



ASEAN Foreign Operator Safety Assessment (AFOSA) – Analysis of Data collected

Jan 2019

Recap (1/2)

- AFOSA allows for the collection and exchange of ramp inspection data, and dissemination of the analysed data through a standardised set of procedures and requirements.
- Each State is to conduct inspection on foreign operators to the State, and the National Coordinator is to submit completed inspector checklist to the Lead National Coordinator for collation and analysis.
- The Lead National Coordinator upon collation and analysis is to disseminate a periodic report to ASEAN Member States.

Recap (2/2)

- The Analysis parameters have been agreed and documented in the Terms of Reference:
 - List of operators inspected by each of the ASEAN Member States;
 - Operators having significant/ major findings (Category 2 and Category 3);
 - Consolidated tracking of number of inspections completed from beginning of each year; and
 - Recommendation of operators or aircraft requiring prioritisation to be inspected.
- Based on the data received from States so far, the following sample report has been compiled.

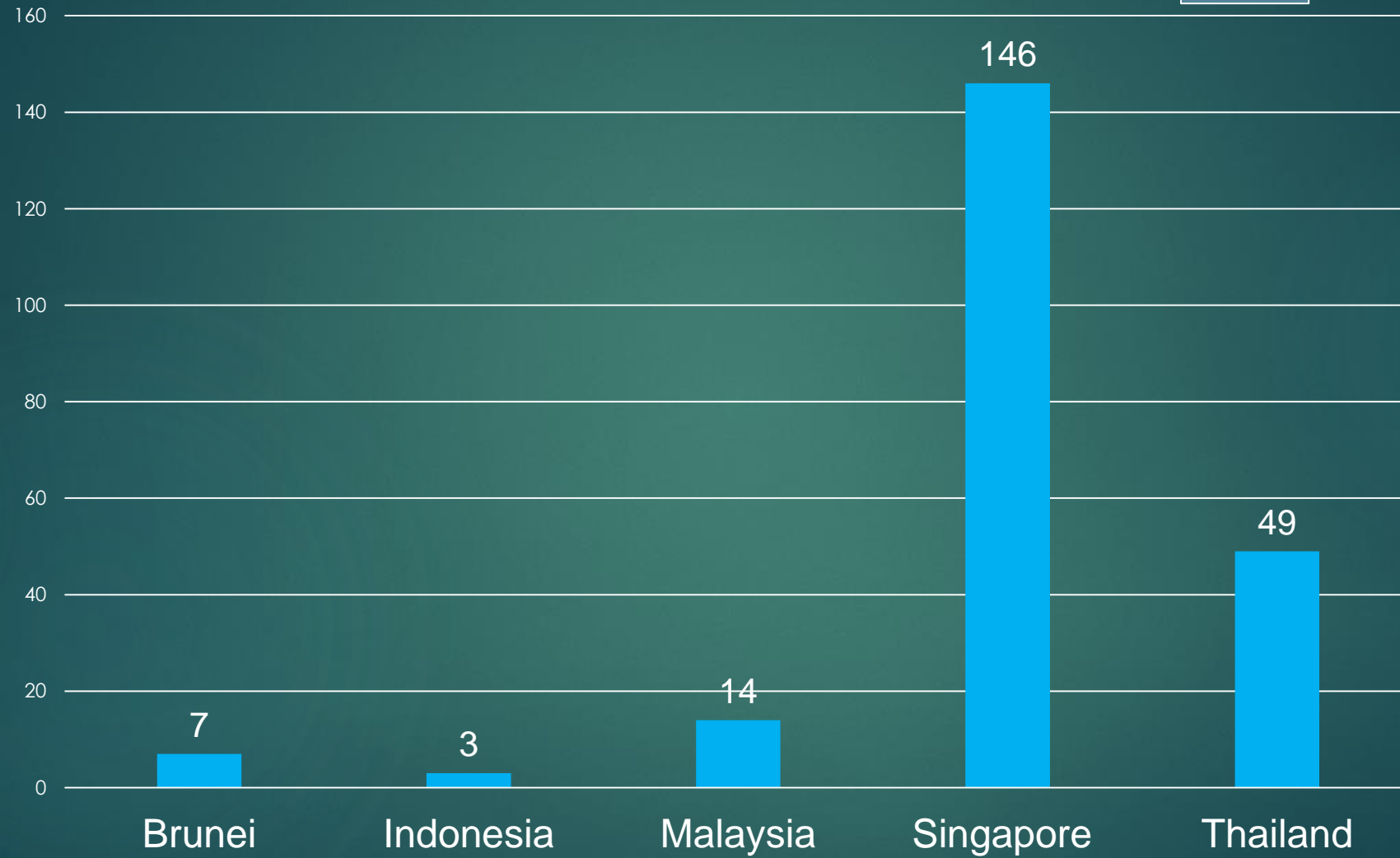


AFOSA Ramp Inspection Report

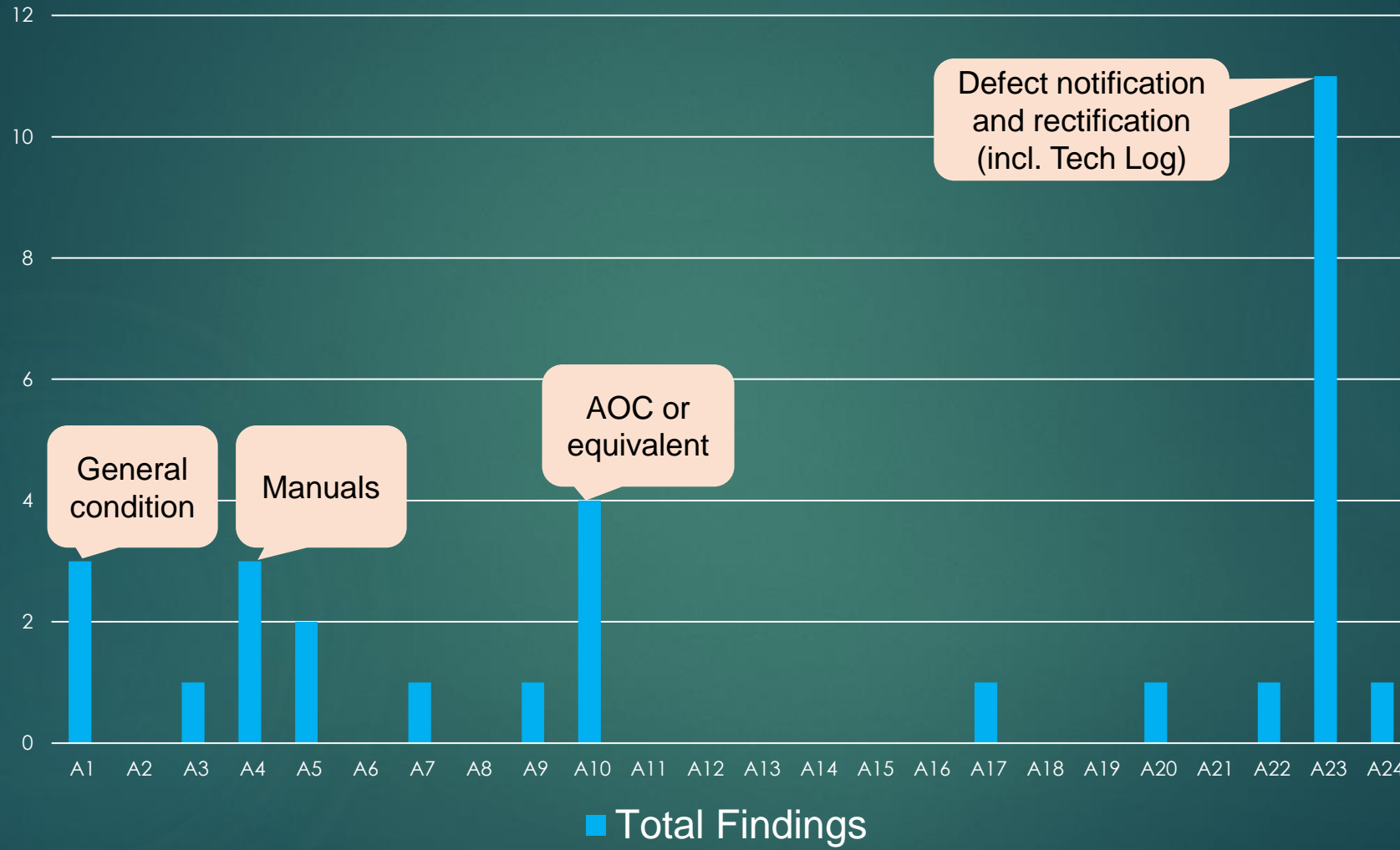
2018

No. of inspection reports submitted

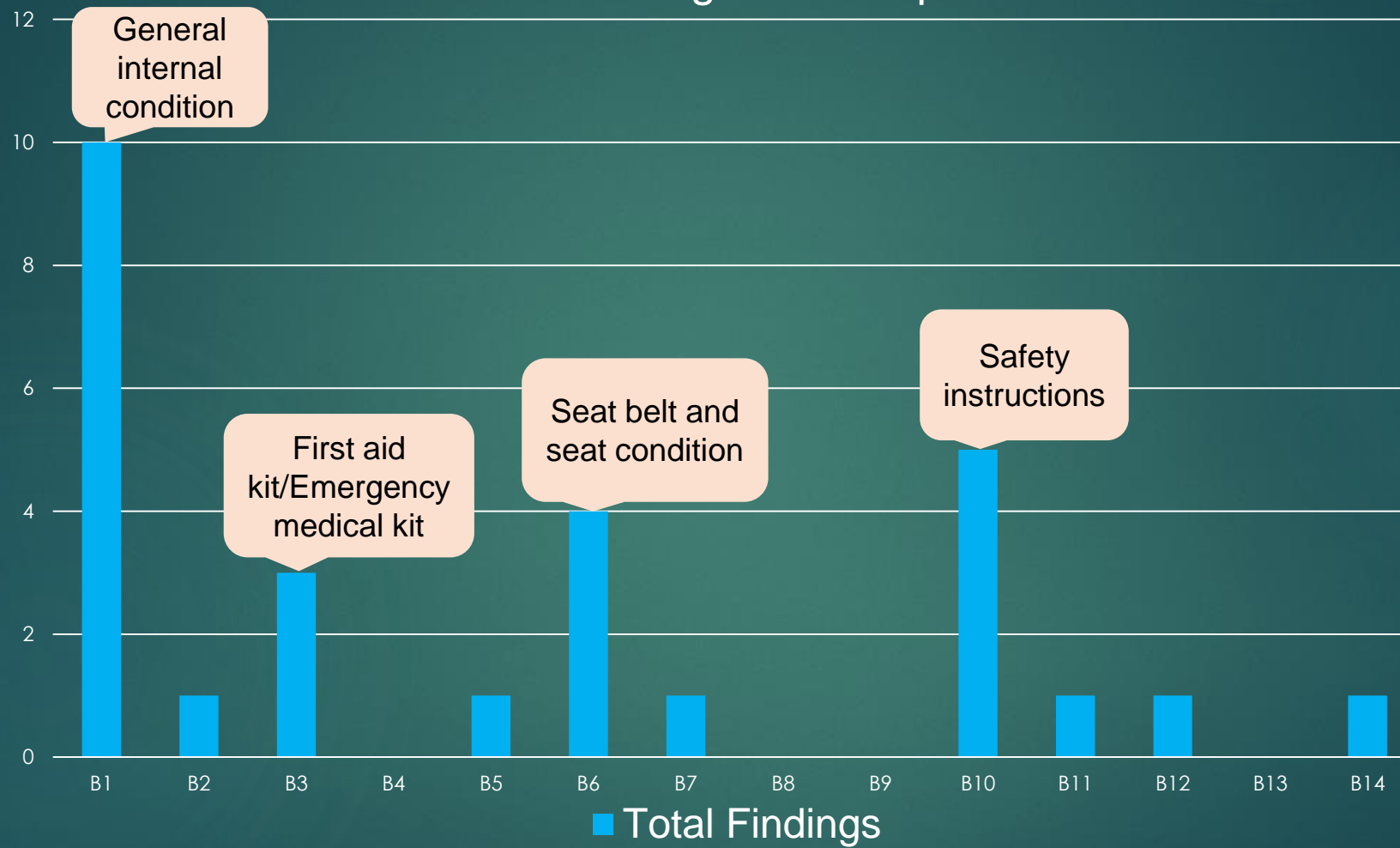
Total:
219

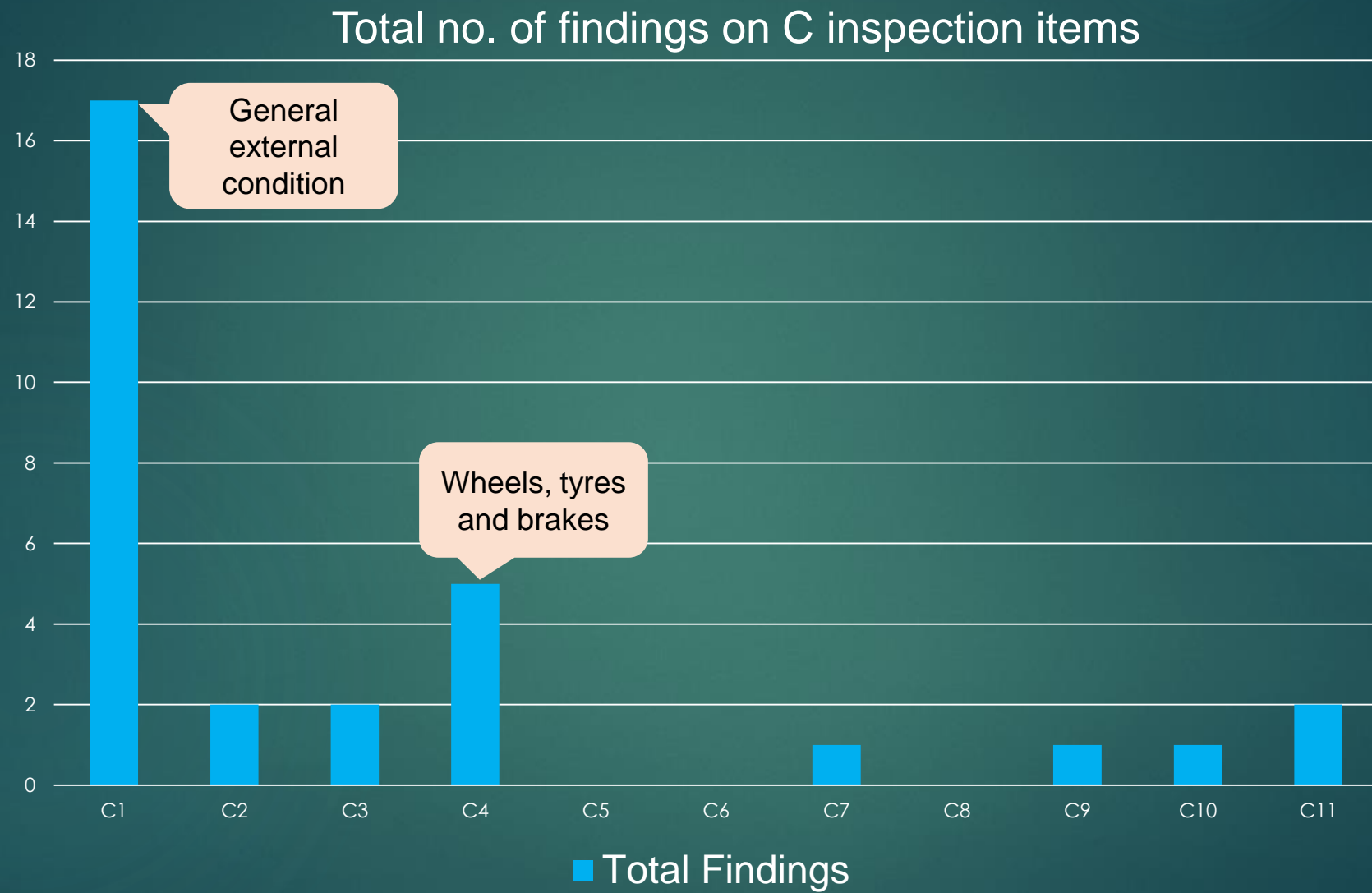


Total no. of findings on A inspection items

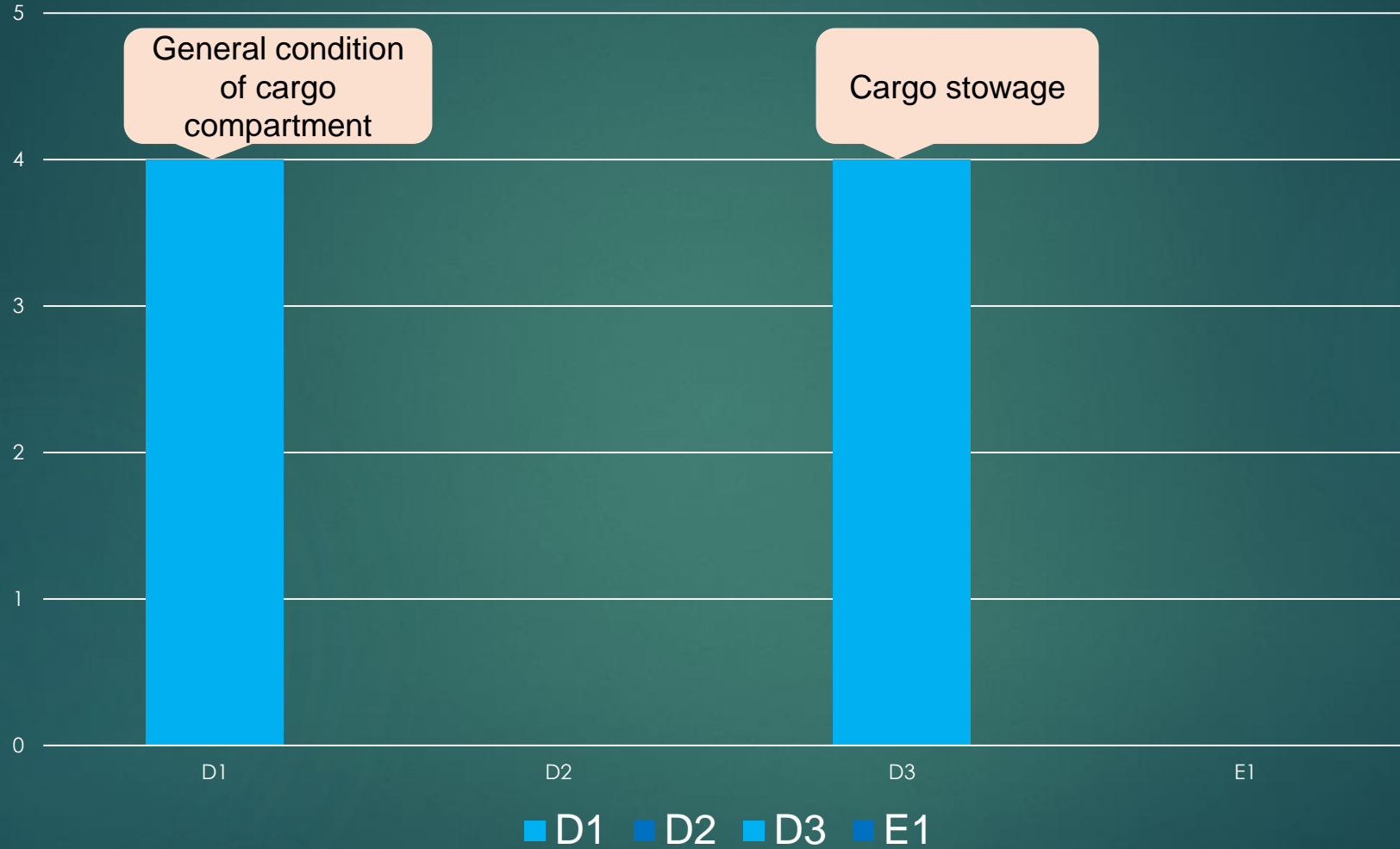


Total no. of findings on B inspection items





Total no. of findings on D and E inspection items



Top 5 findings on all inspection items



Analysis

- Top 5 findings were observed from consolidated reports as follows:
 - A23 (Flight deck : Defect notification and rectification – including Tech Log)
 - B1 (Safety/cabin :General internal condition)
 - B10 (Safety/cabin: Safety Instructions)
 - C1 (Aircraft condition: General external condition)
 - C4 (Aircraft condition: Wheels, tyres and brakes)
- Analysis performed on 199 reports submitted by AMSs

Key takeaway

- In view of the low number of data points, the Lead National Coordinator has for the 2018 report,
 - Not listed the operators having significant/ major findings at this time, as it presents an incomplete picture and draws unnecessary attention to the operators.
 - Not recommended operators or aircraft for prioritisation at this time, instead to leave this decision to the State.
- ASEAN Member States are encouraged to conduct inspections on foreign operators and submit completed checklist to the Lead National Coordinator for compilation and analysis.
- With more data, more useful analysis reports can be generated. This could help in each States' risk identification and risk mitigation efforts.
- **For discussion:** How do we encourage more submissions by ASEAN Member States.