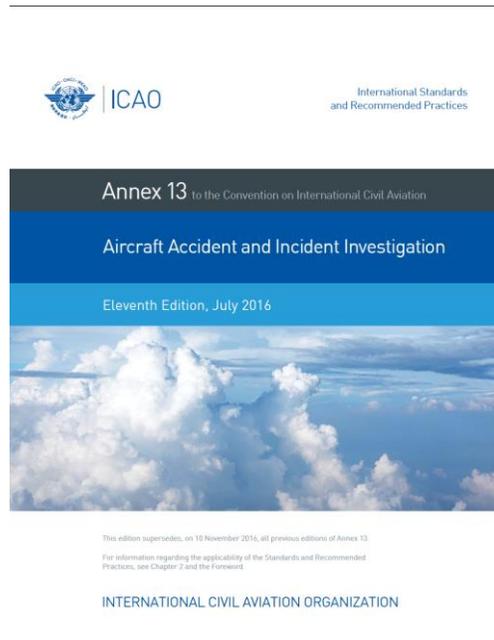
IFATCA

ICAO Regional Safety Management Symposium and Workshop
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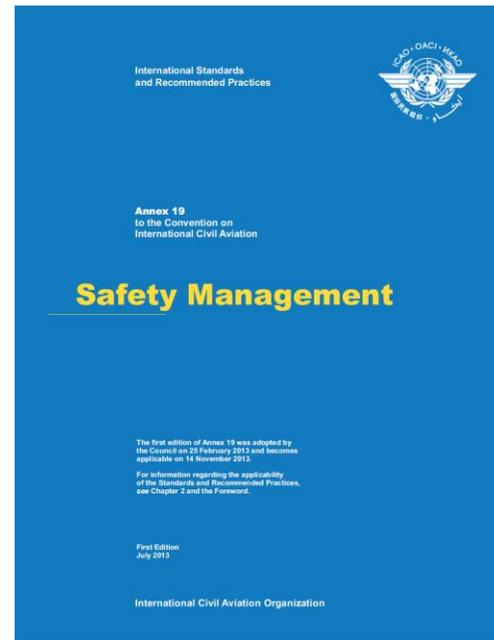
How is data/information and sources protected in the African region?

We don't know if it is working yet – only a few cases

Annex13



Annex19



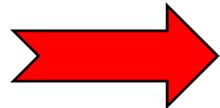
Local Aviation Legislation



Is it sufficient to encourage reporting? Are ATCOs confident enough in existing system/rules?

Despite improved protection most reporting systems suffer from underreporting

- Poor results from Safety processes
- You have to report everything
- Too much data with no context – data is context dependent
- Who is drawing the line?



Reduced trust in the system

What actions, beside legislation, have been or could be taken to encourage reporting?

Treat people as informants – it is the reporters report

- Stop tabulating - use a qualitative approach
 - Safety is about collecting multiple perspectives, interactions between system elements. Not one truth.
- Rather than assigning responsibility for causing failures, incident reporting should assign responsibility for improving systems
- Explain Explain Explain

Are Annex 19 – Safety Management provisions sufficient? Should more be done at ICAO level?

- Change of Annex 13 – from causes to explanations and introduce multiple perspectives
- ICAO Safety management manual and data shall focus on organisational/system choices and dynamics