



Agenda Item 4 RASG-PA Projects
4.3 Flight Operations Quality Assurance (FOQA) Data Sharing Report

REPORT ON THE FOQA SHARING INFORMATION PROGRAMME (PASO)
(Presented by PASO)

SUMMARY	
This working paper provides an update on the activities of the Safety Action Programme (PASO), which is aligned with the GSI-12: Effective use of technology to enhance safety; the exchange of FOQA information between operators and the CAA of Costa Rica and COCESNA/ACSA (RSOO).	
References:	
<ul style="list-style-type: none">• Global Aviation Safety Plan (GASP), GSI-12• Annex 6, Part I, International Commercial Air Transport – Aircraft	
Strategic Objective	<i>This working paper is related to Strategic Objective A – Safety</i>

1. Introduction

1.1 During the RASG-PA/01 Meeting, a project was established, with COCESNA/ACSA acting as project lead, to coordinate implementation of a pilot programme on FOQA data sharing with an airline operator in Central America. This programme was renamed the GSI-12 Project in alignment with the GASP initiative.

1.2 COCESNA/ACSA briefed the RASG-PA plenary on the progress of the project and the barriers encountered during the RASG-PA/02 Meeting in Bogota. The RASG-PA members encouraged COCESNA/ACSA to continue with the project. As a result, ALTA and AIRBUS joined the project to strengthen it and support the concerned parties.

1.3 At the beginning of 2010, after almost a year of meeting informally, a statement of intent was signed between an airline operator in the region, the Costa Rica (DGAC) and COCESNA/ACSA, formally identifying the project as the PASO (Safety Action Programme).

1.4 To date, PASO has conducted 17 face-to-face meetings where risk management analysis of the most significant adverse trends shown by the operator’s FOQA programme within Costa Rican airspace and others has been carried out. In addition to these analyses, PASO has been devoted to recommending mitigation measures with the single purpose of mitigating the risks shown by the FOQA programme, thus improving safety in the region.

1.5 Since 2012, PASO has worked in coordination with the Runway Safety Team (RST) formed by the Costa Rica DGAC. PASO has provided the RST with information on known hazards. In response, the RST has coordinated with the appropriate senior managers, recommending that necessary risk mitigation measures be taken.

1.6 Respecting participant schedules and the available time in this meeting, we have chosen three tendencies from the work done by PASO: Resolution Advisories (RA's – TMA MROC); Take-offs and Landing Events with Excessive Tailwind; and important events generated by Miscalibration of PAPI Lights (comparative analysis).

1.7 We have been able to achieve lower risk rates, which have led to more acceptable trend levels. In other cases, we continue to work to achieve more acceptable indicator levels to improve safety.

2 PASO invites RASG-PA /06 Plenary, to:

- a) take note of this working paper; and
- b) support the strengthening of the PASO programme and the development of similar programmes in other places of the Region.