



**Cuestión 3 del  
Orden del Día:**

**Grupos de Trabajo del RASG-PA**

**3.1 Equipo de Instrucción de Seguridad Operacional de la Aviación  
(ASTT)**

**3.1.1 Informe y Programa de los Talleres de Seguridad  
Operacional de la Aviación de 2012**

**INFORME DE LAS ACTIVIDADES 2011 Y ACTIVIDADES PROPUESTAS PARA EL 2012**

(Presentada por la Secretaría)

<b>RESUMEN</b>	
El RASG-PA ASTT es uno de los tres grupos de tarea del RASG-PA establecidos para evaluar, identificar y clasificar instrucción sobre seguridad operacional de la aviación disponible, la cual está disponible para todos los miembros del RASG-PA a través del sitio web del RASG-PA y otras actividades de capacitación.	
<b>Referencias:</b>	
<ul style="list-style-type: none"><li>• Informe Anual del RASG-PA/03</li><li>• Sumario de Discusiones del RASG-PA/ASTT/03</li><li>• Sumario de Discusiones del RASG-PA/FASTT/2</li></ul>	
<b>Objetivos Estratégico</b>	<i>Esta nota de estudio se relaciona con el Objetivo estratégico A – Seguridad operacional</i>

**1. Introducción**

1.1 El Equipo de Instrucción de Seguridad Operacional de la Aviación (FSTT) fue establecido durante la Reunión del RASG-PA/02 como resultado de la siguiente Decisión del RASG-PA/02:

*“RASG-PA/02/05: Que se establezca un grupo de trabajo para evaluar, identificar y categorizar la instrucción disponible sobre seguridad operacional, la cual será puesta a disposición de todos los miembros del RASG-PA a través del sitio web. La instrucción identificada será también alineada con las tres áreas de riesgo basadas en datos según lo identificara el RASG-PA ESC y catalogada por necesidades regionales.”*

1.2 Las tres áreas de riesgo basadas en datos identificadas por el RASG-PA para las Región Panamérica son: Excursiones en Pista (RE), Impacto Contra el Suelo sin Pérdida de Control (CFIT) y Pérdida de Control en Vuelo (LOC-1).

1.3 El grupo de trabajo FSTT propuso el cambio del nombre al de Equipo de Instrucción de Seguridad Operacional de la Aviación (ASTT) durante la Reunión del RASG-PA/FSTT/02 para que expresara con más exactitud el trabajo del grupo.

1.4 El ASTT ha desarrollado, como parte de su programa de trabajo, la conformación de Talleres de Seguridad Operacional de la Aviación, recopilación y publicación del material de instrucción de seguridad operacional en el sitio web del RASG-PA: <http://www.mexico.icao.int/RASGPA.html>, y reuniones regulares para asegurar la implementación de los objetivos del RASG-PA.

## **2. Resumen de actividades del ASTT del 2011**

2.1 Durante el 2011, el ASTT sostuvo dos reuniones en la Oficina NACC de la OACI, Ciudad de México, México, el 22 de febrero y 30 de septiembre de 2011.

2.2 El primer Taller de Seguridad Operacional del RASG-PA se llevó a cabo antes de la Segunda Cumbre Panamericana de Seguridad de la Aviación, en la Oficina Regional NACC de la OACI, el 13 y 14 de junio de 2011, y asistieron 75 participantes. Incluyó el lanzamiento de la Herramienta de Monitoreo del Piloto por IFALPA.

2.3 El material de instrucción de seguridad operacional ha sido publicado y está disponible para la comunidad de aviación en el sitio web del RASG-PA. [www.mexico.icao.int/RASGPANonICAOTraining.html](http://www.mexico.icao.int/RASGPANonICAOTraining.html).

2.4 Como parte de la estrategia del RASG-PA para dar instrucción a través de la región, Airbus preparó un curso SMS en Colombia a principios de este año y el segundo curso está programado para realizarse en Miami, Estados Unidos, del 15 al 18 de noviembre de este año.

2.5 El siguiente Taller de Seguridad Operacional de la Aviación del RASG-PA será en Caracas, Venezuela, auspiciado por INAC, durante la primera semana de diciembre de este año.

2.6 El ASTT está actualmente coordinando con CASSOS la entrega del Taller de Seguridad Operacional de la Aviación en la Región del Caribe a finales de este año.

## **3. Discusión**

3.1 Las recomendaciones del sumario de discusiones del RASG-PA/ASTT/03 (ver **Apéndice**) son las siguientes:

1. Solicitar la versión actualizada II de la herramienta ALAR de la Fundación de Seguridad Operacional de Vuelo (FSF) para subirla al sitio web del RASG-PA por la comunidad de aviación.
2. Hacer una solicitud formal a ASPA y a Colegio de Pilotos Aviadores de México para que proporcionen cursos de instrucción disponibles en español que puedan ser dados bajo el nombre de RASG-PA como por ejemplo: ALAR II, Gestión de Amenaza y Error (TEM), etc.
3. Considerar la propuesta que se hizo sobre un Programa de Instrucción de Seguridad Operacional en Pista de acuerdo a sus necesidades para que se convierta en obligatoria por los reguladores como una instrucción recurrente solicitada para la renovación de licencias de piloto, y como parte de la instrucción recurrente inicial para un aeródromo apropiado y personal ATC.

4. Considerar la publicación de la Recomendación de Seguridad Operacional del RASG-PA para motivar a los Estados CAAs a promover las iniciativas de seguridad operacional del RASG-PA, incluyendo programas de instrucción para la comunidad completa de aviación, específicamente a aquellos profesionales que no son parte de grandes organizaciones, asociaciones o grupos.
5. Reconocer el apoyo en especie ofrecido por ASA y la Oficina de la OACI al ofrecer sus instalaciones para conducir las actividades del RASG-PA.
6. Reconocer la instrucción SMS proporcionada por Airbus en la Región.
7. Aprobar las actividades de capacitación propuestas por el RASG-PA planificados para el 2012.
8. Aprobar el uso virtual de reuniones para revisar y actualizar, como fue solicitado, el programa de trabajo del ASTT.
9. Aprobar la Reunión ASTT/4 que se llevará a cabo en diciembre del 2011.
10. Solicitar a ALTA la información actualizada del RASG-PA/4 sobre la encuesta conducida de la provisión de instrucción de aerolíneas para su tripulación con el objeto de prevenir excursiones en pista.
11. Considerar los programas de instrucción en línea de ACI.
12. Comisionar al ASTT para que haga un análisis de las necesidades de instrucción de aquellos Estados con el mayor LEI en el Elemento Crítico 4 (CE4) y ofrecer instrucción, como medida de mitigación para mejorar la seguridad.
13. Considerar las solicitudes de recursos para las actividades regionales de instrucción de seguridad operacional del RASG-PA e iniciativas a través del fondo SAFE de la OACI.
14. Motivar el uso del Informe Anual de Seguridad Operacional del RASG-PA como una decisión de herramienta de riesgo basada en datos.

#### **4. Conclusión**

4.1 Es importante para el éxito de las actividades del RASG-PA obtener el apoyo de los Estados/Territorios, organizaciones internacionales y la industria para el RASG-PA/ASTT a través de la asignación de representantes apropiados para participar en sus reuniones y contribución de cursos de capacitación y material relacionado con las tres áreas de riesgo basadas en datos como fue identificado por el Comité Directivo Ejecutivo RASG-PA para la Región Panamérica.

#### **5. Acción Sugerida**

5.1 Se invita al RASG-PA a:

- a) tomar nota de las acciones recomendadas presentadas en el Sumario de Discusiones del RASG-PA/ASTT/03 y aprobadas por el RASG-PA/ESC/11;

- b) apoyar el RASG-PA ASTT a través de la asignación de representantes apropiados para participar en sus reuniones y capacitación;
- c) patrocinar y auspiciar actividades de capacitación; y
- d) contribuir con cursos de capacitación y material correspondientes con las tres áreas de riesgo basadas en datos.

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**APPENDIX / APÉNDICE**

*Available only in English / Disponible sólo en inglés*

**ASST/03 – SUMMARY REPORT /**

**ASST/03 – SUMARIO DE DISCUSIONES**



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**REGIONAL AVIATION SAFETY GROUP – PAN AMERICA**

**(RASG-PA)**

**THIRD MEETING OF THE RASG-PA**  
**AVIATION SAFETY TRAINING TEAM**

**(ASTT / 03)**

**SUMMARY OF DISCUSSION**

**MEXICO CITY, MEXICO**

**30 SEPTEMBER 2011**

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**1. Historical**

1.1 The third meeting of the RASG-PA Flight Safety Training Team (ASTT/03) was held at the ICAO NACC Office, Mexico City, Mexico, 30 September 2011. Mr. Eduardo Chacin, ICAO NACC, assisted by Mr. Adolfo Zavala, ICAO NACC, acted as Secretaries to the meeting. The meeting was conducted in Spanish.

1.2 The meeting was attended by eleven participants from international organizations and airports. An attendance list is provided in **Appendix A**. It is noteworthy that some participants attended the event using the internet tools.

1.3 Mr. Eduardo Chacin, on behalf of the RASG-PA Secretary, welcomed the attendees and thanked them for their support and participation in RASG-PA activities. He also mentioned the importance of support from States/Territories, international organizations and industry for the RASG-PA/ASTT through assignment of appropriate representatives to participate in its meetings and contribution of training courses and material corresponding with the top three data-driven risk areas as identified by RASG-PA Executive Steering Committee (ESC) for the Pan American Region such as:

- Runway Excursion (RE)
- Controlled Flight Into Terrain (CFIT)
- Loss of Control In-Flight (LOC-I)

**2. Agenda Item 1: Review and approval of the Draft Meeting Agenda**

2.1 The ASTT reviewed the draft agenda, modified and adopted it as follows:

- |                |   |
|----------------|---|
| Agenda Item 1: | Review and approval of the draft Meeting Agenda.  |
| Agenda Item 2: | Review of RASG-PA Detailed Implementation Plans (DIPs) associated with training.  |
| Agenda Item 3: | Review and assessment of available flight safety training material related to current RASG-PA Safety Enhancement Initiatives (SEIs).            |
| Agenda Item 4: | RASG-PA Training Programme for 2012   |
| Agenda Item 5: | Next meeting  |
| Agenda Item 6: | Other business <ul style="list-style-type: none"><li>• ACI presentation about on-line safety training for Latin America and Caribbean</li></ul> |

**3. Agenda Item 2: Review of RASG-PA Detailed Implementation Plans (DIPs) associated with training**

3.1 Mr. Adolfo Zavala, on behalf of the RASG-PA Secretary provided a briefing about the outcome of the RASG-PA/ESC/10 regarding training activities, and also provided an overview of the latest Detailed Implementation Plans (DIPs) as developed by the Regional Aviation Safety Team – Pan America (RAST-PA) in regard to the Safety Enhancement Initiatives (SEIs) from the top three data-driven risk areas:

a) Runway Excursion (RE):

1. RAST-PA/RE/4: Promote pilot adherence to Standard Operating Procedures (SOPs) for approach procedures including the go-around decision-making process.
2. RAST-PA/RE/9: Promote specific training for pilots and air traffic controllers to avoid unstable approaches.
3. RAST-PA/RE/10: Promote specific training for aerodrome personnel regarding maintenance and operations of the runway.
4. RAST-PA/RE/11: Develop guidance material and training programmes to create action plans for runway safety teams.

b) Controlled Flight into Terrain (CFIT):

1. RAST-PA/CFIT/02: Promote specific Approach and Landing Accident Reduction (ALAR/CFIT) training for pilots.
2. RAST-PA/CFIT/04: Promote Crew Resource Management (CRM) / Situational Awareness training for pilots and air traffic controllers.

c) Loss of Control In-Flight (LOC-I):

1. RAST-PA/LOC-I/7: Promote LOC training – Advanced maneuvers.
2. RAST-PA/LOC-I/9: Promote LOC training – Pilot monitoring policies and procedures for the operator and training program for flight crews.

3.2 The ASTT overview the DIPs and focused on the training aspects of each one for pilots, air traffic controllers, airport maintenance and operations personnel.

3.3 The ASTT recalled that during the FSTT/02 ALTA presented the results of the survey conducted that showed that approximately 70% of the airlines provide training to their crews to prevent runway excursions. ALTA also agreed in the same meeting that will provide updated information at RASG-PA/04. The ASTT acknowledges that this information will be useful for the developing of the ASTT training strategy.

3.4 Aeropuertos y Servicios Auxiliares (ASA) of Mexico representative also proposed that a tailored made Runway Safety Programme would become mandatory by the regulators as recurrent training for renewal of pilot license.

**4. Agenda Item 3: Review and assessment the available flight safety training material related to current RASG-PA Safety Enhancement Initiatives (SEIs)**

4.1 The Secretary informed that the First RASG-PA Safety Workshop with simultaneous translation English and Spanish was conducted preceding the Second Pan American Aviation Safety Summit. It was held in the ICAO NACC Regional Office in 13 June 2011. The Workshop was attended by 75 participants and included presentations from ALTA, IATA, IFALPA, ICAO, Mexico DGAC, COCESNA/ACSA, ASA, SENEAM, Aeromexico, MasAir and Volaris. Presentations are available at: [www.mexico.icao.int/Meetings/RASGPAPWKSP.html](http://www.mexico.icao.int/Meetings/RASGPAPWKSP.html). The workshop focused on the top three aviation risk areas in the Pan American region and included a presentation on Pilot Monitoring Toolkit provided by IFALPA who is championing RASG-PA/LOC-I/9 DIP. The programme is presented in the **Appendix B**.

4.2 In regard to the Runway Excursion Risk Reduction (RERR) 2<sup>nd</sup> Edition Toolkit developed by ICAO and IATA and another safety material the Secretariat mentioned that is available in the ICAO Runway Safety website: <http://www2.icao.int/en/RunwaySafety/default.aspx>. Additional Runway Safety Training is available in the RASG-PA website: [www.mexico.icao.int/RASGPANonICAOTraining.html](http://www.mexico.icao.int/RASGPANonICAOTraining.html)

4.3 The Secretary informed the participants on the current status of aviation safety training that had been posted and is available to the public for downloading on the RASG-PA website: [www.mexico.icao.int/RASGPANonICAOTraining.html](http://www.mexico.icao.int/RASGPANonICAOTraining.html) and also in the ICAO Integrated Safety Trend Analysis and Reporting System – iSTARS website: <http://www2.icao.int/en/ism/istars/pages2/homepage.aspx>

4.4 Airbus informed to the Secretariat that they delivered the four days Operator SMS Training Course intended to Operators and Authorities in Bogota, Colombia early this year. The second course is scheduled in Miami, Unites States, from 15-18 November this year. These courses are free and are part of Airbus commitment to support RASG-PA training activity.

4.5 The Secretary informed that the next RASG-PA Safety Workshop will be held in Caracas, Venezuela on the first week of December this year and it will be sponsored by Venezuelan INAC.

4.6 The Secretary also informed that is in coordination with CASSOS to deliver a RASG-PA Safety Workshop in the Caribbean Region by the end of the year.

**5. RASG-PA Training Programme for 2012**

5.1 The ASTT considered that RASG-PA, as part of its regional safety activities and in order to increase its presence in the CAR/SAM Regions, must deliver as a minimum four free regional workshops/seminars in the year 2012 for the aviation community. It is suggest one every quarter in different locations.

5.2 In order to determine the criteria to follow the ASTT decided to review the RASG-PA Annual Safety Report 2011 containing data from 2010.

5.3 The ASTT applied the data-driven criteria of attending those States that shows the highest rates of fatal accidents involving aircraft with a maximum takeoff mass above 5,700 kg according to the RASG-PA Annual Safety Report 2011 excluding the United States. Those States are: Colombia, Cuba, Mexico, Suriname and Venezuela.

5.4 The ASTT considered that two or three days Safety Workshops/Seminars will be useful depending on the availability of the RASG-PA stakeholders to provide training addressing the major aviation safety risk areas as identified by RASG-PA.

5.5 The ASTT considered that the topics covered by the Safety Workshos/Seminars would be: Pilot Monitoring, ALAR II, Threat and Error Management (TEM), Performance Based Navigation (PBN), Safety Management Systems (SMS) and State Safety Programme (SSP), and the protection of safety information and the legislative framework.

5.6 The ASTT also reviewed the results of the ICAO Universal Safety Oversight Audit Programme (USOAP) presented in the RASG-PA Annual Safety Report that shows that in the CAR/SAM Region the highest level of lack of effective implementation (LEI) is related to the technical personnel, qualification and training (Critical Element 4 – CE 4). The ASTT agreed that it would be useful to determine these States with the highest LEI in the CE 4 and to offer them training, as a mitigation to enhance safety.

5.7 The Team acknowledges the usefulness of the RASG-PA Annual Safety Report as a tool for data-driven decision making process.

5.8 The Team also discussed the possibility of delivering safety training during the meetings that RASG-PA will held throughout the Region in 2012, considering that many of the experts of different States/Organizations would be present and that the RASG-PA Safety Workshop will be an added value and an incentive for the State to host any RASG-PA event.

5.9 Aeropuertos y Servicios Auxiliares (ASA) of Mexico representative offered the facilities of Centro Internacional de Instrucción de Aeropuertos y Servicios Auxiliares (CIIASA), which is an ICAO TRAINAIR Plus certified center for any RASG-PA training activity.

5.8 The Secretary also offered the facilities of the ICAO NACC Regional Office as well as Regional Officers expertise for any RASG-PA activity.

5.10 The Team shared a concern on how to reach the pilots of the corporate/executive sector and other aviation professionals with the RASG-PA safety initiatives and suggested the issue of a RASG-PA Safety Directive to promote the availability of training material to this group in the RASG-PA website.

## **6. Agenda Item 5: Next meeting**

6.1 The ASTT agreed to have the ASTT/4 Meeting at the end of 2011 in order to adjust the work programme for 2012 based on the outcome of the ESC/11 and the RASG-PA/04.

6.2 In order to monitor the RASG-PA Safety training and associated ASTT activities, the ASTT agreed to use periodical virtual meetings to review and update the ASTT work programme as required.

## **7. Agenda Item 6: Other business**

7.1 The Secretary informed that there is an on-going coordination with ACI to deliver training in 2012.

7.2 ACI representative joined the meeting on line and expressed that they are currently putting a lot of effort into promoting safety through our Online Training Tools and getting as much awareness and as many people taking safety training as possible.

7.3 ACI created an account for the ICAO NACC Regional Office so that the specialists can preview three of the Safety Awareness courses: Airside Safety, SMS and Human Factors (currently in English, but will be translated to Spanish in Q1 2012). They are available at the following website: [www.olc.aero](http://www.olc.aero)

7.4 The ASTT considered that it is an interesting option for training in the region, especially in Spanish language. Therefore, the Secretary invited ACI to present a working paper and to deliver a presentation in the RASG-PA/04 Meeting.

## **8. Summary of recommended actions to be considered by the RASG-PA Executive Steering Committee (RASG-PA/ESC)**

8.1 The RASG-PA/ESC is invited to note the progress of the ASTT activities as detailed in the summary of discussion and to:

1. Request the updated ALAR Toolkit version II from Flight Safety Foundation (FSF) to be uploaded in the RASG-PA website for free downloading by the aviation community.
2. Request to ASPA and Colegio de Pilotos Aviadores de Mexico the available training courses in Spanish that may be delivered under the RASG-PA umbrella such as ALAR II, Threat and Error Management (TEM), etc.
3. Consider the proposal of that a tailor made Runway Safety Training Programme should become mandatory by regulators as recurrent training required for the renewal of pilot licenses and as part of the initial and recurrent training for the appropriate aerodrome and ATC personnel.
4. Consider the issuance of a RASG-PA Safety Directive to encourage CAAs the promotion of RASG-PA safety initiatives, including training programmes to the aviation community, especially to those professionals that are not part of large organizations, associations or groups.
5. Acknowledge the in-kind support offered by ASA and ICAO NACC RO of their facilities for conducting RASG-PA activities.
6. Acknowledge the SMS training provided by Airbus in the Region.
7. Approve the proposed RASG-PA training activity planned for 2012. (See **Appendix C**)

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8. Approve the use of virtual meetings to review and update as required the ASTT work programme.
9. Approve the ASTT/4 Meeting in December 2012.
10. Request ALTA updated information in RASG-PA/04 about the survey conducted regarding airlines' provision of training to their crews to prevent runway excursions.
11. Consider the on-line training programme from ACI.
12. Commission the ASTT to make an analysis of the training needs of those States with the highest LEI in the CE 4 and to offer training, as a mitigation to enhance safety.
13. Consider to look for funding for the RASG-PA regional safety training activities and initiatives from the ICAO SAFE fund.
14. Encourage the use by the Group of the RASG-PA Annual Safety Report as a data-driven decision making tool.


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**LIST OF PARTICIPANTS**

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**APPENDIX B**

<p><b>REGIONAL AVIATION SAFETY GROUP-PAN AMERICA</b>  <b>AVIATION SAFETY TRAINING TEAM (RASG-PA/ASTT)</b>  <b>ACTIVITIES</b>  <b>TENTATIVE SCHEDULE – 2012</b></p>	

ACTIVITY	DATES	LOCATION	PARTICIPANTS
RASG-PA Aviation Safety Workshop I	January	Mexico	RASG-PA Members and aviation community
Aviation Safety Training Team (ASTT/05) Meeting	February	Mexico	ASTT Members
RASG-PA Aviation Safety Workshop II	March	Suriname	RASG-PA Members and aviation community
RASG-PA Aviation Safety Workshop III	June	Colombia	RASG-PA Members and aviation community
RASG-PA Aviation Safety Workshop IV	August	Cuba	RASG-PA Members and aviation community
Aviation Safety Training Team (ASTT/06) Meeting	September	Mexico	ASTT Members
RASG-PA Aviation Safety Workshop V	November	Venezuela	RASG-PA Members and aviation community
Aviation Safety Training Team (ASTT) Virtual Meetings	As required	Mexico and virtual	ASTT Members
Aviation Safety Training Team (ASTT/07) Meeting	December	Mexico	ASTT Members



*International Civil Aviation Organization / Organización de Aviación Civil Internacional*

**ICAO Regional Aviation Safety Group – Pan America (RASG-PA)**

**Grupo Regional de Seguridad Operacional de la Aviación – Pan América (RASG-PA) de la OACI**

ICAO NACC Regional Office, Mexico City, Mexico, 13 to 14 June 2011

Oficina Regional NACC de la OACI, Ciudad de México, México, 13 al 14 de junio de 2011

**RASG-PA Safety Workshop/Taller de Seguridad Operacional RASG-PA**

**PROGRAMME (Tentative) / PROGRAMA (Tentativo)**

**DAY ONE / DÍA UNO**

*Monday 13 June 2011 / Lunes 13 de junio de 2011*

08:00 – 08:30	<b>Registration / Registro</b>
08:30 – 08:45	<b>Opening / Apertura</b>
08:45 – 10:45	<b>Pilot Monitoring / Piloto monitoreando</b> German Diaz Barriga and / y Juan Carlos Gonzales Cursio IFALPA
10:45 – 11:15	<b>Coffee break / Pausa para el café</b>
11:15 – 12:00	<b>Controlled Flight Into Terrain (CFIT) Prevention Programme / Programa de prevención del impacto contra el suelo sin pérdida de control (CFIT)</b> Javier Velasco MasAir
12:00 – 13:30	<b>Airport Infrastructure and Runway Excursions / Infraestructura aeroportuaria y excursiones de pista</b> Heriberto Salazar IFALPA
13:30 – 14:00	<b>Coffee Break / Pausa para el café</b>
14:00 – 14:45	<b>IATA Safety Audit for Ground Operations (ISAGO) / Auditoría de Seguridad Operacional para las Operaciones en Tierra de la IATA (ISAGO)</b> Gabriel Acosta IATA
14:45 – 15:30	<b>Fatigue in Flight Crews / Fatiga en las tripulaciones de vuelo</b> Augusto Herrera ALTA

**DAY TWO / DÍA DOS**  
*Tuesday 14 June 2011 / Martes 14 de junio de 2011*

08:30 – 10:45	<b>ICAO State Safety Programme (SSP) and Safety Management Systems (SMS) perspective / Perspectiva de la OACI sobre el Programa de Seguridad del Estado (SSP) y los Sistemas de Gestión de Seguridad Operacional (SMS)</b> Víctor Hernández and / y Eduardo Chacin ICAO / OACI
10:45 – 11:15	<b>Coffee break / Pausa para el café</b>
11:15 – 11:45	<b>Aerodrome Certification and State's experience in Runway Maintenance in the CAR Region / Certificación de Aeródromos y experiencia de los Estados en Mantenimiento de Pistas en la Región CAR</b> Jaime Calderon ICAO / OACI
11:45 – 12:15	<b>ASA Experience in Aerodrome Certification / Experiencia de ASA en la Certificación de Aeródromos</b> Susana González Miranda ASA
12:15 – 12:45	<b>Quality Management Systems / Sistemas de Gestión de la Calidad</b> Raúl Martínez ICAO / OACI Enrique Camarillo SENEAM
12:45 – 13:15	<b>ICAO State Safety Programme (SSP) Implementation Experiences / Experiencias en la implementación del Programa de Seguridad del Estado (SSP) de la OACI</b> Enrique Herrera Mexico DGAC / DGAC de México Mario Chacón COCESNA/ACSA
13:15 – 14:45	<b>Coffee break / Pausa para el café</b>
14:45 – 15:15	<b>Safety Management Systems (SMS) Implementation Experiences / Experiencias en la implementación de los Sistemas de Gestión de Seguridad Operacional (SMS)</b> Eric Mayett Moreno Aeroméxico Javier Velasco MasAir Mauricio Moran Volaris
15:15 – 15:45	<b>Conclusions of the RASG-PA Workshop / Conclusiones del Taller de RASG-PA</b>