



Eighth Regional Aviation Safety Group — Pan America Annual Plenary Meeting (RASG-PA/8)
Medellin, Colombia, 25 June 2015

Agenda Item 3: RASG-PA ESC and Team Reports
3.4 Aviation Safety Training Team (ASTT)

RASG-PA ASTT 2014-2015 ACTIVITIES REPORT

(Presented by the Secretariat)

EXECUTIVE SUMMARY

The RASG-PA/ASTT was established to assess, identify and categorize available aviation safety training and to provide access to RASG-PA members and the aviation community through the RASG-PA website and delivering training activities.

The training material, along with aviation safety seminars/workshops, is aligned with the data-driven aviation risk areas as identified by RASG-PA.

The ASST is a valuable contributor to the regional safety enhancement.

Action:	Suggested action is presented in Section 5.
<i>Strategic Objective:</i>	<ul style="list-style-type: none"> • Safety
<i>References:</i>	<ul style="list-style-type: none"> • RASG-PA/7 Meeting Report, Willemstad, Curaçao, 11 – 12 September 2014 • RASG-PA/ASTT/6 Summary of Discussions, Miami, United States, 16 to 17 December 2014 • RASG-PA Website: http://www.icao.int/RASGPA/Pages/default.aspx

1. Introduction

1.1 The RASG-PA Aviation Safety Training Team (RASG-PA/ASTT) was established in November 2009 at the RASG-PA/02 Meeting in Bogota, Colombia, held from 3 to 6 November 2009.

1.2 The ASTT is responsible for assessing, identifying and categorizing available aviation safety training, which is available to RASG-PA members and the aviation community through the RASG-PA website <http://www.icao.int/RASGPA/Pages/default.aspx>. Aviation safety training is aligned with the data-driven risk areas recognized by RASG-PA. The top data-driven aviation risk areas identified by RASG-PA for the Pan American Region for the 2002-2011 period were: Runway Excursion (RE), Controlled Flight Into Terrain (CFIT), Loss of Control In-Flight (LOC-I); and recently Mid-Air Collision (MAC) was added.

1.3 As part of its work programme, the ASTT also delivers aviation safety seminars, collects and posts aviation safety training material on the RASG-PA website and holds meetings, as required, to coordinate implementation of ASTT objectives.

1.4 The aviation safety seminars include sharing specific RASG-PA data-driven safety information to mitigate the identified risk areas in the Pan American Region and also provides ICAO information on improving safety oversight systems, implementing the ICAO State Safety Programme (SSP) and Safety Management Systems (SMS), promoting implementation of Runway Safety Teams (RSTs), utilization of ICAO Electronic Safety Tools, information on fatigue, pilot monitoring, Performance Based Navigation (PBN), etc.

1.5 The seminars will assist States and stakeholders with raising awareness, preparing and informing personnel and the local aviation community on up-to-date safety related issues.

1.6 As part of the safety promotion activities, it is notable that since 2014, some universities, colleges with aviation careers, as well as some aviation academies in the United States have been incorporated to the RASG-PA Aviation Safety Seminars activities as host, participants and speakers.

2. RASG-PA/ASTT Activities Update

2.1 According to the approved programme for 2014-2015, ASTT activities after the RASG-PA/7 Annual Plenary Meeting were conducted as follows:

- RASG-PA Runway Excursion (RE) Prevention Seminar, ICAO SAM Regional Office Lima, Peru, 9 to 10 October 2014
- First “Train-the-Trainer” ICAO RASG-PA Standard Phraseology in accordance with ICAO PANS-ATM (Doc 4444) Workshop, Mexico City, Mexico, 4 to 5 December 2014 (Hosted by CANSO)
- RASG-PA ASTT/6 Meeting, Miami, United States, 16 to 17 December 2014 (Hosted by ALTA)
- RASG-PA Aviation Safety Seminar, ICAO NACC Regional Office, Mexico City, Mexico, 14 to 15 January 2015
- RASG-PA Aviation Safety Seminar, Nova Southeastern University (NSU), Fort Lauderdale, United States, 20 – 21 May 2015 (Hosted by NSU and Embraer)

3. Discussion

3.1 The ASTT provides free regional aviation safety seminars for the aviation community in different locations as determined by the ASTT and presented in the RASG-PA Annual Plan of activities.

3.3 In addition, the ASTT complements its activities by posting aviation safety training material on the RASG-PA website.

3.4 Considering that many of the outputs of the RASG-PA Detailed Implementation Plans (DIPs) are related to training, the role of the ASTT is key for assisting the different stakeholders in the implementation of the mitigation strategies for the top data-driven aviation risk areas identified by RASG-PA.

3.2 In order to deliver the aviation safety seminars and to post aviation safety training the ASTT needs the support of member States and organizations that sponsor the training activities.

4. Conclusion

4.1 To ensure the success of RASG-PA activities and the Regional compliance with the RASG-PA Safety Goal for the year 2020, it is important to obtain support from States/Territories, international organizations and industry for the RASG-PA/ASTT through assignment of appropriate representatives as participants at its meetings and receive contributions of training courses and material corresponding to the top data-driven aviation risk areas as identified by RASG-PA for the Pan American Region, as well as sponsor RASG-PA aviation safety seminars.

5. Suggested Action

5.1 The Meeting is invited to:

- a) take note of the activities presented in this working paper;
- b) endorse the RASG-PA ASTT/6 Summary of Discussion;
- c) support the RASG-PA/ASTT through assignment of appropriate representatives as participants and speakers in its meetings and training activities;
- d) recognize the value of the ASST activities as a contributor to the regional safety enhancement
- e) sponsor and host training activities; and
- f) contribute with training courses and material corresponding to the top data-driven aviation risk areas in the Pan American Region.