



International Civil Aviation Organization  
**Fourth Meeting of the Regional Aviation Safety Group**  
 – Pan America (RASG-PA/04)  
 Miami, United States, 19 - 21 October 2011



**Agenda Item 3: RASG-PA Working Groups**  
**3.1 Aviation Safety Training Team (ASTT)**  
**3.1.1 Aviation Safety Workshops Report and 2012 Schedule**

**Report of 2011 activities and 2012 proposed activities**

(Presented by the Secretariat)

<b>SUMMARY</b>	
<p>The RASG-PA ASTT is one of three working groups of the RASG-PA established to assess, identify and categorize available flight safety training, which is made available to all RASG-PA members through the RASG-PA website and other training activities.</p> <p>The training material, which has been developed and compiled along with safety workshops are aligned with the three data-driven aviation risk areas as identified by RASG-PA and catalogued by regional need.</p>	
<b>References:</b>	
<ul style="list-style-type: none"> <li>• RASG-PA/03 Meeting Report</li> <li>• RASG-PA/ASTT/03 Summary of Discussions</li> <li>• RASG-PA/FSTT/2 Summary of Discussions</li> </ul>	
<b>Strategic Objective</b>	<i>This working paper is related to Strategic Objective A – Safety</i>

**1. Introduction**

1.1 The Flight Safety Training Team (FSTT) was established during the RASG-PA/02 Meeting resulting from the following RASG-PA/02 Meeting decision:

*“RASG-PA/02/05: That a working group be established to assess, identify and categorize available flight safety training, which will be available to all RASG-PA members through the RASG-PA website. Identify training will also be aligned to the three data-driven risk areas as identified by the RASG-PA ESC and catalogued by regional needs.”*

1.2 The top three data-driven aviation risk areas identified by RASG-PA for the Pan American Regions are: Runway Excursions (RE), Controlled Flight into Terrain (CFIT) and Loss of Control In-Flight (LOC-I).

1.3 The FSTT workgroup proposed changing the name of the work group to the *Aviation Safety Training Team (ASTT)* during the RASG-PA/FSTT/02 Meeting to reflect the work of the group more accurately. This was approved by the RASG-PA Executive Steering Committee at the RASG-PA ESC/08.

1.4 As part of its work programme, the ASTT has provided delivery of Aviation Safety Workshops, collection and posting of safety training material on the RASG-PA website: <http://www.mexico.icao.int/RASGPA.html>, and regular meetings to ensure implementation of workgroup objectives.

## **2. Summary of 2011 ASTT Activities**

2.1 During 2011, the ASTT held two meetings in the ICAO NACC Offices, Mexico City, Mexico, on 22 February and 30 September, respectively.

2.2 The first RASG-PA Safety Workshop was held immediately preceding the Second Pan American Aviation Safety Summit in the ICAO NACC Regional Office on 13 and 14 June 2011, and was attended by 75 participants. It included the launch of the Pilot Monitoring Toolkit by IFALPA.

2.3 Aviation safety training material has been posted and is available to the aviation community for downloading on the RASG-PA website: [www.mexico.icao.int/RASGPANonICAOTraining.html](http://www.mexico.icao.int/RASGPANonICAOTraining.html)

2.4 As part of the RASG-PA strategy to provide training throughout the region, Airbus delivered a SMS course in Colombia early this year, and the second course is scheduled in Miami, Unites States, from 15-18 November this year.

2.5 The next RASG-PA Aviation Safety Workshop will be held in Caracas, Venezuela, sponsored by INAC, during the first week of December 2011.

2.6 The ASTT is currently coordinating with CASSOS to deliver a RASG-PA Aviation Safety Workshop in the Caribbean Region later this year or early in 2012.

## **3. Discussion**

3.1 The recommendations of the summary of discussions of the RASG-PA/ASTT/03 (see **Appendix**) are the following:

1. Request the updated ALAR Toolkit, Version II, from the Flight Safety Foundation (FSF) to be uploaded onto the RASG-PA website for free downloading by the aviation community.
2. Make a formal request to ASPA and Colegio de Pilotos Aviadores de Mexico to provide 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 a proposal that a tailor-made Runway Safety Training Programme become mandatory by regulators as recurrent training required for the renewal of pilot licenses and also as part of initial and recurrent training for the appropriate aerodrome and ATC personnel.

4. Consider the issuance of a RASG-PA Safety Recommendation (RSR) to encourage CAAs to promote RASG-PA safety initiatives, including training programmes for the entire aviation community, especially to those professionals that are not part of large organizations, associations or groups.
5. Acknowledge in-kind support offered by ASA and ICAO NACC RO for use of their facilities to conduct RASG-PA activities.
6. Acknowledge SMS training provided by Airbus in the Region.
7. Approve proposed RASG-PA training activity planned for 2012.
8. Approve the use of virtual meetings to review and update the ASTT work programme as required.
9. Approve the ASTT/4 Meeting in December 2011
10. Request updated information from ALTA at RASG-PA/04 regarding the survey conducted concerning airlines' provision of crew training to prevent runway excursions.
11. Utilize the ACI on-line training programme.
12. Commission the ASTT to conduct an analysis of the training needs of those States with the highest LEI in Critical Element 4 (CE 4) and to offer training, as a mitigation to enhance safety.
13. Consider funding requests for the RASG-PA regional safety training activities and initiatives through the ICAO SAFE fund.
14. Encourage the use of the RASG-PA Annual Safety Report as a data-driven decision-making tool.

#### **4. Conclusion**

4.1 To ensure the success of RASG-PA activities, it is important to obtain support from States/Territories, international organizations and industry for the RASG-PA/ASTT through the assignment of appropriate representatives as participants in its meetings and to receive contributions of training courses and material corresponding to the top three data-driven aviation risk areas as identified by RASG-PA Executive Steering Committee for the Pan American Region.

#### **5. Suggested Action**

5.1 The RASG-PA is invited to:

- a) take note of the recommended actions presented in the RASG-PA/ASTT/03 Summary of Discussions and approved by the RASG-PA/ESC/11;
- b) support the RASG-PA ASTT through assignment of appropriate representatives as participants in its meetings and training activities;
- c) sponsor and host training activities; and

- d) contribute training courses and material corresponding to the top three data-driven aviation risk areas.

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