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WORKING PAPER

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Seventh Regional Aviation Safety Group – Pan America Annual Plenary Meeting (RASG-PA/7)
Willemstad, Curaçao, 11 -12 September 2014

Agenda Item 4: RASG-PA Projects Reports
4.1 Flight Operations Quality Assurance (FOQA) Data Sharing (PASO)

**FLIGHT OPERATIONS QUALITY ASSURANCE (FOQA) DATA SHARING (PASO) AND
AERONAUTIC EVENTS NOTIFICATION SYSTEM (SINSA)**

(Presented by COCESNA/ACSA)

EXECUTIVE SUMMARY

With this working paper, Corporación Centroamericana de Servicios para la Navegación Aérea/Agencia Centroamericana para la Seguridad Aeronáutica (COCESNA/ACSA), as a Regional Safety Oversight Organization (RSOO) in Central America, reports the Meeting on the Aeronautic Events Notification System (SINSA) Project, within which Flight Operations Quality Assurance (FOQA) Data Sharing (PASO) is fundamental. SINSA aims to receive, process, and analyze data, events and safety reports, mandatory and voluntary, within the Central America Region States, including negative tendencies collected by PASO, through the service providers FOQA programme.

Action:	Suggested action is presented in Section 4.
<i>Strategic Objective:</i>	<ul style="list-style-type: none">• Safety
<i>References:</i>	<ul style="list-style-type: none">• Global Aviation Safety Plan (GASP)• Global Aviation Safety Roadmap (GASR)• ICAO Annex 19• Annex 6, Part I

1. Introduction

1.1 The pilot programme initiative to share Flight Operations Quality Assurance (FOQA) data was first discussed during the Global Aviation Safety Roadmap (GASR) workshop, held in Bogota, Colombia, in May 2008.

1.2 During RASG-PA/1 Meeting, held in Puntarenas, Costa Rica, the GSI-12 Project was assigned to COCESNA/ACSA, this project refers to the "*Use of technology to enhance safety*", known as PASO.

1.3 Since its beginning, PASO has held 24 meetings where FOQA programme flight operators major risks have been analyzed, within the Costa Rica and other Central American Regions air space. In addition to this analysis, PASO has been focused in the recommendation of mitigation measures, with the only purpose of reducing the negative tendencies shown by the programme participants and enhancing safety in the Region.

2. Discussion

2.1 As a result of PASO acceptance by the Civil Aviation Authorities (CAAs) and the industry in the Region, and, in compliance with the strategic objective of strengthening the Central America Region safety, ACSA develops a series of projects to support the implementation of State Safety Programme (SSP) and Safety Management System (SMS) by service providers. As part of this support, by the end of 2013 COCESNA/ACSA considered to develop a project to guarantee the collection, storage, analysis and safety data sharing, not only the one obtained from the PASO programme, but also those mandatory and voluntary reports from Air Traffic Service (ATS) Control Centres, approved maintenance organizations (OMA), airport operators, ground handling service companies, aviation and other technical personnel, in order to provide to States a safety data collecting and processing system, as established in ICAO *Annex 19*.

2.2 SINSa project was presented in June 2014 to the COCESNA Steering Committee, who approved it and appointed ACSA as the responsible coordinator of this initiative for the member States.

2.3 SINSa uses as tool the European Coordination Centre for Aviation Incident Reporting System (ECCAIRS), software recommended by ICAO for (events) safety data collection and analysis. Each Central American State will manage its own data base, and will report to COCESNA/ACSA the data collected in the system, which will be shared with the rest of the States.

2.4 It is highlighted that SINSa is based in the voluntary notification, confidentiality and impunity principles, whose only objective is to enhance safety in every Central America Region State.

2.5 SINSa aims to gather all the events or occurrences that affect or could affect safety in Central American States, these input will provide a data base that will support the proactive and predictive recognition of identified risks in our Region; this data collection will permit the analysis and management of the identified risk; this management will include the general mitigation measures proposal to States and the issue of reports with safety indicators, objectives and warnings for the industry and CAAs.

2.6 In accordance with the Project plan, the following activities have been conducted to date:

- a) Project approval by the COCESNA Steering Committee
- b) 2014 budget approval
- c) Distribution of communication to the Regional CAAs informing about the programme creation and requesting the State SSP focal point appointment for its participation in such programme
- d) The hardware equipment is in purchase process
- e) Training of two persons in the Accident/incident Data Reporting System (ADREP) ECCAIRS System, Version 5.0
- f) ADREP ECCAIRS software installation

2.7 Pending activities:

- a) 2015 budget submission to COCESNA for its approval
- b) Visits to States to provide training on ADREP ECCAIRS software to the personnel in charge of the State SSP for SINSAs input and operation
- c) SINSAs project launch and implementation

2.8 SINSAs meets ICAO Annex 19, Chapter 5.1 requirements regarding safety data collection, which establishes: *“5.1.1 Each State shall establish a mandatory incident reporting system to facilitate collection of information on actual or potential safety deficiencies.”*

2.9 Annex 19, Chapter 5.1.2 sets forth: *“Each State shall establish a voluntary incident reporting system to facilitate collection of information on actual or potential safety deficiencies that may not be captured by the mandatory incident reporting system.”*

3. Conclusions

3.1 With SINSAs implementation it is aimed that the Central American Region States achieve the following:

- a) Establish a Safety Data Collection and Processing System (SDCP)
- b) Know which hazards affect safety in each State and at a regional level
- c) Participate in the analysis, risks management and mitigation measures proposal to enhance safety, and maintain a monitoring process
- d) Have the necessary safety data that will help States to focus resources in those areas that require major attention in accordance with the information obtained from the programme, through surveillance focused in certain areas, seminar auspice on specific issues, CAA inspectors training on sensitive issues, brochures issuance, among others

4. Suggested Action

4.1 The Meeting is invited to:

- a) Take note of the information presented in this working paper; and
- b) Continue the support of RASG-PA GSI-12 and SINSA Projects by participating in the projects activities and meetings, and providing specialists, training, documentation, events hosting and sharing of safety information, experiences and tools.

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