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Agenda Item 29: Aviation Safety and Air Navigation Regional Implementation Coordination Mechanisms

**BENEFITS OF THE CENTRAL AMERICAN OPERATIONAL
EVENT ANALYSIS PROGRAM (PASOC) FOR THE REGION**

(Presented by the Member States of the Central American
Corporation for Air Navigation Services (COCESNA)²)

EXECUTIVE SUMMARY

This information paper presented by COCESNA/ACSA is to lay out the implementation of the Central American Operational Event Analysis Program (PASOC) and the scope of operational safety through the analysis of information.

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| <i>Strategic Objectives:</i> | This information paper relates to Strategic Objectives on Safety. |
| <i>Financial implications:</i> | N/A |
| <i>References:</i> | Annex 19 Annex 13 Doc 10004, <i>Global Aviation Safety Plan</i> Doc 9859, <i>Safety Management Manual (SMM)</i> (3rd edition) PASOC's Memorandum of Understanding |

1. INTRODUCTION

1.1 During the first global meeting of RASG-PA/01 that was held in Puntarenas, Costa Rica in 2009, COCESNA/ACSA discussed and approved to coordinate the implementation of a program to share information generated from the collection systems of aircraft; identifying hazards proactively and predictively. The program since it started was called PASO (Safety Action Group/Programa de Accion de Seguridad Operacional). To date, PASO continues with the face-to-face work sessions.

¹ English and Spanish versions provided by COCESNA.

² Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua.

1.2 The above mentioned served precisely for the evolution of a new program, expanding our initial mission that was the use of only technology to obtain information, evolving to include beyond the borders of one country, and promoted itself to a regional level with the purpose of uniting the Central American region with a single safety data base.

2. PROGRAMME BENEFITS

2.1 The vision of the 2020-2022 edition (draft) of the Global Aviation Safety Plan (GASP) is to achieve and maintain the safety goal that is expected from zero fatal accidents in commercial operations by 2030 and beyond, the global goal of safety to which it aspires is supported by the series of six objectives contained in the 2020-2022 edition of the GASP. For the 2020-2022 edition of the GASP, the following objectives are proposed:

Objective 1: Achieve a continuous reduction of safety risks.

Objective 2: Strengthen the capacity of States in the area of safety oversight.

Objective 3: Implement effective state safety programs.

Objective 4: Increase collaboration at the regional level.

Objective 5: Expand the use of industry programs.

Objective 6: Ensure the availability of adequate infrastructure so that operations can develop in safety conditions.

2.2 In the obligation to continually improve aviation's safety performance internationally, by providing a collaborative framework to States, regions and industry, the purpose of the GASP is to reinforce the global civil aviation safety with the following values:

- a) promote a culture that encourages safety;
- b) recognize and promote the responsibility of the aviation sector with respect to the safety of people;
- c) promote collaboration, teamwork and mutual learning of safety management;
- d) protection of information and safety data;
- e) promote the sharing and exchange of information on safety;
- f) make decisions based on data;
- g) encourage the allocation of priorities according to risk;
- h) ensure that the measures and resources are proportional to the risk; and
- i) proactively handle the issues that arise.

2.3 Therefore, ACSA elevated to the Technical Committee of COCESNA the creation of the Central American Operational Event Analysis Program (PASOC) under the scope of the Regional Safety Program and the initiatives of the Global Aviation Safety Plan (GASP) 2020-2022.

2.4 PASOC, promoted by ACSA is intended for the collection of information on safety deficiencies and hazards during the provision of aeronautical services, seeking to avoid duplication of efforts and more efficiency in managing and reducing safety risks in Central America. PASOC uses the basic principles of a safety management system (SMS), and seeks to strengthen industry such as; airlines, airports, air navigation service providers, maintenance organizations, and aeronautical authorities, in the rethinking of a new approach to the management of risks in their operations.

2.5 With the approval, support, and delivery of resources of the Honorable Steering Committee of COCESNA, the creation and implementation of the Program has been achieved. ACSA as a Regional Safety Oversight Organization leads the implementation, operation and promotion of PASOC.

2.6 PASOC provides the Central American States with a safety data collection and processing system (SDCPS), a requirement incorporated in Annexes 13 and 19, being one of the main basis for modern safety management systems. Therefore, PASOC provides the States with a unified program of notifications about deficiencies, hazards, and safety events, with a policy of confidentiality, protection and without reprisals for the notifiers. In parallel, all the information collected through PASOC, once analyzed and processed to safety data, will generate mitigation plans, acceptable levels of safety and regional decision making. PASOC adopted the ECCAIRS software together with the ADREP taxonomy recommended by the International Civil Aviation Organization (ICAO), as the standardized software and taxonomy to be used for the encoding of safety notifications.

2.7 PASOC, as one of its initiatives under the scope to use technology, has signed a Memorandum of Understanding (MoU) with IATA, to share data from its Flight Data Exchange (FDX) program and the Global Data Management Program (GADM). Additionally, the software called Integrated Management Solutions (IMx) of IATA and the BowTieXP of CGE Risk Management Solutions had been acquired.

2.8 The IMX is a software that allows to efficiently manage the elements for the processing and analysis of information in a single platform, with the advantage that the tool provides the connection and compatibility with the ECCAIRS software.

2.9 PASOC has an additional computer tool known as BowTieXP, which allows the easy creation of diagrams that identify the possible sources of risks and their corresponding consequences. This technique allows raising the barriers that constitute the source for recommendations and decision making, being unique in its ability to visualize complex risks in an understandable way. The BowTie shape clearly differentiates between the proactive and reactive side of risk management.

2.10 Constant activities of the PASOC:

- Dissemination and workshops of notification to PASOC to States and Industry.
- Function, maintenance and improvements of the website (pasoc.org) with the purpose of having a permanent mechanism to capture safety information.
- Training and updating of the analysis team for the function of the program.
- Guide and support of specialists from SENASA and EASA to the analysis work team.
- Working sessions with the aeronautical industry of the region.

2.11 PASOC as an active participant of the Regional Aviation Safety Team Panamerica (PA-RAST), will analyze the safety recommendations disseminated from the Detail Implementation Plans (DIPs) made by the working group in order to promote the implementation outputs among States and industry within the Region, and to enrich data collection, analysis and use for effective and data-driven decision-making. PASOC has the initiative and has been welcomed by the PA-RAST to provide additional data sources for the PA-RAST for safety risk analysis.

2.12 PASOC currently has obtained 260 reactive safety related notifications within the region, which have been analyzed and will be included in the annual report.

3. CONCLUSION

3.1 With the implementation of PASOC, the Central American States will comply with the following standards and objectives:

- Appendix B of Annex 19, in terms of having a Safety Data Collection and Processing System.
- Attachment E of Annex 13, regarding having a system that protects the data and the informant.
- Monitor the safety hazards that affect our countries and the Region.
- Sharing information with ICAO, regional groups (RASG-PA) and other regions.
- Exchange of experiences acquired in the implementation of this program.
- The States with the safety data provided by PASOC, will be able to elaborate their acceptable level of safety performance (ALOSP) and improve their Annual Surveillance Programs based on the evidence of their data.

3.2 The Assembly is invited to take note of the implementation, operation, progress and promotion of the PASOC program.

3.3 The Assembly is invited to promote the creation of Regional Notification Programs intended for the collection of safety deficiencies proactively. These programs could avoid the duplication of efforts and more efficiency in managing and reducing safety risks within a Region.

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