



PA-RAST Project Updates

Briefing to APRAST/25 • Bangkok • June 2026

APRAST-PA-RAST Collaborative Initiative • RASG-PA Secretariat, ICAO NACC

**INTERNATIONAL
CIVIL AVIATION
ORGANIZATION**



Three projects, one collaboration

Three active PA-RAST projects, shared with APRAST under our collaborative initiative. Each links State-side safety work to the regional risk picture — and each opens a channel for **two-way exchange**.

COLLABORATIVE SAFETY TEAM

Colombia CST

Go-team visit complete — May 2026
Fifth CST in the Pan American Region

REGIONAL SAFETY INTELLIGENCE

SSP → Regional Risk

State SSP data → PA-RAST priority risks
Proof of concept

STATE DATA SHARING

Safety Information Sharing

Voluntary State programme on the Asia-Pacific model
Pilot underway

Colombia CST

Progress Update

Go-Team Visit, May 2026 · Bogotá

APRAST / PA-RAST Project Exchange

RASG-PA Secretariat · ICAO NACC Regional Office

Colombia in the Pan American CST landscape

Five CSTs at different stages of maturity — Colombia in active implementation

ESTABLISHED CSTs		IN ACTIVE IMPLEMENTATION	
USCAST	United States · founded 1998 · origin of CST model	Colombia CST <i>Equipo Colaborativo de Seguridad Operacional</i> • Third-largest commercial aviation market in the region • El Dorado: highest-volume airport in Latin America • Go-team visit May 12-13, 2026 (Bogotá) • Follow-up session targeted ~June 2026	
BCAST	Brazil · founded 2013 · ANAC + industry, FDX integration since 2015		
CAG	Canada · founded 2020 · industry-led model		
PCAST	Peru · founded 2024 · most recent regional success, SAM Office support		

Why this matters regionally

Colombia is at a regional crossroads for traffic into and out of South America. A functioning CST closes a structural gap in regional safety intelligence — and extends the Pan American collaborative safety architecture into one of its most operationally significant States.

Go-Team Visit — May 12-13, 2026, Bogotá

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Two-day engagement with the Civil Aviation Authority, six commercial operators, two airport concession managers, and industry partners

WHO PARTICIPATED

Aerocivil (Civil Aviation Authority)

Subdirector General, Safety Management Group (host), ANS and Airport Services Secretariats

Industry

Avianca, LATAM, JetSmart, Satena, Clic, Wingo · OPAIN, Airplan

Go-team

RASG-PA Secretariat (ICAO NACC), IATA, ALTA, Airbus — with Aerocivil's Safety Management Group as institutional host

KEY OUTCOMES

- Shared commitment established between Authority and industry — first formal alignment in several years
- First working priorities identified through joint data analysis: TCAS RAs and GNSS degradation at El Dorado
- Safety Management Group confirmed as Technical Secretariat
- Terms of Reference and Technical Proposal introduced as initial draft for joint revision
- Declaration of Intent introduced as continuity mechanism ahead of expected leadership transition
- Follow-up session agreed for approximately one month

THE DEFINING MOMENT

An IATA-led data session showed regional GNSS degradation and TCAS RA patterns at El Dorado. When the Authority cross-referenced these against its own internal data in real time, the exchange functioned as a live demonstration of the CST model — joint analysis on shared evidence, before any structure was formally agreed.

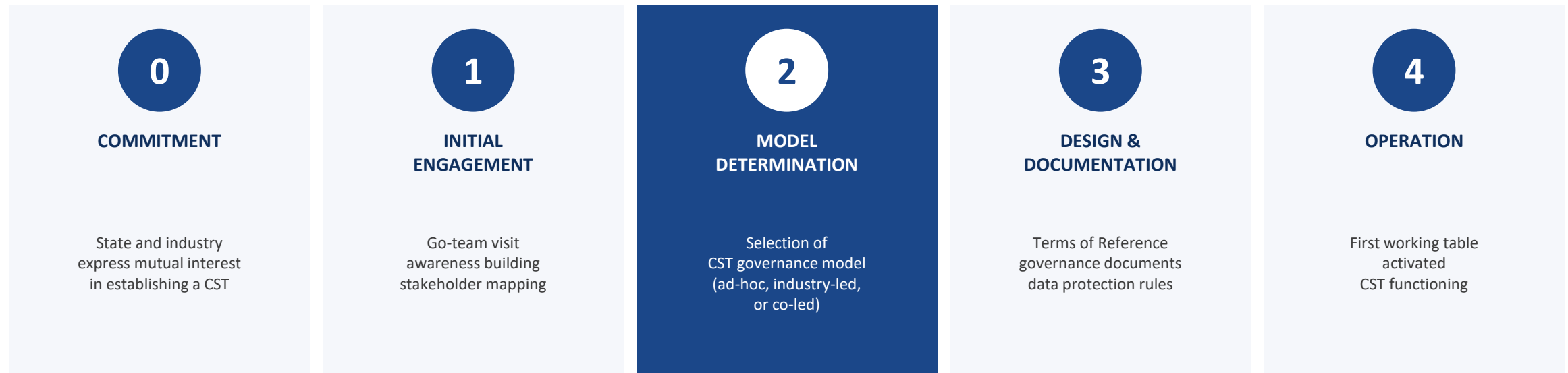


ICAO

CST Implementation Checklist — A tool we developed

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Five-phase self-assessment to help States understand where they stand and what comes next



▲ COLOMBIA NOW

Why it matters — and why we are sharing this with APRAST

Yes/No diagnostic format. Helps States identify gaps without external assessment. Developed for Colombia but designed as a transferable instrument — we offer it to APRAST for review and possible adaptation to your regional context.



ICAO

Observations and next steps

Three early lessons and the path forward

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01

Trust and continuity are the binding constraints

Colombia's prior CST attempt did not consolidate. Argentina's CST produced strong results but lost institutional anchoring through political change. The structural lesson: trust is the product of working under stable rules, not the prerequisite.

02

Data does not need to be perfect to begin

USCAST operated for nearly a decade before ASIAS existed, producing more than 40 Safety Enhancements using accident records and voluntary member data. The CST does not wait for infrastructure — infrastructure follows the work.

03

Scope discipline is the first protection

Capacity, slots, commercial competition will pressure the agenda. The CST must stay anchored to systemic safety risk supported by data. This needs to be in the Terms of Reference from day one, not added later.

NEXT STEPS

Near-term

Follow-up session ~June 2026:
ToR adoption, confidentiality
agreement, first working
table activation

Mid-term

Declaration of Intent finalized
ahead of expected Aerocivil
leadership transition
(September 2026)

APRAST collaboration

Checklist available for review.
Happy to share materials,
lessons, and Terms of
Reference template

SSP Elements → Regional Risk: Building Regional Safety Intelligence

Today's picture is half the story. Regional risk analysis runs mostly on industry data; the State side — systemic hazards, oversight reach, and State reporting and investigation data — is largely missing.

The project. It links State SSP-element implementation to PA-RAST priority risks, turning each State's own SSP output into regional safety intelligence. (*Annex 19, 3rd ed.; Doc 10159*)

Status. Proof of concept; implementation guidance in development.

THE REGIONAL RISK PICTURE

Industry data
in hand today

+

State SSP data
the missing half — this project

A Prioritized, Phased Approach

Not a new process — it is PA-RAST's existing SEI development flow, applied through an SSP lens.



Each State enters where it is. An entry point matched to its starting position, tied to a specific risk and a specific return.

Two readings. Where the SSP elements are in place, we leverage the data; where they are absent, that gap is itself a finding about regional data coverage.

Aggregate and de-identified — regional, never by individual State.

One Investment, Returns for the State and the Region

State return

- Per-component SSP EI under USOAP CMA from 1 August 2026 (EB 2026/4)
- Progress on GASP Targets 3.1 & 3.2
- The State's own risk picture — for many, the first time

Regional return

- A more complete, 360° regional risk picture
- In exchange for aggregated, de-identified contribution
- Intelligence no single State could generate alone

The discipline: the project helps a State identify and prioritize which component to implement — effective implementation still rests with the State (necessary, not sufficient).

Convergence with APRAST

Both regions' SDCPS work rests on Doc 10159 — APRAST's under AP-RASP Regional Goal 3 (SEI 3.2.2), ours as this project's data-ignition phase. PA-RAST would welcome an exchange: learning from APRAST's approach to SDCPS-development assistance, and sharing our SSP-element prioritization strategy in return.

Leveraging Asia-Pacific's data-sharing model

Through the PA-RAST / APRAST collaboration, the Pan-American region is adopting Asia-Pacific's **"Regional Data Sharing"** concept — standing up a voluntary State Safety Information Sharing programme that complements industry data with State-side safety information.

THE MODEL WE'RE BUILDING ON

Asia-Pacific "Regional Data Sharing"

DGCA-59/DP/3/5 & DGCA-60/DP/03/03
5 States · 7,000+ occurrences analysed

THE MANDATE

Conclusion RASG-PA/15/C11

Agreed at RASG-PA/15
Mexico City, March 2026

THE PILOT

ICAO NACC as data aggregator

Brazil · Canada · Chile
Costa Rica (via their CST)



The Pan-American adaptation at a glance

CARRIED OVER FROM ASIA-PACIFIC

- CICTT taxonomy and standardized data fields
- Two-level de-identification
- Voluntary, State-led participation
- Use limited to safety enhancement

ADAPTED FOR PAN AMERICA

- **Lightweight Letter of Participation** in place of a multilateral MOU
- **ICAO NACC as a neutral regional custodian**
- **Two-tier model:** aggregated form + occurrence-level exchange

Pilot underway — results to RASG-PA/16. We'll keep sharing progress through the PA-RAST / APRAST collaboration.

Opportunities for Continued Collaboration

What PA-RAST offers

- CST Implementation Checklist: five-phase self-assessment
- SSP-element prioritization (risk → SSP component)
- Go-team materials, lessons & a Terms of Reference template

What PA-RAST hopes to learn

- SDCPS-development assistance (AP-RASP Goal 3, SEI 3.2.2)
- The Regional Data Sharing model as it scales
- Data-protection frameworks for voluntary reporting

A two-way exchange: RASG-PA acts as a supporting partner, and would learn as much as it shares.

Where PA-RAST most wants to learn: SDCPS

SDCPS — the data-ignition step — is the hardest, most consequential stage for a lower-maturity State. APRAST holds a specific commitment under AP-RASP Regional Goal 3 (SEI 3.2.2) to assist States in developing SDCPS and data-protection frameworks. PA-RAST would welcome learning from that approach, and would share its SSP-element prioritization strategy in return.

Thank You



RASG-PA • APRAST/25, Bangkok • June 2026

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