



**Fifth GREPECAS–RASG-PA Joint Meeting (GREPECAS-RASG-PA/5) and  
 Twenty-Third Meeting of the CAR/SAM Regional Planning and Implementation Group  
 (GREPECAS/23)**

Virtual Phase (Asynchronous, 19 January to 17 February 2026)  
 In-Person Phase (Mexico City, Mexico, 4 to 6 March 2026)

**Agenda Item 3: Updates on RASG-PA/GREPECAS Joint Activities and Preparation for the  
 RASG-PA-GREPECAS/5 Joint Session**

**UPDATES ON RASG-PA/GREPECAS JOINT ACTIVITIES**

(Presented by Secretariat)

**EXECUTIVE SUMMARY**

This working paper presents an update on the joint activities between RASG-PA and GREPECAS since the Fourteenth RASG-PA Plenary Meeting. Progress has been observed in the coordination between the Pan America Regional Aviation Safety Team (PA-RAST) and the CAR/SAM Planning and Implementation Regional Group (GREPECAS) Scrutiny Working Group (GTE) related to Mid-air collision (MAC) and Large height deviation (LHD) monitoring, as well as the continued implementation of the CAR/SAM Runway Safety Team (RST) Project, Air Traffic Service (ATS) language proficiency initiatives, Controlled Flight into Terrain (CFIT) mitigation activities, and other agreed areas of coordination. The paper also reflects new developments that emerged during the period and are relevant to the joint activities between both Groups. The Meeting is invited to take note of these updates and provide guidance for the next period.

<b>Action:</b>	Actions are suggested in Section 4.
<i>Strategic Objectives 2026-2050:</i>	<ul style="list-style-type: none"> <li>• Every flight is safe and secure</li> <li>• Aviation delivers seamless, accessible, and reliable mobility for all</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• RASG-PA/14 Final Report</li> <li>• ESC/40 Report</li> <li>• <i>RASG-PA Procedural Handbook</i>, 5th Edition (Rev 1)</li> <li>• <i>GREPECAS–RASG-PA Collaboration Terms of Reference</i></li> </ul>

## **1. Introduction**

1.1 RASG-PA and GREPECAS maintain a set of coordinated activities intended to strengthen the analysis of regional safety risks, facilitate information exchange, and avoid duplication of efforts in areas that intersect the mandates of both Groups. These activities include MAC/LHD analysis through the PA-RAST/GTE interface, the CAR/SAM Runway Safety Team Implementation Project, ATS language proficiency activities, CFIT mitigation, and other operational topics of shared interest.

1.2 This working paper provides an updated overview of the status of these activities since the RASG-PA/14 meeting, reflecting developments recorded in meeting reports and Secretariat updates.

## **2. Discussion**

### **2.1 Coordination between PA-RAST and the GREPECAS Scrutiny Working Group (GTE)**

2.1.1 Collaboration between the PA-RAST MAC Team and the GREPECAS GTE continued during the period, supported by the exchange of LHD and Traffic Alert and Collision Avoidance System - Resolution Advisory (TCAS-RA) information using available regional and global safety data sources.

2.1.2 Both Groups maintained coordinated analysis of MAC- and LHD-related trends, including joint consideration of contributing factors and areas requiring follow-up by States or Air Navigation Service Providers (ANSPs). The cross-participation of members in respective meetings helped harmonize interpretations and ensure consistency in the monitoring of upper-airspace safety issues.

2.1.3 During the period, the PA-RAST initiated the development of two regional safety advisories related to MAC and LHD issues. One advisory, focused on human coordination errors was adapted from work developed by the Asia Pacific Regional Aviation Safety (APRAST), reflecting the recently initiated collaborative initiative between PA-RAST and APRAST, while the second focused on unauthorized Reduced Vertical Separation Minimum (RVSM) operations. These products fall within the scope of the established GTE/PA-RAST coordination framework.

### **2.2 CAR/SAM Runway Safety Team (RST) Implementation Project**

2.2.1 The CAR/SAM Runway Safety Team (RST) Implementation Project continued to progress during the period, with improvements in the overall level of RST establishment across both regions. Implementation increased to 56 percent in the CAR Region and 63 percent in the SAM Region, reflecting the impact of targeted support activities. Recent work included virtual coordination meetings, Go-Team missions conducted in Colombia, Paraguay, and Peru, the development of effectiveness evaluation tools and dedicated online platforms for information exchange, and enhancements to training components supported by the Regional Safety Oversight Cooperation System (SRVSOP), including a virtual RST course planned for release.

2.2.2 To sustain momentum and ensure continued assistance to priority aerodromes, resources originally allocated to training activities were reallocated to support additional Go-Team missions, enabling further direct assistance to States. In coordination with this effort, the NACC Regional Office will schedule an RST mission in the Caribbean Region in 2026 to support the completion of the project's remaining deliverables and consolidate RST implementation across the region.

### 2.3 ATS Language Proficiency Initiatives

2.3.1 Activities related to the ATS Language Proficiency Project continued during the period. The training provider selected for the project remained engaged in the development of the course material, which was adjusted from the originally foreseen content.

2.3.2 As noted in the latest PA-RAST update, the course is still under development and has not yet been finalized. Work continues completing the technical revisions required for the delivery of the course, and further updates will be provided once the material is ready for implementation.

### 2.4 Additional Developments Since the Last Plenary

2.4.1 ESC/40 discussions reinforced the importance of maintaining alignment between the analytical and reporting mechanisms used by RASG-PA and GREPECAS. This guidance supported continued attention to the harmonization of safety data outputs and the coherence of regional safety products.

2.4.2 Coordination also continued in relation to the preparation of the Upper Airspace Safety Bulletin, which incorporates analytical inputs from both the PA-RAST and the GTE and remains one of the shared products within the joint coordination framework.

2.4.3 Joint reporting to the Air Navigation Commission (ANC) and ICAO Council remained supported by harmonized inputs from both Groups as required.

## 3. Summary of Progress Since the Last Plenary

3.1 A high-level summary of the developments recorded during the period is shown below:

Area of Coordination	Status Update
PA-RAST/GTE coordination (MAC/LHD)	Continued exchange of LHD and TCAS-RA information; updated hotspot analysis; ongoing joint review of analytical methods; development of two regional safety advisories on MAC/LHD
CAR/SAM RST Project	Moderate improvements in RST establishment (56% CAR, 62% SAM); Go-Team missions in Colombia, Paraguay and Peru; development of effectiveness tools and on-line platforms; reallocation of resources to support additional missions; NACC mission to be planned for 2026 in the Caribbean

Area of Coordination	Status Update
ATS Language Proficiency	Continued development of course material by the selected training provider; adjustments to the curriculum underway; course remains under preparation, with further updates expected
Reporting & Monitoring Alignment	Alignment of analytical and reporting mechanisms maintained; continued harmonization of safety products and inputs for joint reporting to the ANC and Council, consistent with guidance provided during the period

#### 4. Conclusion

4.1 RASG-PA and GREPECAS continued to advance their coordinated activities since the last plenary, particularly in the areas of MAC/LHD monitoring and analysis, runway safety implementation, ATS language proficiency, CFIT mitigation, and other topics previously defined as joint activities.

4.2 The continued cooperation between the PA-RAST and the GTE remains central to harmonized monitoring of upper-airspace safety issues and the development of regional safety advisories and bulletins.

4.3 Although several projects remain active within the coordination framework, the meeting documentation did not reflect additional updates in some areas. These activities continue to be maintained within their respective structures.

4.4 Overall, the joint coordination framework between both Groups remains stable and effective, supporting coherent and complementary regional safety efforts.

#### 5. Suggested actions

5.1 The Meeting is invited to:

- a) take note of the information presented in this working paper;
- b) review and endorse the progress achieved in joint RASG-PA/GREPECAS activities;
- c) support continued coordination in the monitoring and analysis of key safety areas; and
- d) provide guidance on priorities for future collaboration between both Groups, as applicable.