Twenty-Third Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/23)
Miami, United States, 19 to 20 March 2015

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

PASO UPDATE

(Presented by COCESNA/ACSA)

EXECUTIVE SUMMARY
This working paper shows the evolution of PASO (Safety Action Plan Programme, by its initials in Spanish), which started in compliance with the previous GASP version and in line with the Global Safety Initiative GSI-12: Use of technology to retrieve data and analyse information in order to improve safety. From the beginning in 2009 and to this date, PASO has carried out management and analysis of risks affecting operators participating in the programme, by mainly using the FOQA system. Today, PASO is obtaining other type of information about safety-related events. As a result, there is a need for this programme to evolve towards a more comprehensive coverage of events, beyond the scope of those detected through the use of technology. In addition, this programme should also include more Civil Aviation Authorities.

Action:	PASO invites this Meeting to encourage that: 1. RASG-PA Members help strengthen PASO by providing experts, training, software, documentation and sharing of safety information. 2. PASO can be authorised to extend its scope of action, such that it is not only limited to safety hazards detected through the use of technology, but it can also encompass those hazards from other sources such as voluntary reports from technical aviation personnel among others. 3. Promote the formation of data sharing groups in other Central American States (as an initial step), coordinated by ACSA and with the collaboration of RSTs, in order to solve the problems detected.
Strategic Objective:	• Safety
References:	• ICAO GASP • Annex 6 Part I • Annex 19

1.   Introduction

1.1   This working paper shows the evolution of PASO (Safety Action Plan Programme, by its initials in Spanish), which started in compliance with the previous GASP version and in line with the Global Safety Initiative GSI-12: Use of technology for safety improvement. Since the beginning in 2009 and to this date, PASO has carried out management and analysis of risks affecting operators participating in the programme, by using the FOQA system. Moreover, this programme has recommended mitigation measures with the aim of giving warnings about existing hazards and proposing their possible solutions, in order to improve safety.

1.2   PASO is an initiative promoted by COCESNA/ACSA, an aviation safety agency working as a RSOO and under a RASG-PA project. As a programme, PASO has evolved and it has also been implemented and consolidated in Costa Rica.

1.3   Some of the negative trends that PASO has dealt with are: TCAS Resolution Advisories (RA) at the Juan Santamaria International Airport, events of excessive tailwind on take-off and landing and events caused by lack of calibration of PAPI lights. As a result of the continuous work on the events mentioned above, we have achieved lower risk rates in some of these trends, which have been under monitoring at each one of our meetings.

2.   Analysis

2.1   Today, PASO is obtaining other type of information about safety-related events. As a result, there is a need for this programme to evolve, such that other events can also be covered in addition to those obtained from the use of technology.

2.2   In Costa Rica, the experience of working with the Juan Santamaria International Airport RST has been very valuable. Therefore, in coordination with the ICAO NACC office, we are looking forward to helping and participating in RST creation projects at other Central American airports, including the formation of other PASO groups, beginning this year. ACSA would coordinate with these new PASO groups, so that any person or domestic operator can entrust his information to ACSA. At the same time, once the information is identified, ACSA would share it with the Authorities involved.

3.   Conclusion

3.1   Through the application of PASO, it has been demonstrated that the joint effort with the industry, authorities and other safety improvement groups such as airport RSTs creates a synergy resulting in more effective and comprehensive risk mitigation, which otherwise could have not been achieved by individual efforts.

3.2   Due to the reasons explained above, PASO is looking forward to extending its scope of action, by promoting new PASOs, helping coordinate risk management and analysis and proposing risk mitigation measures to the states, together with the PASOs and RSTs of the states that join the programme.

3.3   Moreover, PASO as a safety office is looking forward to collecting all data on hazards detected by PASO and RSTs in the entire Central American region, in order to include that information in a database and share it with ICAO and other institutions and states that require it.

4.   **Suggested Action**

4.1   PASO invites the Meeting to:

a)   Help strengthen PASO by providing ideas, experts, training, software, documentation and sharing of safety information;

b)   Authorise PASO to continue evolving and extend its scope of action, such that it is not only limited to safety hazards detected through the use of technology, but it can also encompass those hazards from other sources such as voluntary reports from both technical aviation personnel and RSTs of the states;

c)   Authorise that PASO (its safety liaison office) can process safety information from other offices, PASOs and RSTs of the region. These data would turn into safety intelligence to assist states in the implementation of mitigation measures; and

d)   Reproduce this initiative in other Central American States and eventually assist its dissemination and implementation in the region. ACSA would be in charge of the implementation and provision of management assistance to the states with regard to this programme.

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