



WORKING PAPER

RASG-PA/15 — WP/21
18/02/26

Fifteenth Meeting of the Regional Aviation Safety Group – Pan America (RASG-PA/15) and Fifth RASG-PA–GREPECAS Joint Meeting (RASG-PA–GREPECAS/5)
Mexico City, Mexico, 2 to 4 March 2026

Agenda Item 12: Preliminary Results from RASG-PA/15 virtual phase

PRELIMINARY RESULTS FROM RASG-PA/15 VIRTUAL PHASE

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper presents the results from the virtual phase of the meeting (Agenda Items 1 to 8 refer) for consideration and approval by the Meeting.	
Action:	The suggested actions are presented in Section 2.
<i>Strategic Goals 2026-2050:</i>	<ul style="list-style-type: none"> • Every flight is safe and secure • Aviation is environmentally sustainable • Aviation delivers seamless, accessible, and reliable mobility for all • No country left behind
<i>References:</i>	Virtual phase documentation presented at https://www.icao.int/nacc/meetingdocs?fid=29874#block-icao-page-title

1. Introduction

1.1 The draft report of Agenda Items 1 to 8 is presented at the **Appendices**.

2. Suggested Action

2.1 The Meeting is invited to approve the initial draft report of Agenda Items 1 to 8, as well as the conclusions/decisions therein. Further updates will be included based on the in-person session of RASG-PA/15, which in the end will result in a complete draft report of RASG-PA/15 meeting.

Agenda Item 1: Adoption of the Draft Agenda and Schedule

2.1 The Secretariat presented WP/01 supported by IP/01, inviting the Meeting to approve the provisional agenda and schedule. The Meeting approved the agenda and schedule with minor changes.

Agenda Item 2: Follow-up on Valid Conclusions and Decisions from RASG-PA Meetings

2.1 Under WP/02, the Meeting reviewed the list of valid Conclusions and Decisions from previous RASG-PA meetings and noted that the Secretariat updated the status of all outstanding items based on a comprehensive review of recent progress and the current regional context.

2.2 The Meeting expressed strong consensus for the proposal to have the NACC and SAM Regional Offices take over the study on State Safety Programme (SSP) implementation obstacles from external academic entities. Members noted that this shift addresses the high costs and lengthy timelines previously proposed by external institutions. Several states emphasized that the resulting analysis must account for the diverse sizes and administrative complexities of individual states rather than seeking a universal solution.

2.3 Discussions highlighted that high personnel turnover remains a primary barrier to safety program maturity. Participants recommended that the Regional Offices integrate a continuous training and orientation program into the new strategy to maintain institutional knowledge. Furthermore, members identified a need for the Secretariat to clarify the distinct roles between civil aviation authorities and service providers to resolve confusion between State Safety Programmes and Safety Management Systems.

2.4 Regarding the strategy for SSP implementation support, the Meeting approved the following Conclusion, which supersedes Conclusion RASG-PA/14/C02:

CONCLUSION	
RASG-PA/15/C01	STRATEGY FOR SSP IMPLEMENTATION SUPPORT
<p>What: That, in order to strengthen the effective implementation of the State Safety Programme (SSP) in the Pan-American Region and address persistent implementation gaps identified through regional monitoring activities, the Secretariat (ICAO NACC and SAM Regional Offices):</p> <p>a) develop a regional strategy to identify and analyse the obstacles affecting SSP implementation in the Region; and</p> <p>b) present a progress report on the results of this analysis, proposed solutions and an estimated timeline for their implementation, to the 41st Executive Steering Committee (ESC/41) meeting.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why: To address SSP implementation challenges through the technical expertise and regional knowledge of the Secretariat, ensuring a cost-effective and regionally tailored approach, replacing the previously considered external study mechanism.</p>	
<p>When: By ESC/41</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

2.5 Regarding the creation of an ad hoc group for accident investigations, the Meeting suggested prioritizing collaboration with existing regional mechanisms, such as the Regional Accident Investigation Mechanism, to avoid duplicating efforts. The Meeting accepted the volunteer offer from Boeing to assume the leadership of this group, as noted during previous executive discussions, updating the initial designation established in Decision ESC39/D/01. Brazil and ALTA further noted that the group should establish a clear diagnostic of the current backlog of investigation reports before finalizing a regional strategy.

2.6 Regarding the establishment and leadership of the support for accident investigation reports, the Meeting noted that the ad hoc group originally proposed has yet to be formally established. Consequently, the Meeting approved the following Decision with the lead of Boeing, which supersedes Decision ESC/39/C/01:

CONCLUSION	
RASG-PA/15/D01	CREATION OF THE AD-HOC GROUP TO SUPPORT STATES IN THE PRODUCTION OF ACCIDENT INVESTIGATION REPORTS
<p>What: That, in order to support states in the production of accident investigation reports:</p> <p>a) an Ad-hoc Group, led by Boeing and composed of [Member A, Member B, Member C, ... Member N], be formally established to identify mechanisms for supporting States in the completion of accident investigations and the issuance of final reports;</p> <p>b) the Secretariat provide coordination support to facilitate the establishment and operation of the Ad-hoc Group, including liaison with participating States and existing regional accident investigation mechanisms;</p> <p>c) the Ad-hoc Group develop and submit to RASG-PA/16 a baseline diagnostic report identifying the status of pending accident investigation reports in the Pan-American Region, including recommendations for a regional support strategy.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why: To operationalize the previously approved initiative, address the backlog of accident investigation reports in the Pan-American Region, and formalize the transition of leadership from IATA to Boeing.</p>	
<p>When: a) and b) immediately; c) By RASG-PA/16</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	Boeing

2.7 As a result of the discussions, the Decisions RASG-PA/14 D01, RASG-PA/14 D02, RASG-PA/14/C01, ESC/40 D02 (items a and b), ESC/40 D03, and ESC/40 D04 were considered completed.

2.8 Following the same review, the Meeting agreed that Conclusions RASG-PA/14 C02 and ESC/39/C01 are now superseded by the RASG-PA/15/C01 and RASG-PA/15/D01.

2.9 Finally, the Meeting reached a consensus that Decisions RASG-PA/14 D03, RASG-PA/14 D04, ESC/39 D01, ESC/40 D02 (items c, d, e, f, and g) and ESC/40 D05 remain valid and shall continue to be monitored by the Secretariat as described in Appendix of WP02.

2.10 Regarding ESC/40/D05, the Meeting agreed to request that RASG-PA Members designate participants by 30 May 2026, so that the deadline set out in ESC/40/D05 can be met.

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

3.1 Under WP/04, the Meeting reviewed the status of coordinated safety activities between RASG-PA and GREPECAS since the previous plenary. This update highlighted advancements in mid-air collision (MAC) and large height deviation (LHD) monitoring through the PA-RAST and GTE interface, alongside progress in the CAR/SAM Runway Safety Team (RST) project and ATS language proficiency initiatives. The document emphasizes the stability of the joint coordination framework and its role in harmonizing regional safety data outputs to avoid duplication of efforts.

3.2 The Meeting endorsed the progress achieved and discussed technical enhancements to optimize the ongoing projects. Canada and ALTA proposed the integration of the GAPPRI tracking system to improve the monitoring of RST project results. El Salvador emphasized the need for a consolidated root cause analysis of TCAS Resolution Advisory (RA) events to better identify if risks stem from human factors or procedural gaps. Furthermore, IATA highlighted the importance of strengthening the coordination between RST activities and GREPECAS initiatives regarding stabilized approaches, specifically under the NEOSPACE/APTA project and the GESEA/SG 2 implementation group, to ensure a harmonized regional approach.

3.3 Participants also explored the evolution of safety oversight mechanisms. IATA and other stakeholders recommended that CAR/SAM States evaluate the creation or consolidation of safety groups with a broader scope than the traditional Runway Safety Team, citing successful models such as BCAST (Brazil) and CAST (United States) as references tailored to each State's needs and capacities. Additionally, Guatemala expressed its intention to resume Go Team missions in coordination with the NACC Office to strengthen local safety implementation.

3.4 The Meeting noted PA-RAST's progress in CFIT mitigation, including the amendment of RSA-07B to reference RSIA-01 on TAWS limitations, now available in English and Spanish. Development of RSA-07C also began to address risks from incorrect altimeter settings during RNAV BARO-VNAV approaches at non-ILS airports. Furthermore, the Working Group is analysing TAWS alert clusters near Mexico City to further refine regional safety guidance.

3.5 Under the activities related to Unmanned Aircraft System(s) (UAS)/ Remotely Piloted Aircraft System (RPAS), the Meeting discussed regulatory challenges following a proposal for a coordinated regional framework to harmonize regulations and registries. Participants emphasized the need to align UAS safety governance with national standards and implement risk-proportional Safety Management Systems, reflecting ongoing regional efforts to integrate drone operations through collaborative risk management. Although initially addressed under a separate agenda item, this initiative was transferred to the joint RASG-PA and GREPECAS framework due to the air navigation nature of proposed measures like dedicated air corridors, ensuring regional interoperability and a harmonized approach to integration into controlled airspace.

3.6 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. 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.

3.7 Under WP/14, the Meeting considered a proposal presented by the United States to enhance aviation safety management through improved engagement between Air Navigation Service Providers (ANSPs) and regulators. The paper identifies a lack of effectiveness in current coordination mechanisms and advocates for structured, harmonized processes to share and analyze ATM safety data. It emphasizes that regional safety enhancement initiatives (SEIs) must better reflect the operational realities managed by stakeholders across the NACC and SAM regions.

3.8 Member States, including Brazil, Chile, Costa Rica, Guatemala, and Panama, expressed strong support for the formalization of these coordination processes. IATA emphasized the importance of establishing a systematic mechanism within RASG-PA to clearly identify safety priorities that require action by ANSPs. This approach would allow implementation groups to better align their initiatives with operational needs, creating a feedback loop where RASG-PA evaluates the impact of operational improvements on regional safety levels.

3.9 Venezuela underscored the necessity of ensuring the sustained and meaningful participation of both ANSPs and regulators in PA-RAST to ensure that regional safety analyses reflect operational realities and that proposed mitigations are effective. Regarding the proposed updates to the Procedural Handbooks, it was noted that while the current RASG-PA Procedural Handbook includes a section on coordination and communication, there is a significant opportunity to document the specific coordination processes in greater detail. Consequently, the Meeting adopted the following:

CONCLUSION	
RASG-PA/15/Cxx	STRENGTHENING OF THE RASG-PA/GREPECAS JOINT COORDINATION MECHANISM
<p>What: That, with a view to ensuring a synchronized and harmonized approach to regional safety management and avoiding the duplication of efforts between regional groups, and subject to the alignment of procedural frameworks, the Secretariat:</p> <p>a) conduct a comprehensive review of the existing coordination processes mandated by the RASG-PA and GREPECAS Procedural Handbooks to identify gaps in the sharing of operational safety information;</p> <p>b) develop a proposal for a more robust and clearly defined coordination mechanism that enhances engagement between Air Navigation Service Providers (ANSPs) and Regulators; and</p> <p>c) present the proposed mechanism and necessary handbook amendments to the next RASG-PA/GREPECAS Joint Session for formal approval.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why: To resolve the current lack of effective coordination in sharing ATM safety data and to ensure that regional safety enhancement initiatives (SEIs) are accurately informed by operational realities.</p>	
<p>When: By RASG-PA/GREPECAS/6 Joint Session</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	<p>Industry members</p>

3.10 Under WP/18, the Meeting reviewed the results of the RVSM airspace monitoring programme in the CAR/SAM regions for 2024 and the activity report of the Scrutiny Working Group (GTE) for the 2024-2025 period. The paper highlights that, while the Target Level of Safety (TLS) remains a challenge in several Flight Information Regions (FIRs), the GTE has strengthened its role in the consolidation and analysis of LHD data. The report emphasizes the critical need for States to provide timely and accurate data to CARSAMMA to ensure the reliability of regional safety assessments.

3.11 During the discussion of WP/18, the Meeting noted that the vertical collision risk evaluation (CRM) for the 2024 period was 1.255×10^{-9} , remaining within the acceptable Target Level of Safety (TLS) of 5×10^{-9} fatal accidents per flight hour. However, it was highlighted that the FIRs of La Paz, Panama, Curaçao, Port-au-Prince, and Santo Domingo presented risk levels exceeding this threshold. The analysis identified that Large Height Deviations (LHD) attributed to ATC coordination failures (Code E) were the most frequent, with 477 occurrences, followed by operator transfer errors (Code F) and unauthorized RVSM operations (Code L). IATA recall that, among other measures, the implementation of AIDC connections in ACCs, is fundamental to mitigate risk linked to ATS coordination failures.

3.12 Participants and international organizations emphasized the need for systemic mitigation. IATA expressed its readiness to work with CARSAMMA and NAARMO to ensure members' RVSM approvals are accurately recorded and recommended prioritizing the implementation of AIDC to address the identified ATS coordination failures. Furthermore, Venezuela and COCESNA advocated for the use of LHD data (Codes E, F, and L) as proactive indicators within ANSP Safety Management Systems (SMS) to foster early identification of root causes rather than maintaining purely statistical records.

3.13 Cuba and Panama reaffirmed their commitment to enhancing the quality and timeliness of data provided to the RMAs. Panama specifically underscored the necessity of reflecting initiatives related to early detection and timely reporting to ensure a balanced interpretation of safety indicators. The Meeting concluded that maintaining effective and timely communication among States, CARSAMMA, NAARMO, and the GTE is essential to ensuring that RVSM airspace operations remain within established acceptable risk levels.

Agenda Item 4: Results of the 42nd Assembly; Global Aviation Safety Plan and Global Air Navigation Plan

4.1 Under WP/03, the Meeting reviewed the alignment of Regional Aviation Safety Group – Pan America (RASG-PA) activities with the global challenges identified by the Air Navigation Commission. The paper demonstrated that RASG-PA's outcomes meet the Global Aviation Safety Plan (GASP) expectations through a strategy focused on risk and collaborative implementation. The Meeting endorsed the progress achieved in risk reduction and regional cooperation, while members emphasized the need to restore the official website to ensure access to historical records and safety documentation.

4.2 Under WP/09, the Meeting analysed the stagnation of specific GASP implementation indicators, particularly in areas such as aerodromes, air navigation services, and State Safety Programme (SSP) foundation. The Secretariat proposed adjusting regional monitoring practices to include a core set of indicators and trend-based analysis to identify root causes of implementation delays. This approach aims to provide targeted support to States by moving beyond uniform monitoring to address specific regional challenges.

4.3 The Meeting expressed broad support for the proposed monitoring adjustments and the creation of an ad hoc group to strengthen follow-up mechanisms. Participants noted that a flexible monitoring framework allows for better identification of risks while accounting for local particularities. However, the Meeting underlined that individual States maintain the ultimate responsibility for taking corrective actions and advancing safety goals within their jurisdictions.

4.4 During the discussion, members highlighted the importance of integrating regional reporting with existing national and sub-regional plans to avoid duplication of efforts. The Meeting recognized that the success of the enhanced monitoring framework depends on consistent resource commitment and data sharing from both States and industry stakeholders. Participants also suggested that regional safety reports should incorporate measures tracking specific regional goals alongside global indicators.

4.5 The Meeting reviewed and approved the following decision:

DECISION		MECHANISM FOR MONITORING AND FOLLOW-UP OF GASP IMPLEMENTATION INDICATORS	
RASG-PA/15/D03			
What: That, building on the approach outlined in this Working Paper, the PA-RAST, directly or through an ad hoc group established for this purpose, develop a proposal for a mechanism to strengthen the monitoring and follow-up of the GASP implementation indicators, for consideration by the ESC/41.		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
Why: To address stagnation observed in selected GASP implementation indicators in the Pan American Region by strengthening regional monitoring practices and ensuring a structured follow-up mechanism that supports targeted implementation and corrective actions.			
When: By ESC/41		Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
Who: <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:		Industry members	

Agenda Item 5: Progress on Regional and National Aviation Safety Planning

5.1 Under WP/10, the Meeting reviewed a proposal to transition from prescriptive oversight to risk-based surveillance (RBS). The paper argued that prioritizing oversight activities based on the most relevant operational risks allows for a more efficient allocation of resources and a tangible reduction in accident rates.

5.2 The Meeting noted the potential of this shift to optimize limited human and financial resources. Participants who intervened emphasized that effective RBS implementation depends on the availability of reliable safety data and consistent risk assessment methodologies. The discussion also touched upon the fact that low levels of State Safety Programme (SSP) implementation in certain sub-regions could act as a barrier, requiring a phased approach and targeted technical assistance.

5.3 Regarding the proposal in WP/10, the Meeting approved the following conclusion:

CONCLUSION	
RASG-PA/15/Cxx	SUPPORT FOR THE IMPLEMENTATION OF RISK-BASED SURVEILLANCE (RBS) IN THE PAN-AMERICAN REGION
<p>What: That, in coordination with the NACC/SAM Regional Offices and RSOOs, States promote and support:</p> <ul style="list-style-type: none"> a) the progress of States toward risk-based surveillance (RBS) models; b) the strengthening of cooperation mechanisms for safety information sharing and oversight best practices; c) the identification of training and technical assistance needs to ensure an effective transition toward RBS; and d) inform on all the previous actions by ESC/41 Meeting. 	<p>Expected impact:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<p>Why: To foster more efficient oversight management that contributes to a tangible reduction in the regional accident rate by leveraging the synergies and resources of existing regional cooperation mechanisms.</p>	
<p>When: By ESC/41</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	<p>NACC/SAM Regional Offices</p>

5.4 Under WP/11, the Meeting examined a phased approach for the establishment of Collaborative Safety Teams (CSTs). The proposal highlighted that building mutual trust through informal State-industry collaboration should serve as a prerequisite before implementing formal organizational structures, ensuring the sustainability of safety initiatives.

5.5 There was support among participants for the trust-first methodology, noting that data protection protocols and a non-punitive culture are essential for open communication. The Meeting recognized that starting with small-scale projects allows for a natural evolution toward formal structures. It was also noted that some States require formal mechanisms to contribute to the revision of regional guidance to ensure it reflects diverse operational realities.

5.6 The Meeting approved the following decision:

DECISION	
RASG-PA/15/Dxx	STATE-INDUSTRY COLLABORATION INITIATIVES
<p>What: That the RASG-PA “CST Strategy” and “CST Implementation Guide” be revised by PA-RAST to promote the development of State-Industry collaboration strategies as a preliminary and preparatory alternative to the formal establishment of CSTs by the ESC/41.</p>	<p>Expected impact:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<p>Why: To facilitate engagement and collaboration between the CAA and industry, and to build a relationship of mutual trust that enables open communication for effective risk identification and mitigation.</p>	
<p>When: By ESC/41</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>PA-RAST</p>

5.7 Under WP/19, COCESNA exposed on the regulatory challenges posed by the rapid growth of Unmanned Aircraft Systems (UAS). The paper proposed a coordinated regional framework to harmonize UAS regulations, establish common registries, and implement dedicated air corridors in high-density areas to ensure safe integration into controlled airspace.

5.8 Participants recognized the importance of regional harmonization to facilitate interoperability and cross-border operations. The discussion emphasized that UAS safety governance should align with existing national frameworks and require Safety Management Systems (SMS) proportional to operational risks. Regarding the implementation of dedicated air corridors, it was noted that such measures require continuous evaluation as traffic volumes increase. Due to the nature of the recommendations and actions involving Air navigation matters, it was agreed to share this WP/19 with the GREPECAS Group discussions.

5.9 Under WP/20, the Meeting analyzed the complexities of aircraft leasing and its impact on safety oversight as presented by COCESNA. The paper urged States to update national regulations based on ICAO Doc 8335 and 9626 to eliminate redundant processes and adapt to modern aviation business models.

5.10 The Meeting took note of the oversight challenges and operational risks created by inconsistent leasing regulations. Participants suggested that a more uniform regulatory framework would assist in managing risks and achieving the financial benefits of international leasing. States were encouraged to utilize ICAO training resources to improve their approval and authorization processes.

5.11 The Meeting also recognized the importance of ICAO's continued efforts to update related SARPs, guidance material, and audit methodologies to ensure consistent interpretation during oversight activities.

5.12 Under IP/02, the Secretariat presents the updated South American Aviation Safety Plan (SAMSP) for 2026–2028, aligning regional efforts with the Global Aviation Safety Plan and SAM 2035 Strategy. The plan focuses on strengthening safety risk management and State Safety Programme implementation through risk-based oversight and enhanced regional collaboration with industry. By providing a common reference framework, the SAMSP assists States in aligning national plans with global priorities to ensure sustainable and practical safety improvements across the region.

5.13 Under IP/03, the Meeting noted Panama's progress in consolidating its SSP as a central axis for safety management. The document detailed Panama's transition toward a proactive, data-driven oversight model and its efforts to integrate safety information into national air navigation planning.

5.14 Under IP/04, the Meeting received an analysis of aircraft accident investigation trends in the SAM Region from 2016 to 2024. The paper underscored the importance of transparency and the timely publication of final reports in the iSTARS database to facilitate regional risk mitigation.

5.15 Under IP/05, the Secretariat outlines the ongoing process to update the NACC Regional Aviation Safety Plan to ensure its alignment with the ICAO Global Aviation Safety Plan 2026–2028. This update, coordinated by the ICAO NACC Regional Office and the NACC SSP Working Group with support from an ad hoc drafting group of eight States, aims to address the current safety risk landscape and implementation challenges within the NAM/CAR Region. Since starting work in September 2025, the group has conducted gap analyses and is currently drafting revised sections of the plan, with a first complete draft expected by late March 2026 for regional review and validation.

Agenda Item 6: Status of RASG-PA Safety Improvement Projects and Initiatives

6.1 Under WP/08, the Meeting reviewed the progress of the RASG-PA Work Programme. The Secretariat reported on Safety Enhancement Initiatives and Detailed Implementation Plans targeting high-risk categories such as Controlled Flight into Terrain (CFIT) and Loss of Control In-Flight (LOC). The report also highlighted regional projects including the Language Proficiency Project and new Safety Advisories. The initiatives reported on that paper included:

- High-Risk Category (HRC) projects;
- Other regional safety projects and initiatives;
- Collaborative Safety Teams (CSTs);
- Safety Partners Programme;
- Safety Days;
- Safety data review and linkage to SEIs/DIPs;
- PA-RAST/APRAST collaboration; and
- RSAs and RSAs issued during the reporting period.

6.2 The Meeting expressed broad support for these activities and acknowledged the consistent progress in regional risk mitigation. Brazil questioned if the current data maturity allows for immediate reporting to the Air Navigation Commission and for the preparation of the Annual Safety Report. The Meeting understood that the Secretariat and PA-RAST chairs must provide a formal response regarding data readiness for these global reporting cycles.

6.3 Under WP/15, the Meeting evaluated the implementation of local Runway Safety Teams (RSTs). The paper identified the status of these teams at international aerodromes and the need for better effectiveness monitoring. The Secretariat emphasized that RSTs remain a key multidisciplinary tool for mitigating runway-related risks.

6.4 Member States shared national updates and confirmed their commitment to expanding RST implementation. The United States and ALTA underscored that these teams provide a low-cost, high-impact solution when supported by data-driven performance metrics. Venezuela and Panama highlighted their alignment with ICAO guidance and the use of regional assessment tools.

6.5 The Meeting urged States to prioritize establishing collaborative RSTs at all remaining international airports. The Meeting also requested Civil Aviation Authorities to gather implementation evidence and report it to the ICAO Regional Offices. Airport operators should use the RASG-PA tool to verify the effectiveness of existing teams.

Agenda Item 7: Cross-Cutting and Emerging Safety Issues

7.1 Under WP/17, the Meeting reviewed an overview of cross-cutting and emerging safety topics in the Pan American Region derived from recent PA-RAST discussions. This paper supports a proactive safety framework by identifying systemic factors and evolving risks that span multiple operational domains, ensuring that regional mitigation strategies remain aligned with the Global Aviation Safety Plan.

7.2 The Meeting noted the support from participating Member States and international organizations regarding the identification of these emerging priorities. Participating members, including Aruba, Canada, and El Salvador, recognized the value of these findings for informing future technical discussions. The discussions highlighted that the PA-RAST serves as a key instrument for converting state-level data into actionable regional risk patterns.

7.3 Specifically, the Meeting identified as cross-cutting safety themes those involving organizational, human, and systemic factors that influence performance across multiple operational domains. Furthermore, three emerging safety considerations were highlighted as increasing in relevance due to changes in the operating environment: evolving workforce profiles, increased operational complexity, and external pressures on aviation systems. These topics are intended to supplement existing data-driven analyses by providing a forward-looking reflection on latent risks.

7.4 The United States and ALTA recommended that the PA-RAST formally map emerging topics to established high-risk categories to maintain global consistency and avoid redundant initiatives. These participants noted that while existing mechanisms already address some of these issues, there is a need for more coordinated attention and wider dissemination of safety intelligence. The interventions specifically addressed concerns regarding mid-air collisions, adverse weather, and the systemic influence of human and organizational factors.

7.5 The Meeting agreed the following Decision:

DECISION	
RASG-PA/15/Dxx	INTEGRATION AND MAPPING OF CROSS-CUTTING AND EMERGING SAFETY ISSUES
<p>What: That, in order to ensure a structured and coordinated follow-up to the cross-cutting and emerging safety issues as informed in paragraph 7.3:</p> <p>a) the PA-RAST be tasked with mapping the identified safety topics to the relevant Global Aviation Safety Plan (GASP) framework, including applicable High-Risk Categories (HRCs) and other relevant risk categories; and</p> <p>b) the outputs of this mapping exercise be considered by ICAO NACC/SAM Regional Offices as input for the next revision cycle of the Regional Aviation Safety Plan (RASP) in 2026.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why: To ensure global consistency, avoid duplication of initiatives, and strengthen alignment between regional safety priorities and the GASP framework, while enhancing coordinated risk mitigation across the Pan American Region.</p>	
<p>When: By ESC/42</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>NACC/SAM Regional Offices, PA-RAST</p>

Agenda Item 8: Other business (Virtual Phase)

8.1 Under WP/05, the PA-RAST proposed a trial for 2026 to reduce meeting frequency from four to three sessions per year while extending individual meeting duration to four days. This initiative responds to stakeholder concerns regarding travel commitments and evaluates if a restructured calendar maintains the group's effectiveness in delivering its safety mandate through a more sustainable model.

8.2 The Meeting expressed broad support for the trial, noting it represents a measured step toward aligning governance activities with safety value. States and industry partners emphasized that the trial period must serve as a data-collection phase to determine the most effective meeting cadence without compromising safety objectives. While most participants approved the change, Aeroméxico maintained a preference for the existing quarterly frequency to preserve regional safety momentum, and Panama highlighted potential cybersecurity risks associated with virtual alternatives.

8.3 Participants concluded that the success of the trial depends on maintaining a data-driven approach and ensuring meeting quality through a refined structure. Brazil specifically recommended that the restructured meetings dedicate full days to safety data reviews, the Infoshare approach, and the work of safety enhancement teams. The Meeting also noted the importance of ensuring the revised calendar remains compatible with ICAO Air Navigation Commission reporting deadlines.

8.4 The Meeting agreed on the following decision:

DECISION	
RASG-PA/15/Dxx	TRIAL ON THE RESTRUCTURING AND REDUCTION IN THE FREQUENCY OF PA-RAST MEETINGS
What: That, to respond to stakeholder feedback on travel commitments and evaluate operational efficiency: a) the PA-RAST conduct a trial reduction of meeting frequency to three sessions in 2026, incorporating a data-collection mechanism to assess impact on safety mandate delivery, and b) ESC to evaluate the trial performance and report by ESC/42 (2027).	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: To address the burden of frequent travel while ensuring that a revised meeting cadence and extended duration can effectively support the group's safety objectives and technical output.	
When: a) Calendar year 2026 and b) ESC/42	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	Industry members, ESC

8.5 Under WP/06, the Secretariat proposed institutionalizing simultaneous interpretation services for PA-RAST meetings as a permanent operational support mechanism. The paper highlights that providing English-Spanish interpretation since 2023 significantly increased participation and inclusiveness, allowing regional experts to contribute effectively to technical discussions in their native languages.

8.6 The Meeting expressed broad consensus on the operational value of these services for fostering equitable participation. Most members supported converting the temporary measure into a standing provision, though Brazil and Canada suggested prioritizing interpretation for plenary-style sessions to manage costs. Airbus recommended that the financial ceiling remain adaptable to future changes in meeting schedules.

8.7 The Meeting agreed on the following decision:

DECISION	
RASG-PA RASG-PA/15/Dxx	CONTINUATION OF INTERPRETATION SERVICES FOR PA-RAST MEETINGS
<p>What:</p> <p>That, with a view to ensuring inclusive and effective participation of States and industry stakeholders in technical safety discussions, particularly in meetings where no host State assumes responsibility for interpretation arrangements, and subject to the application of RASG-PA financial resources in accordance with the approved policies and monitoring mechanisms:</p> <p>a) RASG-PA approve the funding of the provision of simultaneous interpretation services for PA-RAST meetings, as necessary, as a permanent operational support mechanism; and</p> <p>b) the Secretariat amend the Procedural Handbook to include English-Spanish interpretation as a requirement for PA-RAST meetings, detailing the different sources of funding for such services according to the location of the meeting.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>How much:</p> <p>RASG-PA funds will be used, on an exceptional and as-needed basis, in accordance with the RASG-PA Policy for the Utilization of Financial Resources, subject to an annual ceiling of USD 30,000, with expenditures reported through the established monitoring mechanisms.</p>	
<p>Why:</p> <p>To sustain the increased participation, inclusiveness, and effectiveness of PA-RAST meetings observed following Decision ESC/38/D03, ensuring that all stakeholders can fully contribute to technical discussions and safety risk mitigation activities regardless of language proficiency.</p>	
<p>When: Immediately</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

8.8 Under WP/07, the Secretariat presented a proposal to address leadership vacancies within the PA-RAST and the RASG-PA Executive Steering Committee. The paper emphasizes the need for a coordinated approach to fill vacant Co-Chair and Vice-Co-Chair positions to ensure operational continuity and maintain the momentum of regional safety initiatives.

8.9 The Meeting expressed unanimous support for the proposed measures. Canada endorsed aligning leadership terms with the plenary cycle, while the United States recommended that members elected to fill midterm vacancies should only complete the remainder of the original term. Participants agreed on the necessity of updating the Procedural Handbook to include clear guidelines for handling such leadership contingencies.

8.10 The Meeting agreed on the following conclusion:

DRAFT CONCLUSION	
RASG-PA/15/Cxx	FILLING OF LEADERSHIP VACANCIES IN RASG-PA AND PA-RAST
<p>What: That, to maintain continuity of leadership, enable orderly succession, and preserve the balance between States and industry, the RASG-PA:</p> <p>a) endorse and approve the PA-RAST election results to be submitted for ratification at the in-person phase of the Fifteenth Regional Aviation Safety Group – Pan America Plenary Meeting (RASG-PA/15) (March 2026);</p> <p>b) approve the establishment of a revised periodicity for PA-RAST leadership terms, such that each two-year term begins and ends at a RASG-PA Plenary meeting;</p> <p>c) approve the conduct of RASG-PA elections during the in-person Plenary session of RASG-PA/15 to fill for the 2026–2029 term;</p> <p>d) instruct the Secretariat to update the RASG-PA Procedural Handbook to incorporate the identified provisions addressing leadership vacancies within both the RASG-PA and PA-RAST structures, by the ESC/41.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why: To safeguard the effectiveness, transparency and credibility of the regional safety governance framework.</p>	
<p>When: From a) to c) Immediate and d) by ESC/41</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>Industry members</p>