



International Civil Aviation Organization  
**Fourth Meeting of the Regional Aviation Safety Group**  
 – Pan America (RASG-PA/04)  
 Miami, United States, 19 - 21 October 2011



**Agenda Item 4: RASG-PA Projects**  
**4.3 RASG-PA GSI-12 Project - Use of Technology to Enhance Safety**

**INFORMATION SHARING**

(Presented by COCESNA)

**SUMMARY**

This paper summarizes the progress accomplished by RASG-PA Project GSI-12 (Use of Technology for Safety Enhancement), which is championed by COCESNA/ACSA. The project as carried out by COCESNA/ACSA is also known as the Action Programme for Safety (PASO).

The project goal is to utilize the Flight Operations Quality Assurance programme (FOQA) in order to assess the risks associated with routine operations and to use the information to manage and mitigate those risks.

The scope of the project establishes agreements with different aviation stakeholders to share FOQA information so that the stakeholders can identify and mitigate safety risks more efficiently.

**References:**

- Global Aviation Safety Plan, GSI-12
- Global Aviation Safety Roadmap, Focus Area 12
- ICAO Annex 6

<b>Strategic Objective</b>	<i>This working paper is related to Strategic Objective A</i>
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**1. Introduction**

1.1 One underutilized aviation industry tool is the FOQA programme. The FOQA programme objective is to provide airline operators with flight operation information to enable them to better understand the safety risks during flight operations and assist them with improving the management of the risk involved with such operations. The sharing of this information could also be of great benefit to the entire global aviation community as the risks, which have been identified, may extend beyond the scope of the airline operation.

## **2. Background**

2.1 The initiative for a pilot programme to share FOQA data was first discussed during the workshop on the Global Aviation Safety Roadmap (GASR) held in Bogota, Colombia, in May 2008.

2.2 During RASG-PA/01, the Meeting discussed and approved a pilot project championed by COCESNA/ACSA to begin coordination with air operators on how to share safety data information. The project was named RASG-PA Project 3, but later it was updated and the project became known as RASG-PA Project GSI-12.

2.3 At the RASG-PA/02 Meeting in November 2009 held in Bogotá, Colombia, COCESNA/ACSA informed RASG-PA members on the progress of the project and the many barriers that were being encountered with the implementation of the project. Because of the potential long-term benefits of the project, RASG-PA members encouraged COCESNA/ACSA to continue to pursue implementation of the project. To assist COCESNA/ACSA with implementation and to strengthen support, AIRBUS and ALTA committed to join the project.

2.4 In October 2010 during the RASG-PA/03 Meeting, COCESNA/ACSA briefed the RASG-PA membership on the status of the project. Project implementation had resulted in a partnership between the Costa Rican DGAC, an airline operator and COCESNA/ACSA. Though the full implementation of sharing information had not yet been accomplished at the time of the meeting, information exchanges between the partners were being discussed and trend information was being shared in order to begin mitigation of safety risks that were identified by the parties.

2.5 COCESNA/ACSA informed the RASG-PA/03 Meeting that it would continue to implement and expand the program with the necessary agreements in place to fully utilize FOQA data. However, in order to fully implement the project to share FOQA data, it required overcoming many obstacles. Some of the obstacles included: trust, legal implications, de-identifying the data, costs and shared objectives.

## **3. Program Status**

3.1 Since the RASG-PA/03 Meeting, there have been numerous activities related to the RASG-PA GSI-12 Project. There have been eight face-to-face meetings between the Costa Rican DGAC, airline operator, and COCESNA/ACSA in order to exchange data and analyze risk areas. ALTA and Airbus, project supporters, have also been involved in many of the activities to date. As a result of these meetings and the sharing of trend information, several mitigation plans were developed to address risk areas. To continue with further implementation of the project, stakeholders have also agreed to expand the program to a second or third air operator.

3.2 As a result of the meetings to share trend information, one of the mitigation plans developed to address unstabilized approaches provided positive results. During the months of August, September and October 2010, there were no recorded unstabilized approaches at the Juan Santamaría Airport, San Jose, Costa Rica. The stakeholders agreed that it would be beneficial to expand the project and also include air traffic control personnel who are now actively involved.

3.3 During this same timeframe, the parties were working together to mitigate the risk of resolution advisories (RAs) in the airspace of Juan Santamaría International Airport. The mitigation action was to restructure the airspace of Juan Santamaría International Airport and create VFR corridors for general aviation aircraft that operate in and around Tobías Bolaños International Airport, which is only 5 NM from Juan Santamaría Airport. This restructuring of airspace occurred in late 2009. The mitigation action was successful based on statistical data. In 2009, the operator had 13 RA's. In 2010, after the redesign, the airspace of Juan Santamaría had only 3 RAs, and as of this year (August 2011) the operator has only reported 4 RAs. After reviewing the data, we can only conclude that the mitigation actions taken to reduce RAs were a success because the rate of RAs in the Traffic Management Area of Juan Santamaría International Airport has decreased dramatically. An additional airline operator who will soon be joining the GSI-12 RASG-PA Project also confirmed that data.

3.4 As a result of GSI-12 activities the parties are close to finalizing a specific mitigation effort for RWY 25 at San Jose International Airport (MROC). A meeting was held in Costa Rica on 21 July and August 19 with stakeholders to finalize the mitigation efforts. The CYRUS draft procedure to RWY 25 of MROC was flight-checked both in a simulator and in actual flight; however the operator found errors and advised ATC personnel of the DGAC of Costa Rica. Once the errors are corrected, the amended procedure will be re-tested. Once the CYRUS procedure is approved, it will be published according to the AIRAC cycle.

3.5 The DGAC of Guatemala and safety officers from two regional operators held a meeting on July 14 with the assistance of COCESNA/ACSA, to discuss some operational issues at the La Aurora International Airport under the umbrella of GSI-12. As a result of this meeting, the DGAC of Guatemala requested assistance from COCESNA/ACSA and COCESNA/ACNA to implement aviation risk mitigation measures. The areas of concern identified included resolution alerts, slippery runways and ATC instructions regarding course guidance. Mitigation actions being considered include: ATC personnel training, which would include, CFIT, ALAR, TCAS, RE and LOC-I. Additional strategies would include restructuring the airspace of La Aurora International Airport to include VFR corridors similar to what was developed by ATC personnel in SJO.

3.6 The effort to add another operator to the GSI-12 Project has been ongoing. An airline operator was invited and has already participated in several meetings that were held on September 21st in Guatemala and October 6th in Costa Rica. (This operator previously participated as an observer in the last two meetings on July 21st and August 19th in Costa Rica).

3.7 COCESNA/ACSA recently held a coordination meeting with the DGAC of Guatemala with the objective of joining the GSI-12 Project. Another airline operator has formally requested to be part of this GSI-12 Project. A meeting was held the 18th of August to continue coordinating this effort. The Deputy Director of COCESNA/ACSA reconfirmed ACSA's efforts to work with Guatemala in the GSI-12 Project and mentioned other possible Central American States who could possibly join the efforts in the future.

#### **4. Conclusion**

4.1 The GSI-12 Project is aligned with the GASP and GASR by supporting a safe global aviation system through the promotion of a regional work program that includes the planning, implementation and monitoring of the detailed activities and their timelines.

4.2 The success of the RASG-PA GSI-12 Project is dependent on the commitment, participation and contributions of States and industry alike.

5. **Action by the Meeting**

5.1 The Meeting is invited to:

- a) note the information contained in this information paper; and
- b) continue supporting the RASG-PA GSI-12 Project by participating in project activities, meetings and providing contributions including: experts, training, hosting events, and sharing safety information, experience and tools.

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