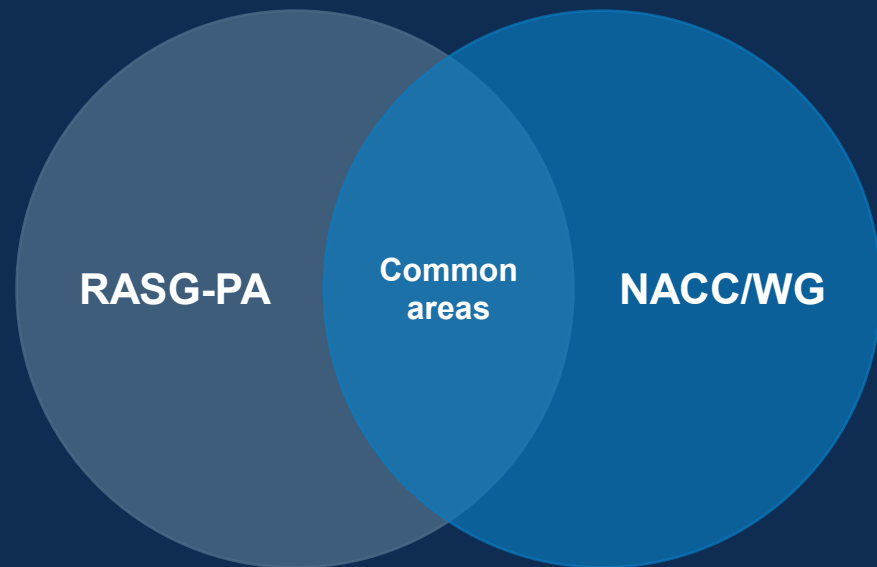


ICAO NACC REGIONAL OFFICE

RASG-PA and the NACC/WG

Common areas and opportunities for
collaboration

NACC/WG/11



RASG-PA in One Slide

Regional mandate, partnership and purpose

REGIONAL SCOPE

Established in 2008 to support a performance-based aviation safety system across the Pan-American Region.

SHARED PLATFORM

Brings together States, Territories, industry, international organisations and regional safety mechanisms.

CORE PURPOSE

Integrates efforts, sets priorities, avoids duplication and supports measurable safety improvements.

MISSION

Reduce fatality risk in commercial aviation through prioritised, coordinated and data-driven safety enhancement initiatives.

Global framework

GASP



Regional coordination

RASG-PA



Regional and national action

RASP / NASP

Where Safety and Air Navigation Converge

Current and potential areas of joint attention

MID-AIR COLLISION

TCAS RAs, hotspots, ATM factors and operational context

LHD / RVSM

ATS coordination, FIR interfaces, RVSM approvals and AIDC

RUNWAY SAFETY

Incursions, excursions, RST effectiveness and GAPPRI

CFIT

Approach procedures, BARO-VNAV, altimetry and TAWS limitations

ATS COMMUNICATION

Language proficiency, phraseology and pilot-controller interaction

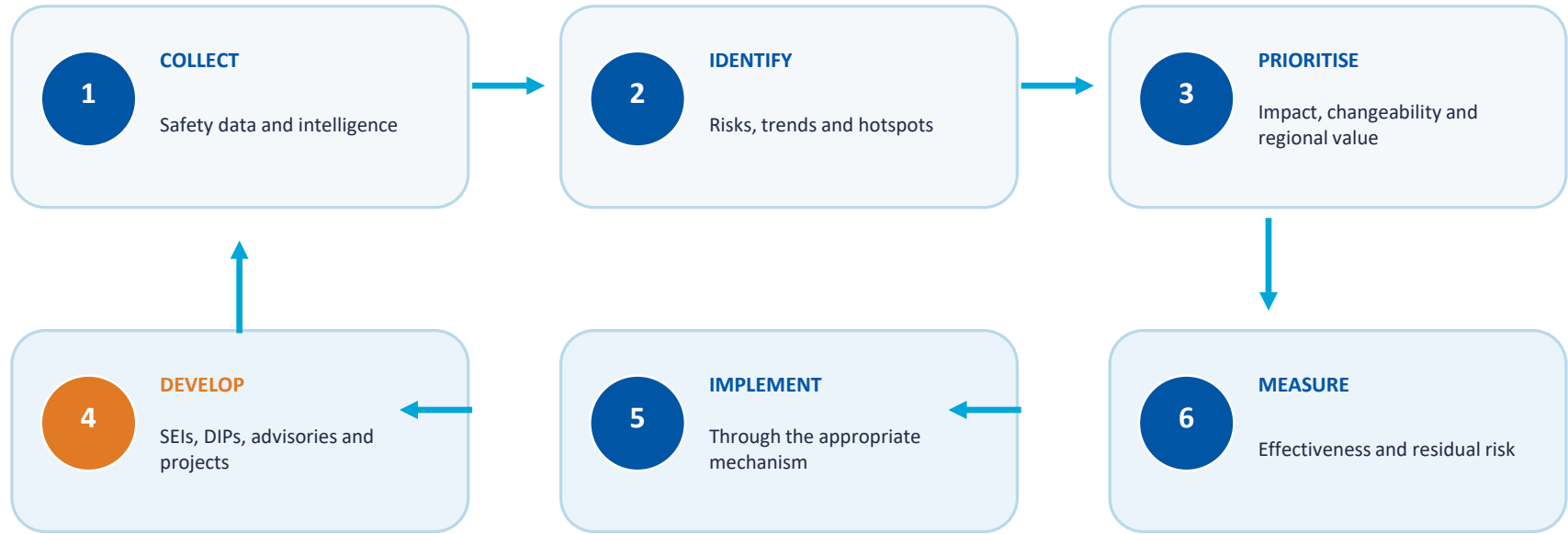
UAS / RPAS

Airspace integration, interoperability and regional harmonisation

Each area requires safety intelligence, operational expertise, implementation capacity and effectiveness monitoring.

— From Safety Data to Measurable Improvement

The RASG-PA safety management cycle



Implementation results must return to the regional risk-management process.

A shared mandate to coordinate

Both groups' governing documents already call for it



NACC/WG Terms of Reference

- Promotes close coordination between GREPECAS and RASG-PA
- Coordinates Task Force work through agreed mechanisms to avoid duplication of efforts

NACC/WG ToR (2026), pp. 3–4



RASG-PA Procedural Handbook

- Coordinates safety issues with GREPECAS
- Ensures regional and sub-regional safety activities are coordinated to avoid duplication of efforts

RASG-PA Handbook, 9.1 a) and d)

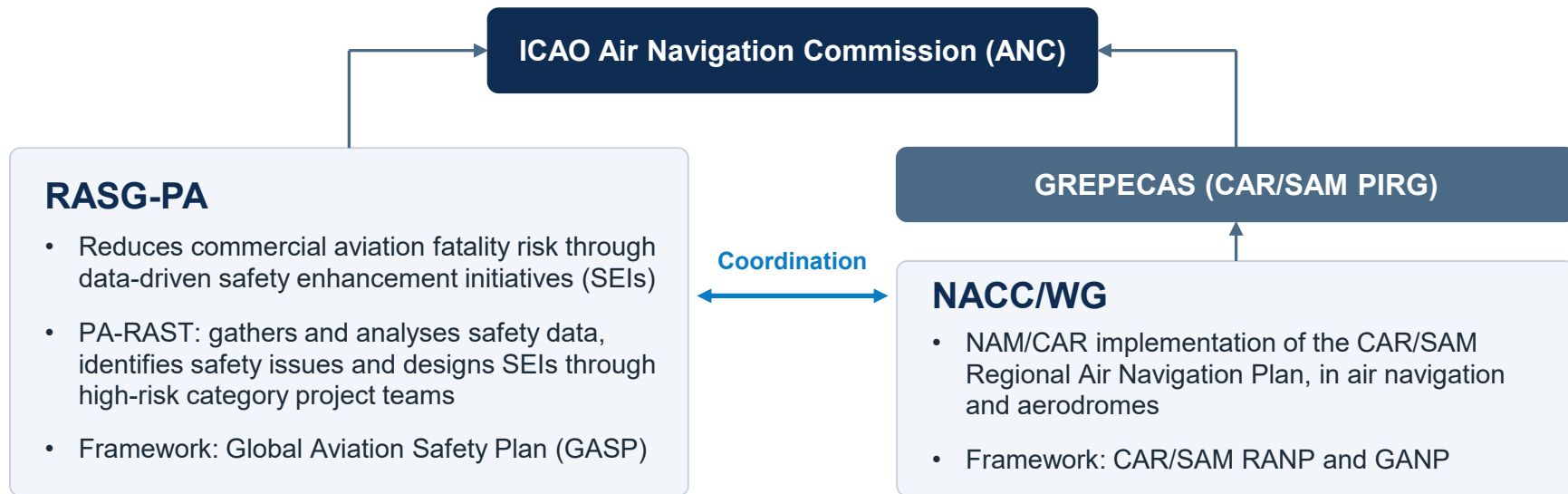


Conclusion RASG-PA/15/C03

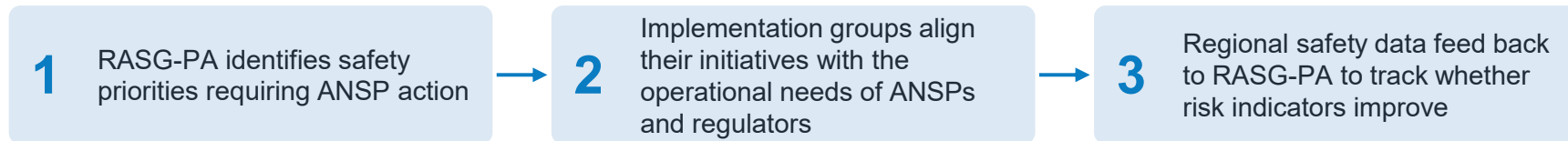
- Review the RASG-PA and GREPECAS coordination processes
- Propose a more robust mechanism for ANSP–regulator engagement, for approval at RASG-PA/GREPECAS/6

RASG-PA/15 Summary of Discussions, 3.9

Two groups, one reporting line to the ANC



Feedback loop envisaged under Conclusion RASG-PA/15/C03



Where the GASP places risk in NACC/WG domains

Examples of contributing factors to the global high-risk categories of occurrences (G-HRCs)

NACC/WG Task Force	Examples of contributing factors (GASP Table 3-1)	G-HRC
ATM	ATC performance; airspace design; conditional clearances; phraseology; English language proficiency	MAC, RI
CNSS	ATC communication systems and short-term conflict alert; surveillance coverage and quality; GNSS radio frequency interference	MAC, CFIT, LOC-I
AGA/OP	Aerodrome design, equipment and signage; manoeuvring area driver training; reporting of runway surface conditions	RI, RE
AIM and ATM	Inaccurate approach design and inadequate documentation; inadequate approach procedures design	CFIT, RE
MET	Adverse weather and environmental conditions	LOC-I, CFIT, MAC



Fifth GREPECAS–RASG-PA Joint Meeting (March 2026): stagnation in effective implementation indicators, particularly in AGA and ANS

Common areas at a glance

Where current RASG-PA work touches NACC/WG Task Force domains

	Runway safety	MAC, LHD and TCAS RA	CFIT	GNSS interference	Wildlife strikes	Adverse weather	UAS/RPAS
AGA/OP	●				●		
ATM (AMCB, ECAR/CATG)	●	●	●			●	
AIM	●		●	●			
CNSS (COMM, SURV, FREQ)		●		●			
MET						●	
Joint work: unmanned aircraft							●

● Direct touchpoint with current RASG-PA work. None identified for SAR, ASBU or cybersecurity.



Aerodromes and Runway Safety

AGA/OP Task Force | ICAO NACC AGA coordinator: Fabio Salvatierra

What RASG-PA is doing

- States urged to establish Runway Safety Teams (RSTs) at all international airports and report evidence of implementation to the ICAO Regional Offices RASG-PA/15
- RST effectiveness survey of States, ANSPs and airport operators, and a two-way channel between local RSTs and the PA-RAST through the Regional Offices' AGA officers ESC/41 (draft)
- RST–Collaborative Safety Team (CST) synergy: RST representation in the CST to elevate systemic runway safety issues; the two complement, not replace, each other ESC/41 (draft)
- GAPPRI implementation tracker covering aerodromes, aircraft operators, ANSPs and regulators; submissions remain open PA-RAST/71
- Safety Advisories in development on runway markings, four runway collisions, and wet and slippery runway condition reporting PA-RAST/71
- Bird strike rates above the global average; wildlife to be assigned to a project team by PA-RAST/72 RASG-PA/15; PA-RAST/71



Potential collaboration

- Channel the RST survey and the RST–PA-RAST information flow through the Task Force
- Encourage aerodrome operators to complete their GAPPRI tracker elements
- Promote RST representation in CSTs where both exist
- Share Task Force experience on runway condition reporting and wildlife hazards with the PA-RAST

Proposals for discussion



Air Traffic Management

ATM Task Forces (AMCB, ECAR/CATG) | ICAO NACC coordinator: Josué González

What RASG-PA is doing

- The PA-RAST MAC project team works with the GREPECAS Scrutiny Working Group (GTE) on large height deviations (LHDs) in RVSM airspace PA-RAST/71
- LHD Regional Safety Advisory (2026): recommends aligned standard operating procedures for FIR boundary transitions, readback discipline and standardized coordination protocols; an advisory on unauthorized RVSM operations is due in December 2026 PA-RAST/71
- ATC coordination failures were the most frequent LHD category in CAR/SAM in 2024; the ANC asked for analysis of the rise in LHD events (520 in 2021 to 711) RASG-PA/15
- CANSO-led ad hoc group on TCAS RA hotspots with IATA, ALTA and the ICAO Secretariat; analyses may lead to procedure or airspace redesign PA-RAST/71
- RSIA-01: ANSPs to ensure accurate altimeter settings are issued and read back, and controllers to verify barometric units when in doubt RSIA-01 (2024)



Potential collaboration

- Connect AMCB airspace and procedure work with TCAS RA hotspot and LHD findings
- Invite ANSPs to share ATM safety data at PA-RAST meetings: the MAC project team looks at collision risk across all airspace, including terminal areas and airports, not only RVSM, so risks seen in one area can be checked against others and confirmed as systemic

Proposals for discussion



Aeronautical Information Management

AIM Task Force | ICAO NACC coordinator: TBD

What RASG-PA is doing

- RSA-07C: States to keep the terrain and obstacle data that feed TAWS up to date in line with Annex 15 and PANS-AIM, and navigational references in WGS-84 RSA-07C (2025)
- RSA-07C: States to monitor the reliability and age of terrain (area 4) and obstacle (area 2) data, with early data exchange between the CAA and infrastructure planning bodies RSA-07C (2025)
- GNSS interference: States asked to publish NOTAMs in a timely manner PA-RAST/71
- Advisory in development on runways not declared slippery-when-wet by NOTAM and under-declared runway condition codes PA-RAST/71



Potential collaboration

- Raise awareness in the AIM Task Force of the RSA-07C recommendations to States on terrain and obstacle data, which also underpin ATC systems such as surveillance
- Identify and address cases where runway conditions are not declared, by ATC or by NOTAM (slippery-when-wet, runway condition codes), and share AIM practice on timely GNSS interference NOTAMs with the PA-RAST

Proposals for discussion



Communications, Navigation and Surveillance

CNSS Task Forces (COMM, SURV, FREQ) | ICAO NACC coordinator: Mayda Ávila

What RASG-PA is doing

- GNSS interference integrated into the CFIT project team's work plan; mitigation of GNSS radio frequency interference identified as a CFIT gap PA-RAST/71
- RASG-PA Safety Issue Alert RSIA-03A on GNSS interference to be extended to newly identified hotspot areas PA-RAST/71
- States asked to identify the causes of GNSS signal loss and preserve a minimum operational network of conventional navigation aids PA-RAST/71
- LHD Regional Safety Advisory recommends expanding AIDC implementation across all FIR boundaries PA-RAST/71



Potential collaboration

- FREQ Task Force support to identify interference sources with national frequency authorities, shared with the PA-RAST
- Share AIDC implementation status at FIR boundaries with the joint MAC–GTE work: ATC coordination failures are the leading LHD category, and AIDC mitigates them
- Share plans for the minimum conventional navaid network (backup when GNSS is degraded) with the CFIT project team

Proposals for discussion



Aeronautical Meteorology

MET Task Force | ICAO NACC coordinator: Luis Sánchez

What RASG-PA is doing

- El Niño 2026–27 regional initiative: a RASG-PA Safety Issue Alert is in preparation, with a lessons-learned review at PA-RAST/72 PA-RAST/71
- States and ANSPs asked to coordinate mass-diversion and ground-stop contingency plans ahead of the November–February peak PA-RAST/71
- IATA stressed that early warning must also reach States, ANSPs and meteorological providers PA-RAST/71
- Adverse weather is a PA-RAST cross-cutting topic; turbulence hotspot data could be shared PA-RAST/71



Potential collaboration

- Raise AMCB awareness of the El Niño mass-diversion and ground-stop contingency planning
- Explore how MET information on adverse weather and turbulence can inform PA-RAST analysis

Proposals for discussion

Mechanisms already in place

Cross-cutting links between RASG-PA, GREPECAS and the NACC/WG



Joint RASG-PA/GREPECAS activities

MAC and LHD monitoring (PA-RAST/GTE), the CAR/SAM RST project, ATS language proficiency, CFIT mitigation, UAS/RPAS and turbulence

RASG-PA/15, 3.1



ANC review of the 2025 RASG-PA and GREPECAS reports

Strong coordination on runway safety, PBN procedures and CFIT; weaknesses in safety data collection, analysis and sharing flagged as a systemic concern

ANC review (June 2025 reports), presented at RASG-PA/15, 11.5–11.7



Safety data from States and ANSPs

The PA-RAST welcomes safety data from States as well as industry. States are asked to check whether a risk shared at PA-RAST is present in their own operational context

PA-RAST 101; PA-RAST/71, Section 6

— One Regional System, Complementary Responsibilities —

RASG-PA

Provides the regional safety-risk perspective

GREPECAS

Provides the air navigation planning and implementation perspective

NACC WORKING GROUP

Connects operational expertise, harmonised implementation and evidence of safety effect

The objective is not to create additional structures, but to make better use of the structures, expertise and data already available.

Suggested Actions for the Meeting:

- a) Take note of the RASG-PA updates and its relationship and coordination with GREPECAS
- b) Identify the NACC ANS participation in the successful implementation of Safety mitigation actions
- c) Review the potential collaborations with RASG-PA in coordination with GREPECAS and
- d) Include RASG-PA activities/ efforts in the Air Navigation implementation Activities toward a more strategic and systemic work for the NACC States

Thank you

Questions and discussion

