



ICAO

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WORKING PAPER

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**Thirty Third Pan America — Regional Aviation Safety Team Meeting (PA-RAST/33)
Quito, Ecuador – 13 to 15 August 2018**

**Agenda Item 6: NAM/CAR Regional Safety/Air Navigation/Aviation Security
(Safety Improvements/Development and Achievements)**

**PROGRESS STATUS OF THE CENTRAL AMERICAN SAFETY EVENTS ANALYSIS
PROGRAM (PASOC)**

(Presented by COCESNA)

EXECUTIVE SUMMARY	
This paper shows the initiative of Cocesna/ACSA in regards to the PASOC implementation at the Central American level, and the scope in safety through information.	
<i>Strategic Objectives::</i>	<ul style="list-style-type: none">• Safety• Reactive, Proactive and Predictive Information
<i>References:</i>	<ul style="list-style-type: none">• GASP• GASR• Annex 19• Annex 13• Annex 6• Doc. 9859 3ed.• PASO's Memorandum of Understanding (MOU)

1. Introduction

1.1 During the first RASG-PA/01 global meeting held in Puntarenas, Costa Rica in 2009, it was discussed and approved that Cocesna/ACSA would coordinate the implementation of a pilot program for sharing data generated by aircraft computers. In the case of AIRBUS, this is known as Flight Operational Quality Assurance (FOQA), a voluntary safety program created to improve aviation safety through the proactive and predictive use of recorded flight data. The program is called Safety Action Program (PASO, for its acronym in Spanish). So far, PASO has conducted 41 face-to-face meetings and attended a series of international meetings where worksheets and working papers were presented.

1.2 The above helped to evolve this program from just using technology to obtain data to going beyond the borders of a country and making a name for itself at a regional level. This has served as a liaison between operators and the participating Civil Aviation Authorities, as well as to protect those sources of information. This situation will help build trust in the program.

2. Development

2.1 Consequently, Cocesna/ACSA proposed the creation of a Central American Safety Events Analysis Program (PASOC, for its acronym in Spanish) aligned with the initiative of the Regional Safety Program (RSP), through the chairmanship of the Technical Committee of COCESNA. PASOC aims to avoid duplication of efforts and improve the efficiency in managing and reducing safety risks in Central America. PASOC works using the basic principles of safety management and addressing aviation systems such as training organizations, operators, AMOs, aerodromes, and air traffic services as a whole.

2.2 ACSA, as a Regional Safety Oversight Organization (RSOO), leads the implementation of this Program.

2.3 PASOC, and therefore the Regional Safety Plan (RSP), were approved by the Board of Directors of COCESNA through resolution ROCD 2017/203.2.4 in October 2017. PASOC adopts ECCAIRS and the ADREP taxonomy as the software and standardized taxonomy to be used for the classification of hazards/safety events.

2.4 PASOC allows the Central American States to have a Safety Data Collection and Processing System (SDCPS), a requirement incorporated in Annexes 13 and 19, which comprises a fundamental part of the Central American SSPs. PASOC fills this gap by having a unified program for the reporting of deficiencies, hazards and safety events, and a policy to properly notify them without retaliation. At the same time, all data collected through PASOC will serve to analyze the events from a regional point of view.

2.5 Completed PASOC activities:

- The signing of a Memorandum of Understanding (MOU) with IATA for data sharing of its Flight Data Exchange (FDX) and the Global Aviation Data Management (GADM) programs.
- Preparation of regulations and procedures.
- Preparation of a possible agreement for data and reporters' protection.
- Training for the establishment of a system for the treatment of events (SORA-SENASA).
- Purchase of the Bow-Tie license and training.
- Seminar/workshop addressed to legal experts to review the Primary Aviation Legislation of the States and incorporate the protection of information sources and a suitable protection framework for informants and the information itself.
- Training at the European Coordination Center for Accident and Incident Reporting Systems (ECCAIRS).
- Installation of the latest version of ECCAIRS.
- Training on Severity/Risk Assessment.
- Workshop on Fatigue Risk Management System (FRMS).
- Acquisition of servers, computers and a physical space for the PASOC operation.

2.6 Scheduled PASOC activities in 2018:

- Software acquisition from IATA for data processing and the respective analysis.
- Dissemination and training to safety coordinators on the notification procedures.
- Implementation of mechanisms and communication lines for data capture from reports.
- Training in the operation and analysis of the computer system to the team of specialists.
- On the job training (OJT) to the team of specialists by SENASA.

- Implementation of PASOC regulations and procedures.
- Incorporation of PASOC into the SIAR Evolution System of Cocesna/ACSA.
- Launch of PASOC to the public.

3 **Conclusions**

3.1 With the implementation of PASOC, the Central American States will meet the following objectives:

- Comply with the requirement of Appendix B of Annex 19 in terms of having a Safety Data Collection and Processing System (SDCPS).
- Comply with the requirement of Appendix E of Annex 13 in terms of having a system to protect data on safety risk events and the reporters.
- Have the knowledge to be able to monitor the safety hazards that affect our countries and the region.
- Share with ICAO and other regions the experiences acquired in the implementation of this program.
- The States will improve their Annual Surveillance Plans by using the evidence provided by the operational safety data obtained.

4 **Suggested actions**

4.1 The Meeting is invited to take note of the information provided by COCESNA/ACSA on PASOC.