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– Pan America (RASG-PA) Executive Steering Committee
RASG-PA ESC/12



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Agenda Item 3: Status/update of RASG-PA Working Groups and Projects
3.5 Project GSI/12 – Sharing of Information Safety Data

GSI-12 -FOQA INFORMATION SHARING PROGRAMME

(Presented by COCESNA/ACSA)

SUMMARY

This working paper provides a summary of the progress achieved in the implementation of the Operational Safety Action Programme (PASO), which is aligned with GSI-12: *Gaps in the Use of Technology for Safety Enhancement*.

One of the ICAO tools, not developed enough in the aeronautical community, is the Flight Operations Quality Assurance Programme (FOQA). The objective of FOQA programmes is to provide to the air manufacturer the information to allow them to better understand the associated risks with routine operations and how to manage and mitigate those risks. In order that Operational Safety can benefit even more from this information, it should be shared with different Operational Safety entities in order that in a joint manner, and not individually, the identified risks are mitigated in a more efficient way.

During the initial steps of the programme, PASO has learned to negotiate around the obstacles that have threatened its implementation, like: the uncertainty of the operator toward Aeronautical Authority and lack of incentive to participate in the programme. We attempt to detail in this working paper some achievements obtained now that the exercises of sharing information are being implemented in a harmonized way in order to share information among the operator, the authority and COCESNA/ACSA coordinator.

References:

- ICAO Global Aviation Safety Plan
- GASP Global Safety Initiative No. 12 – Use of Technology to Enhance Safety
- ICAO Annex 6

Strategic

Objective(s)

This working paper is related with ICAO Strategic Objectives for 2005-2010: A, B, D y E

1. Introduction

1.1 One of the ICAO tools not used enough is the Flight Operational Quality Assurance Programme (FOQA).

1.2 The objective of the FOQA programmes is to provide administrators with information enabling them to better understand the risks of flight operation and how to manage risks involved. However, this information should be shared in order to benefit the world aeronautical community.

2. Background

2.1 The initiative for a pilot programme to share data was discussed for the first time during a workshop on the GASR, held in Bogotá, Colombia in May 2008.

2.2 During the RASG-PA/01 Meeting it was discussed and approved that COCESNA/ACSA would coordinate the implementation of a pilot programme on data sharing. The project was named RASG-PA Project 3, later it was updated and the project became known as RASG-PA GSI-12.

2.3 During RASG-PA/02 Meeting, November 2009, in Bogotá, Colombia, COCESNA/ACSA informed RASG-PA members of the project the progress and barriers that were being encountered. In response, RASG-PA members encouraged COCESNA/ACSA to continue with the project. AIRBUS and ALTA joined the project in order to strengthen support among stakeholders.

2.4 An agreement of intent was signed in 2010 with an operator of the region with Costa Rica DGAC and COCESNA/ACSA as a programme coordinator in sharing operational tendencies among the parts. This Programme was named as Operation Safety Action Plan (PASO).

3. Programme description

Objectives

3.1 Other established objectives were:

- a) Encourage air operators to share information, which can be critical in identifying those trends that could be precursors to aviation accidents or incidents. At the same time this information will be useful to State in establishing ALOS when implementing SSP.
- b) Gain trust among all interested stakeholders.
- c) Work in a jointly and coordinated manner with the Operator, the CAA and ACSA, in order to monitor the tendencies of Operations Safety risks identified in the region.

4. Some achievements obtained

4.1 Complying with the principal objectives of the programme, the following has been achieved.

- 1) As a result of the success obtained between the initial operator, the DGAC of Costa Rica and COCESNA/ACSA, another operator of the region is actively participating in the Programme.
- 2) ALTA participates actively in monitoring the development of PASO
- 3) After several meetings and tests, a new pattern of visual maneuver to land on runway 25 of Juan Santamaría Costa Rica Airport, was published.
- 4) Strengthen Operational Safety

4.2 During meetings of the programme, participating operators requested to coordinate with CAA of Guatemala the implementation of necessary measures to reduce the number of Resolution Advisories (RA), that both operators were experiencing in the airspace terminal of the international airport.

4.3 After several months of work the restructure of the airspace was completed in order to reduce the reported tendencies.

5. Conclusion

5.1 When this programme is implemented in a wider manner in the region, it will become a powerful tool to improve the Operational Safety in the Pan-American Region. Actually, the implemented programme in Central America has resulted in the operator, the Civil Aviation Authority of Costa Rica and ACSA, working collaboratively to resolve Operational Safety problems in airports of the region.

6. Recommendations

6.1 That RASG-PA and COCESNA/ACSA initiate the establishment of a database to store the information obtained from all participants in the various implemented programmes, in order to publish the risks that threaten the region and the respective mitigation measures.