International Civil Aviation Organization
**Eighteenth Meeting of the Regional Aviation Safety Group
– Pan America (RASG-PA) Executive Steering Committee
RASG-PA ESC/18**
Rio Janeiro, Brazil, October 15th, 2013

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

INFORM OF THE FOQA DATA SHARING INFORMATION PROGRAM (PASO)

(Presented by COCESNA/ACSA)

SUMMARY
This working paper and the attached presentation, reports on the activities of the Safety Action Program (PASO), wish is aligned with the GSI-12 of the GASP, the use of technology to improve safety, on the exchange of FOQA information among operators, the DGAC of Costa Rica and COCESNA/ACSA (RSOO).

References:
• GASP, GSI-12 • Annex 6 Part I, Commercial Air Transport – Aircraft

Strategic Objectives	*This working paper is related to Strategic Objective A – Safety*

1.   Introduction

1.1   During RASG-PA/01 were discussed and approved that COCESNA/ACSA coordinate the implementation of a pilot programme on FOQA data sharing with an operator in Central America, which later became known as GSI-12 project, by the GASP initiative that is aligned.

1.2   At RASG-PA/02 meeting in Bogota, COCESNA/ACSA briefed the meeting on the progress of the project and the barriers encountered. The RASG-PA members encouraged to continue with the project, in response ALTA and AIRBUS were joined to it, to strengthen the program and provide support to stakeholders.

1.3	At the beginning of 2010 after almost a year of being meeting informally, was signed an agreement of intent with an operator in the region, the DGAC of Costa Rica and COCESNA/ACSA, calling this project as PASO.

1.4	Since its beginnings PASO has conducted 17 face to face meetings, where they have made risk management analysis to the most important negative trends thrown by the operators FOQA program within Costa Rican airspace and others. In addition to these analyzes, PASO was dedicated to recommend mitigation measures for the only purpose of mitigating the risks thrown by negative trends FOQA's program and thus improve safety in the region.

**2.	Discussion**

2.1.	Since 2012 PASO has worked in coordination with the RST formed by the DGAC of Costa Rica, has moved the existence of dangers and the RST has coordinated with the respective managers, recommending appropriate measures to mitigate these risks.

2.2.	PASO has been dedicated to the analysis of the following operators tendencies three relevant issues: Resolution Advisories (RA´s – TMA MROC); events with excessive tailwind takeoffs and landings and important events generated by miscalibration of PAPI's lights (comparative analysis); and working together in the restructuration of the Terminal Areas of the principal airports in the Central American Region (Guatemala, El Salvador, Honduras y Costa Rica).

2.3.	In some of these trends have achieved lower rates of risk, leading to acceptable levels, otherwise continue working to achieve these indicators and thus improve safety.

**3.	PASO invites RASG-PA /06 Plenary to:**

3.1	Take note of this working paper, and

3.2	Support the strengthening of the PASO program and the formation of similar programs to this in the region.

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