



PA-RAST/71

Sao Paulo, Brasil

August 27th, 2026

GESOC

(Central America Safety Group)

Objective

Inform the meeting about the GESOC (Central America Safety Group) initiative to establish and implement a collaborative regional mechanism (CST) for the voluntary and de-identified FOQA/FDAP data sharing program, as well as data from other sources, among operators/service providers (SPs), the Central American States, and COCESNA/ACSA. The purpose of this mechanism is to identify regional safety risks, trends and develop coordinated proactive actions to eliminate or mitigate such risks and keep them under control at



Background

- At the RASG-PA/2 meeting held in Bogotá, Colombia, the PASO Project (Operational Safety Action Program) was approved. PASO became the first FOQA data-sharing program in Latin America.
- Active members: TACA International, TACA PERÚ, LACSA and COPA Airlines, the DGAC of Costa Rica and COCESNA/ACSA.
- As observers and supporters participate ALTA, IATA and AIRBUS.
- PASO operated from 2008 to 2018, achieving significant safety improvements in Costa Rica and other Central American countries, including:
 1. Commissioning of the PAPI lights on RWY 07 at MROC (unstable approaches)
 2. Re-installation Anemometers in MROC (exceeding maximum component of tailwind speed)
 3. In MGGT several safety improvements including the establishment of visual corridors for general aviation, a review of heliports existing in La Aurora TMA, communication procedures between the ANS of San José Airport and La Aurora Intl. Airport, the redesign of the ILS for RWY 01 (La Aurora TMA)



Development

- Actually with the establishment and operation of GESOC, the experience gained through PASO, and the participation of the Central American States in the PA-RAST, the States agree to establish and implement a CST.
- The participants are: the SMS of the Central American Operators, the SSPs of the Central American States and COCESNA/ACSA.
- The objective of the CST is to strengthen the regional cooperation and enhancing safety through analyze, share safety information and coordinate risk mitigation initiatives.

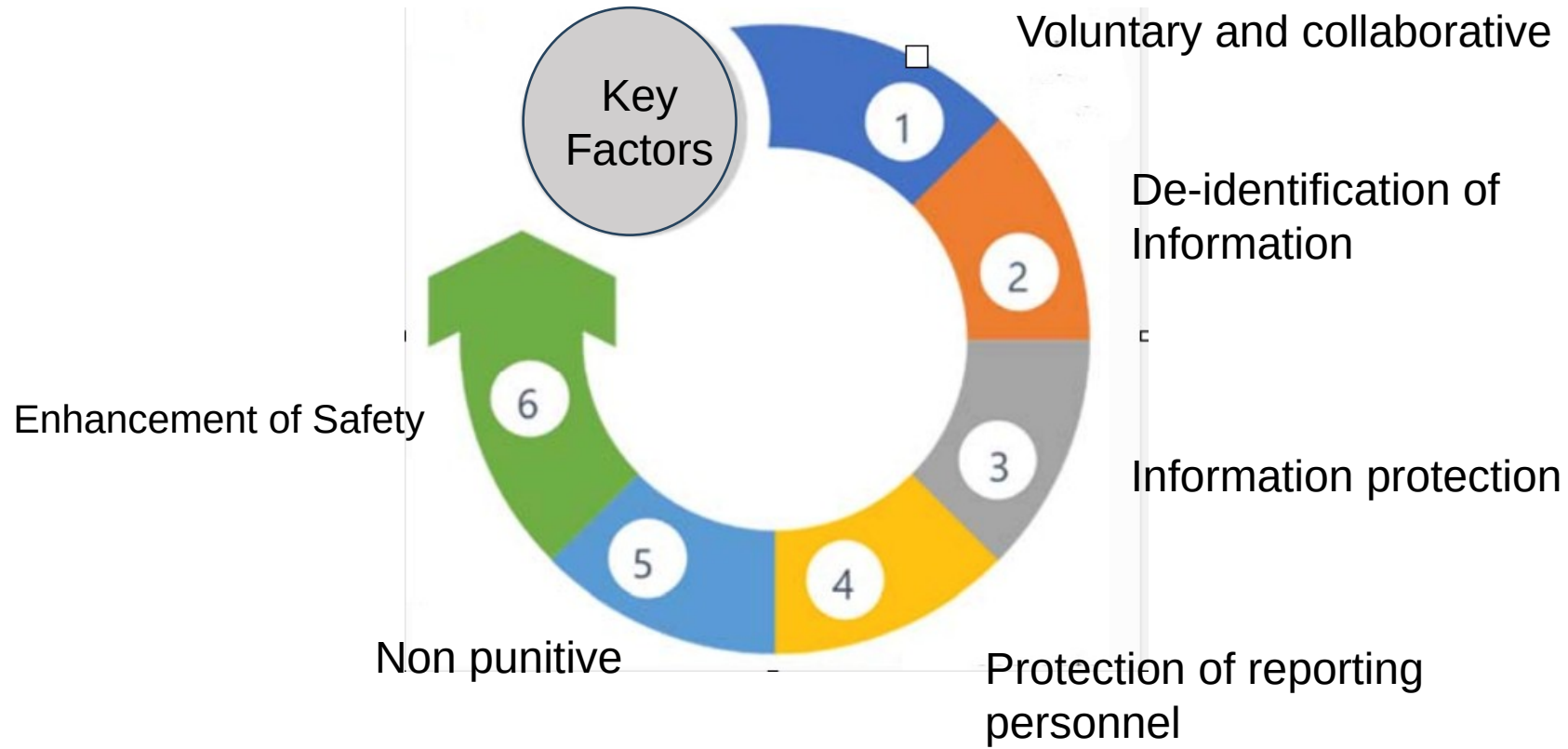


Development Cont.

- The first meeting was held on May 26th, 2026.
- All SSPs of the Central American States were gathered in Belize, while the following service providers participated virtually:
- **Belize:** -Tropic Air
-ASTRUM Helicopters
- **Guatemala:** -Helicópteros de Guatemala
- **Honduras:** -CM Airlines
- **El Salvador:** - TACA International (Avianca)
- Volaris El Salvador
- **Costa Rica:** -SANSA
-Volaris Costa Rica
-Avianca Costa Rica



Development Cont.



CST Principles

Legal Protection



Formal Agree:

- ✓ Non Punitive
- ✓ Confidence
- ✓ Protection of Information
- ✓ Protection reporting personnel
- ✓ De-identification of information



Regional Context

- Shared operations within constrained Airspace
- Airports with infrastructure limitations
- High frequency of operations by the same operator across multiple States
- Recurring similar events throughout the región
- Need to strengthen data-driven regional analysis

Current Safety Challenges

- FOQA análisis is currently conducted individually by each operator.
- There is no structured regional mechanism for the exchange of de-identified safety information.
- Regional visibility of safety trends remains limited.
- There is a need for collaborative actions between the Central American States and the aviation industry to mitigate common safety risks.

Participants – Initial Phase AOCs/ States

- Avianca CR
- Volaris CR
- TACA El Salvador
- Volaris El Salvador
- Aviateca
- DHL Guatemala
- TAG Airlines
- CM Airlines
- Tropic Air
- **PHASE 2**
- ANSPs
- La Costeña
- International Airports
- Belize
- Costa Rica
- El Salvador
- Guatemala
- Honduras
- Nicaragua

Gobernance and Structure

- **Technical Coordination:**

- ACSA
- SSP Coordinators

- **Meetings Coordinator:**

- ACSA

- **Participants:**

- Operators SMS representatives
- Special guests (when apply)

FOQA events to share (examples)

Examples of typical events to share



Unstable Approaches



Go-arounds



TCAS RA



GPWS warnings



GNSS Spoofing events



Lateral deviations during approach



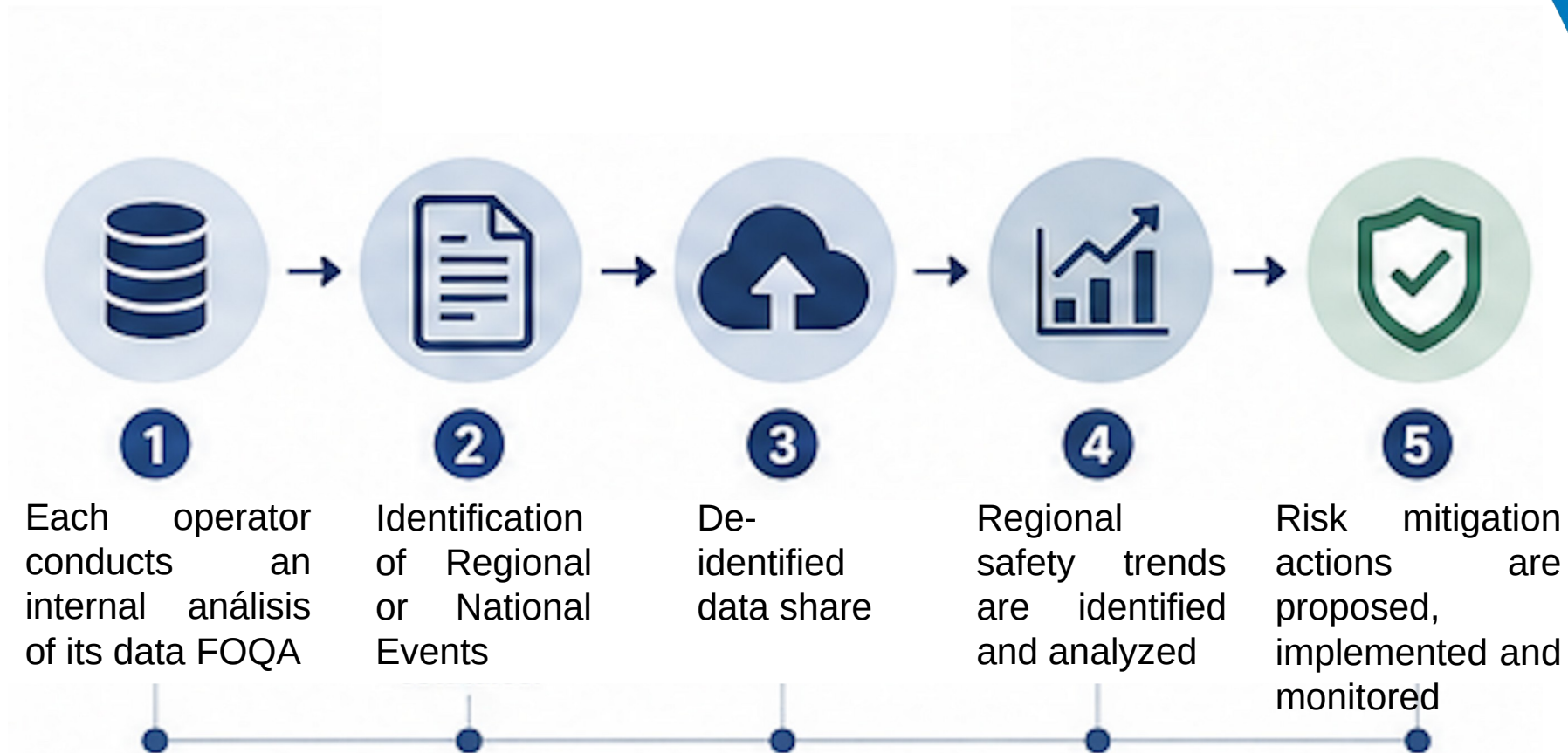
High speed rejected takeoffs



Hard landings



Flow of Information



Deliverables and Benefits

- Quarterly and/or Bi-annual regional safety reports
 - Prioritized list of common safety risks
 - Regional safety recommendations
 - Proposals for safety improvements
 - Inputs to SSPs and regional bodies like RASG PA
- ***For Operators:***
 - Regional Benchmarking
 - Early identification of hazards
 - Strengthening of SMS
 - ***For States:***
 - Strengthening of SSPs
 - Regional safety data
 - Harmonized risk mitigation measures

Example



If 3 operators shows:



**An increment in unstable approaches
in the same airport and runway**

The CST can:

- Analyze common factors (geography, wind, ATC vectors, weather, obstacles)
- Coordinate with ANSP
- Develop regional briefings
- Issue Safety recommendations

Implementation Phases

- **Phase 1 – 3 months (may 2026)**
 - Inicio de sesiones
 - Acuerdo de confidencialidad
- **Phase 2 – 6 months (november 2026)**
 - CST Manual
 - MoU Signed
 - More Operators included
- **Phase 3 – Integration 12 meses (may 2027)**
 - Integration of ANSPs
 - Integration of International Airports

Meetings



Quarterly
(Virtual)



Extraordinary
Meetings
(Virtual)



One annual
in-person
meeting

The second CST meeting will take place next Wednesday August 26th, and will be held virtually.

Conclusion

- The Central American CST represents a strategic step toward a proactive regional safety model based on collaboration, data sharing, and the harmonized mitigation of safety risks.
- Accordingly, PA-RAST is invited to support and collaborate in the establishment and implementation of the CST proposed.



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¡ Thanks !