Introducing

BOQA

(Bridge Operations Quality Assurance)

Who are we?

- **Market leaders for over 10 years in FOQA (the aviation equivalent of BOQA)**

  >160 National & International Airlines as clients

  >3,500 monitored commercial aircraft

- **We have never lost a customer to a competitor**

Why things need to change

Answer these questions and you will know why:

- **As a ship owner/operator how do I currently know what is happening on my vessels when they are underway?**
- **Are my safety and operating procedures being followed in and away from port?**
- **Can I rely on my crews to spot and/or report deviations from accepted procedures/incidents?**

Why things need to change

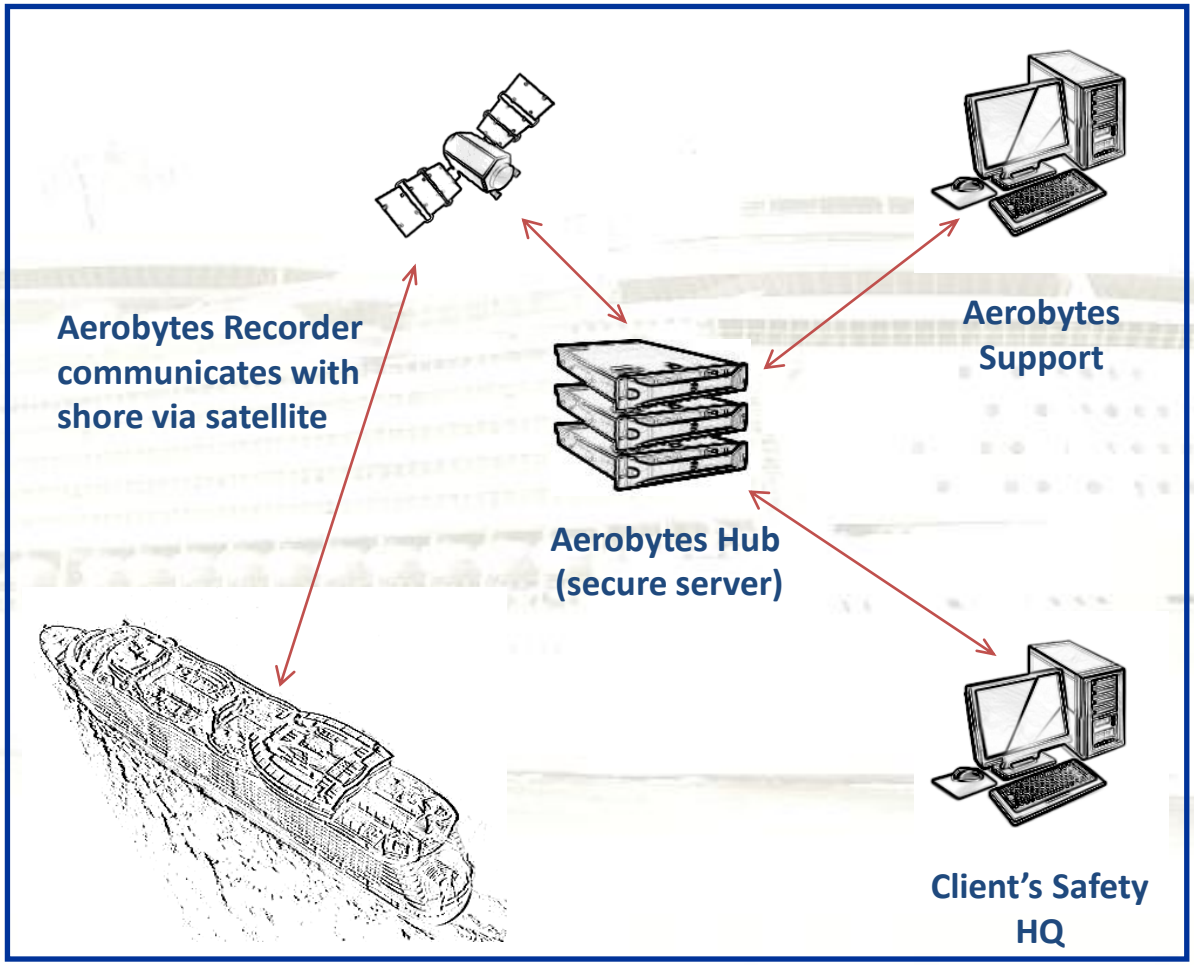
- The Marine Industry needs to adopt an even more proactive approach to Operational Risk Management
- There is currently no proactive system available to monitor adherence to Operating Procedures
- There is no readily available way to monitor and assess Standard Operational Policy effectiveness within the industry
- Global shipping is under pressure to perform and something must give.

It should never be safety!

How we can help

- Collect data from the bridge equipment
- Analyse it against agreed Standard Operating Procedures
- Notify parties of erosions of safety margins (“Events”)
- Track changes to procedure and their effectiveness in the reduction of risk
- Allow Ship Owners to monitor their entire fleet and compare data

The Big Picture



AIR (The Intelligent Recorder)

- AIR doesn't need to survive disasters like a VDR, so it is able to provide more features & flexibility than a VDR ever could.

- Onboard, real-time analysis
- Alerts sent back to HQ
- One year+ data retention
- Full remote access to data
- Remotely configurable
- Simple installation
- 'Panic' transmission mode*

(*starts when AIR detects a critical situation onboard)

Application

- A few of the things that you could monitor:

  Deviation from Planned Route, Draft, Stability, CPAs, Lane Violations, Heeling, Water Tight Doors, Engine RPM, Speed Limits, Pod and Rudder Steering, Rates of Turn, Roll, Pitch, Sea States and Meteorological Conditions, basically if it is recorded onboard we can easily monitor it within our system

- When we started in the aviation industry we had about 40 “Events”, now, with the collaboration of our clients we look for over 200 on every flight

What do you get from it?

- Vision – a clear picture of what happens when vessels are underway or in port
- Risk reduction – hard proof that actions have actually reduced both exposure and occurrence
- Information – Locations and precursors of incidents and what measures have actually reduced frequency and severity
- Evidence – data from incidents for analysis