The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

Forty First Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/41)

Mexico City, Mexico, 2 to 3 September 2026

SUMMARY OF DISCUSSIONS

ii.1 Place and Date of the Meeting

The Forty First Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/41was held at the ICAO NACC Regional Office, in Mexico City, Mexico, from 2 to 3 September 2026.

ii.2 Opening Ceremony

Mr. Christopher Barks, Regional Director of the North American, Central American and Caribbean (NACC) Office of the International Civil Aviation Organization (ICAO) provided opening remark, followed by Mr. Luis Fernando Fiallos, Regional Director of the ICAO SAM Regional Office. Messrs. Bernardo Tomas de Castro, RASG-PA Vice Co-Chairperson representing the States, and Rodolfo Quevedo, RASG-PA Co-Chairperson representing industry, welcomed participants and officially opened the Meeting.

ii.3 Officers of the Meeting

Mr. Bernardo Tomaz de Casto, Vice-Chair of RASG-PA representing States, and Mr. Rodolfo Quevedo, Co-Chairman representing the industry, led the discussions. Mr. Christopher Barks, Regional Director of the ICAO NACC Regional Office, served as Secretary of the ESC, with the participation of Mr. Luis Fernado Fiallos, Regional Director of the SAM Regional Office, and assisted by Mr. Julio Siu, Deputy Regional Director, from the ICAO NACC Regional Office, Mr. Javier Puente, Regional Officer, Safety Implementation Officer of the ICAO SAM Regional Office, and Messrs. Fernando Camargo, Regional Officer, Technical Assistance and Angel Luna, Regional Officer, Flight Safety, both from the ICAO NACC Regional Office.

ii.4 Working Languages

The working languages of the Meeting were English and Spanish. The working papers, information papers and summary of discussions of the meeting were available to participants in both languages.

ii.5 Schedule and Working Arrangements

It was agreed that the working hours for the sessions of the meeting would be from 09:00 to 15:00 hours daily with adequate breaks. Ad hoc Groups were created during the Meeting to do further work on specific items of the Agenda.

ii.6 Agenda

Agenda Item 1: Adoption of the Draft Agenda and Schedule

Agenda Item 2: Follow-up on Valid Conclusions and Decisions

Agenda Item 3: Issues related to the internal functioning of RASG-PA

Agenda Item 4: Pan America Regional Aviation Safety Team (PA-RAST) Projects and Activities

Agenda Item 5: Regional Safety Performance and Implementation Support

Agenda Item 6: Other Business

ii.7 Attendance

The Meeting was attended by 7 States/Territories from the NAM/CAR/SAM Regions, 7 International Organizations/industry, totalling 26 delegates as indicated in the list of participants contained in **Appendix A.**

ii.8 Draft Conclusions and Decisions

The Meeting recorded its activities as Draft Conclusions and Decisions as follows:

DRAFT CONCLUSIONS: Activities requiring endorsement by the Regional Aviation Safety Group – Pan American (RASG-PA).

DECISIONS: Internal activities of the Executive Steering Committee of the Regional Aviation Safety Group – Pan American (RASG-PA ESC).

ii.9 List of Draft Conclusions and Decisions

Number	Title	Page
D/1	Approval of Updates to the RASG-PA Procedural Handbook	**7**
D/2	Approval of the RASG-PA Project Funding Proposal Submission Process	**9**
D/3	Presentation of Accident Data in RASG-PA Annual Safety Report	**10**
D/5	Synergy between Runway Safety Teams (RST) and Collaborative Safety Teams (CST)	**13**
D/6	Continuation of the Review and Prioritisation of the GASP 2026-2028 Updates	**16**
D/7	Participation in SSP Effective Implementation Project: FENIX initiative	**19**
D/8	Report to the Air Navigation Commission on the Causes of Low SSP Implementation	**18**
D/9	Regional Strategy to Strengthen the Participation of States in PA-RAST and RASG-PA	**21**

Number	Title	Page
C/4	State Participation in Aviation Safety Action Programme (ASAP)	**12**

ii.10 List of Working and Information Papers and Presentations

Refer to the Meeting web page:
https://www.icao.int/nacc/meetingdocs?fid=101937}

WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01	1	Agenda and Schedule	11/08/26	Secretariat
WP/02	2	Status of Valid Conclusions and Decisions	24/08/26	Secretariat
WP/03	3	Proposed Amendments to the RASG-PA Procedural Handbook	11/08/26	Secretariat
WP/04	3	Alignment of the Project Funding Proposal Process with Donor Budget Cycles	15/08/26	Secretariat
WP/05	4	PA-RAST Matters for the Attention of the Executive Steering Committee	12/08/26	Secretariat
WP/06	5	Proposal for a Mechanism to Strengthen the Monitoring and Follow-up of GASP Implementation Indicators	12/08/26	Secretariat
WP/07	--	Cancelled	--	--
WP/08	5	Framework for Enhancing Regional Safety Intelligence through Aggregated State Data Sharing	12/08/26	Secretariat
WP/09	5	Preliminary Review of the GASP 2026-2028 updates and Next Steps for Regional Prioritisation	24/08/26	Secretariat
WP/10	4	Runway Safety Teams	26/06/26	Secretariat
WP/11	4	Status of the Coordination Between the PA-RAST and the GREPECAS Scrutiny Working Group	13/08/26	Secretariat
WP/12	4	Just Culture Voluntary Safety Reporting and the State Safety Programme: Convergence with USOAP CMA Assessment and the GASP fatality-Reduction Goal	12/08/26	Secretariat
WP/13	5	Fenix Project: A Practical Approach to Effective SSP Implementation	24/08/26	Secretariat
WP/14	5	Causes of Low SSP Implementation in the SAM Region	24/08/26	Secretariat
WP/15	--	Cancelled	--	--
WP/16	--	Cancelled	--	--

WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/17	5	Strengthening the Strategic Engagement of States in PA-RAST and RASG-PA to Improve Regional Safety Risk Management	25/08/26	ALTA-IATA
WP/18	5	ALTA Proposal for ATCONF/7 on Collaborative risk management: strengthening safety governance through State-Industry Cooperation	25/08/26	ALTA

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01	--	List of Working and Information Papers	26/08/26	Secretariat
IP/02	5	From Numbers to Data: Closing the Final Report GAP in the SAM Region	24/08/26	Secretariat
IP/03	5	SAM Region Actions in Support of the Implementation of Risk-Based Surveillance (RBS)	24/08/26	Secretariat
IP/04	3	RASG-PA Support and Financial Status	31/08/26	Secretariat

Agenda Item 1: Adoption of the Draft Agenda and Schedule

1.1 Under WP/01, the Secretariat presented the draft agenda and the schedule, which the Meeting approved without amendments.

Agenda Item 2: Follow-up on Valid Conclusions and Decision

2.1 Under WP/02, the Meeting reviewed the status of the Decisions adopted by ESC/40:

a. Decisions ESC/40/D01, ESC/40/D03 and ESC/40/D04 were considered completed; the latter based on the mapping of the Air Navigation Commission (ANC) global challenges against existing RASG-PA initiatives, prepared jointly by the Civil Air Navigation Services Organisation (CANSO) and the Secretariat.

b. Decision ESC/40/D02 (Implementation of Aviation Safety Action Programmes in the RASG-PA Region) remains valid, with items a) and b) completed and items c) through g) remaining valid until RASG-PA/16; the pilot project with Colombia was put on hold following leadership changes.

c. Decision ESC/40/D05 (Review and Prioritization of the Implications of the Updates to the 2026–2028 Global Aviation Safety Plan (GASP)) had not been completed, as the Ad hoc Group had not been established. The matter was addressed under WP/09, and this Decision was superseded by Decision ESC/41/D06.

Agenda Item 3: Issues related to the internal functioning of RASG-PA

Proposed Amendments to the RASG-PA Procedural Handbook

3.1 Under WP/03, the PA-RAST presented consolidated amendments to the RASG-PA Procedural Handbook on leadership succession and continuity of the chairmanship, PA-RAST membership and participation, confidentiality, permanent interpretation at PA-RAST meetings and the alignment of funding proposals with donor budget cycles, together with a Code of Conduct (new Appendix F) and a Confidentiality Agreement form (new Appendix G).

3.2 Canada supported the amendments but found the provisions on the continuity of the ESC chairmanship confusing, asked whether recognising all RASG-PA members as PA-RAST members implied an expectation of attendance, and pointed to a consequential amendment to the PA-RAST Terms of Reference; Airbus proposed that the Handbook set a minimum quorum for ESC decisions. The references to quarterly PA-RAST meetings remain until the three-meeting trial is evaluated.

3.3 A revised Appendix A prepared by Canada, Airbus, and the Secretariat was approved : the Vice-Co-Chair replaces an absent Co-Chair and, where neither can attend, an Acting Co-Chair is designated from among the ESC members for that meeting only (new paragraph 5.2.4); a quorum of four State members, at least one from the NAM/CAR Regions and one from the SAM Region, three industry members and the Secretariat is required to adopt Conclusions and Decisions, otherwise referred to the fast-track procedure (new paragraph 7.1.7); and RASG-PA members join the PA-RAST upon request. The final version of these amendments is contained in **Appendix B**. As a result of the discussions, the Meeting agreed on the following Decision:

DECISION **RASG-PA ESC/41/D01**	**APPROVAL OF UPDATES TO THE RASG-PA PROCEDURAL HANDBOOK**
What: The Meeting approves the amendments to the RASG-PA Procedural Handbook as detailed in **Appendix B t**o this summary of discussions, comprising: a) the alignment of leadership terms with a two-year cycle beginning and ending at RASG-PA plenary meetings, and the rule that members elected to fill vacancies complete only the remainder of the original term; b) the continuity of the chairmanship at ESC meetings: the Vice-Co-Chair assumes the role of Co-Chair when the incumbent is unable to attend and, where neither is able to attend, the Co-Chair and Vice-Co-Chair designate an Acting Co-Chair from among the ESC members for that meeting only (new paragraph 5.2.4); c) a quorum for the adoption of Conclusions and Decisions of four members representing States and Territories, including at least one from the NAM/CAR Regions and at least one from the SAM Region, three members representing international organisations and industry, and the Secretariat, with draft Conclusions and Decisions referred to the fast-track procedure where no quorum is constituted (new paragraph 7.1.7); d) membership and participation provisions: RASG-PA members accepted as PA-RAST members upon request, revised active-member criteria for PA-RAST leadership eligibility, and organisations outside the ICAO list of international organisations eligible to be invited as observers;	**Expected impact:** ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical

e) the definition of PA-RAST meeting dates and locations through the annual meeting calendar approved by the ESC, and simultaneous English-Spanish interpretation as a permanent requirement for PA-RAST meetings, funded from RASG-PA resources except where a host State assumes it; f) the alignment of funding proposals with the budget planning cycles of the major donors, and the use of multi-year roadmaps by the High-Risk Category project teams; g) the RASG-PA Code of Conduct, as new Appendix F to the Handbook; and h) the RASG-PA Confidentiality Agreement form, as new Appendix G, together with the note to paragraph 3.2 c) that safety information shared in RASG-PA activities shall not be used for the enforcement of punitive actions and the corresponding cross-references in the Handbook and the PA-RAST Terms of Reference.	
Why: To address leadership succession and continuity of the chairmanship at ESC meetings, membership and participation provisions, confidentiality and data protection, interpretation services, project funding arrangements, multi-year project planning and the establishment of a RASG-PA Code of Conduct.	
When: Immediately	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☒ ICAO ☒ Other:	RASG-PA Members

Alignment of the Project Funding Proposal Process with Donor Budget Cycles

3.4 Under WP/04, the Secretariat presented, in response to Decision ESC/40/D01, a Project Funding Proposal Submission Process that adds an annual calendar to the existing instruments: proposals submitted to donors by 31 August from every year, ahead of the Airbus and Boeing budget cycles, with an extraordinary route for proposals that cannot wait. CANSO stressed that the request form gives donors the justification they need and updated it with the Secretariat; the revised one-page form was accepted.

3.5 Airbus recalled that it is difficult to request contributions while a substantial balance remains unused; the Secretariat noted that the balance of about CAD 270,000 has not been consumed because projects have relied on in-kind contributions, and proposed, with the support of industry, that the resource needs of the projects raised during the Meeting be noted so that two or three could be funded and a replenishment request made to the donors; Canada asked that resource needs be built into the work plans of the PA-RAST High Risk Category (HRC) project teams. The final RASG-PA Project Funding Proposal Submission Process is presented in **Appendix C** to this Summary of Discussions. As a result of the discussions, the Meeting agreed on the following Decision:

<table>
<tr><td colspan="3">DECISION
RASG-PA ESC/41/D02 APPROVAL OF THE RASG-PA PROJECT FUNDING PROPOSAL SUBMISSION PROCESS</td></tr>
<tr><td colspan="2">What:
That, to improve the planning, preparation and timely submission of proposals requiring RASG-PA financial resources or contributions from potential donors, the Meeting approves the RASG-PA Project Funding Proposal Submission Process (Appendix C) to this summary of discussions. These proposals:
a) are to be prepared and assessed in accordance with RASG-PA Policy for the Utilisation of Financial Resources;
b) intended for consideration within donor annual budget planning cycles are to be submitted to potential donors no later than 31 August each year; and
c) when they are extraordinary may be submitted outside the regular annual cycle, with their approval and implementation subject to availability of funds.</td><td>Expected impact:
☐ Political / Global
☒ Inter-regional
☒ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:
To improve the predictability, consistency and transparency of the RASG-PA funding proposal process and increase the possibility that regional safety initiatives may be considered within donor annual budget planning cycles, while preserving the flexibility to address justified needs arising outside the regular cycle.</td></tr>
<tr><td>When: Immediately</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☒ States ☒ ICAO ☒ Other:</td><td colspan="2">RASG-PA Members</td></tr>
</table>

RASG-PA Support and Financial Status

3.6 The Meeting took note of IP/04 on the financial status of RASG-PA: the fund stood at CAD 270,652 as at 31 August 2026, the last financial contributions having been received from Airbus and Boeing in 2023 and from Canada in 2025.

Agenda Item 4: Pan America Regional Aviation Safety Team (PA-RAST) Projects and Activities

PA-RAST Matters for the Attention of the Executive Steering Committee

4.1 Under WP/05, the PA-RAST brought to the Committee the scope of the accident statistics in the RASG-PA Annual Safety Report, a proposed capability to support States in the implementation of the State Safety Programme (SSP) in response to Conclusion RASG-PA/15/C01, and updates on Collaborative Safety Team (CST) implementation, runway safety, the PA-RAST/ Asia Pacific Regional Aviation Safety Team (APRAST) Collaborative Initiative, the RASG-PA Aviation Safety Action Programme (ASAP) Initiative and the new PA-RAST meeting structure.

4.2 On the Annual Safety Report, the PA-RAST explained that differences with the ICAO Safety Report and Integrated Safety Trend (Analysis) and Reporting System (STARS) are a matter of scope: the ICAO products cover scheduled commercial operations above 5,700 kg, for which rates can be calculated, whereas the Report has included non-scheduled operations, significant in the region but for which only counts can be produced. The Meeting agreed that the Report present scheduled operations on the ICAO basis and the non-scheduled counts in a separate, clearly distinguished section. As a result of the discussions, the Meeting agreed on the following Decision:

DECISION RASG-PA ESC/41/D03	**PRESENTATION OF ACCIDENT DATA IN RASG-PA ANNUAL SAFETY REPORT**
What: That, to ensure that the scope of the accident data presented in the RASG-PA Annual Safety Report (ASR) is clear and remains comparable with other ICAO data sources, the ASR present: a) separately the available data for scheduled commercial operations, including the corresponding rates per million departures; and b) additionally available data for non-scheduled commercial operations, clearly distinguished from the data for scheduled commercial operations.	**Expected impact:** ☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical

Why: To enhance the RASG-PA Annual Safety Report statistics on its scope and comparability with other ICAO data sources			
When:	Next publication of the Annual Safety Report- 2027	**Status:**	☒ Valid / ☐ Superseded / ☐ Completed
Who:	☐ States ☒ ICAO ☐ Other:		

4.3 On membership and observer criteria, the change of the Handbook wording from "entitled" to "eligible", which keeps the admission of organisations not on the ICAO list of international organisations subject to the approval of the PA-RAST Co-Chairs, was approved as part of Decision ESC/41/D01; Canada will follow up with the PA-RAST on the consequential amendment to its Terms of Reference.

4.4 Under Section 5 of the paper, the PA-RAST proposed, in response to Conclusion RASG-PA/15/C01, to support States in implementing the SSP element by element, beginning with the Safety Data Collection and Processing System (SDCPS), through a pilot in the NAM/CAR Regions, since regional analysis depends on the data that only a State's SDCPS can provide. CANSO, supported by ALTA and IATA, objected that this would bring SSP implementation support into RASG-PA, contrary to the distinction agreed at previous meetings between RASG-PA as a risk mitigation group and the responsibility of the ICAO Regional Offices for the SSP: RASG-PA needs data from States, not to implement their SSP. ALTA saw the contribution of RASG-PA in promoting a culture of data collection through the CSTs; IATA cautioned that data sharing is limited by privacy policies and State capacity.

4.5 The PA-RAST and the Secretariat replied that the aim was to give States the methodology to establish their SDCPS, the single element at which the needs of RASG-PA and of the States coincide, and recalled that the GASP gives the RASGs a role in SSP implementation. The Secretariat separated two questions: the wording of Section 5, on which the Meeting recognised that States need assistance with the data collection that supports RASG-PA, and the long-standing question of the scope of RASG-PA, which the Meeting agreed to refer to a small Ad hoc Group reporting to the next Plenary, subsequently merged with the Ad hoc Group on the GASP 2026-2028 updates (Decision ESC/41/D06).

4.6 The Secretariat and the proponents presented a revised Section 5 and Appendix B, renamed the RASG-PA Data Driven Initiative: it no longer refers to SSP implementation support, which remains with ICAO through the Regional Offices, is confined to the SDCPS as the element through which a State produces the safety information that RASG-PA requires, and will be piloted in the NAM/CAR Regions with two or three States by a task force with the analytical support of the PA-RAST and no additional resources, reporting to ESC/42 with the progress report due under Conclusion RASG-PA/15/C01. The Meeting accepted the revised text as the basis for the pilot; the Secretariat is to prepare the terms of reference of the task force.

4.7 The PA-RAST also reported that the Colombia CST project is on hold following the change of administration in the State, that contact is being sought with the Commercial Aviation Subcommittee of the Mexican authority and that a Go-Team stands ready for Argentina upon request; that it seeks to have the local Runway Safety Teams (RSTs) feed into its Runway Safety Project Team (WP/10); that the PA-RAST/APRAST Collaborative Initiative has produced a two-way flow of products, with interest in making it permanent; that the ASAP pilot in Colombia is on hold while Brazil advances with its own regulation that enables its operators to implement ASAPs in Brazil; and that one day of each PA-RAST meeting is now dedicated to the Global Aviation Safety Roadmap. The Meeting took note of these updates and agreed on the following Conclusion:

<table>
<tr><td colspan="3">CONCLUSION
RASG-PA ESC/41/C04 STATE PARTICIPATION IN AVIATION SAFETY ACTION PROGRAMME (ASAP)</td></tr>
<tr><td colspan="2">What:
That, to promote the ASAP initiative, States wishing to volunteer for the RASG-PA ASAP Initiative pilot project, with an operator and its employee group, to express their interest to the RASG-PA Secretariat by RASG-PA/16.</td><td>Expected impact:
☐ Political / Global
☒ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:
To enhance State Safety collaboration and data analysis with the support of RASG-PA</td></tr>
<tr><td>When: RASG-PA/16</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☒ States ☐ ICAO ☐ Other:</td><td colspan="2"></td></tr>
</table>

Runway Safety Teams

4.8 Under WP/10, the Secretariat, through the Aerodromes and Ground Aids (AGA) Officers of the NACC and SAM Regional Offices, reported that about 67% of the international aerodromes of both regions now report an RST, but that some RSTs cannot demonstrate that they are active and effective: some address ramp rather than runway matters, airline participation is limited to station managers and no action plan results. The paper proposed a survey using the RST effectiveness questionnaire at its Appendix A, the use of CSTs to support RST effectiveness, and a two-way information channel between the RSTs and the PA-RAST through the AGA Officers.

4.9 United States concurred and asked that the survey include Air Navigation Service Providers (ANSPS); Canada asked that the RST/CST connection be reflected in the revised CST guidance and cautioned against a burden of measurement, RSTs being better measured by their outputs. Airbus, citing a CST-like dynamic in Argentina, argued that wherever a group already performs the runway safety function it should be recognised, whatever its name; the Secretariat agreed that no separate meeting is needed where a safety committee such as the CST convenes the same stakeholders with runway safety on the agenda and an action plan resulting, but recalled that ICAO requires this at every aerodrome with international operations and that confusion of roles must be avoided, RSTs being audited under Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA). Airbus and the Secretariat will continue the discussion offline.

4.10 The Meeting took note of the progress made in implementing RSTs, supported the Secretariat's initiatives to enhance their effectiveness through the assessment tool, stronger collaboration with CSTs and improved information exchange with the PA-RAST, and agreed on the following Decision:

DECISION **RASG-PA ESC/41/D05**	**SYNERGY BETWEEN RUNWAY SAFETY TEAMS (RST) AND COLLABORATIVE SAFETY TEAMS (CST)**
What: That, to prove RST effectiveness and promote the synergies for Safety data exchange and analysis, a) RASG-PA Secretariat conduct a survey, for States, ANSP and airport operators using the proposed effectiveness tool described in ESC/41 WP/10 Appendix A; and	**Expected impact:** ☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical

b) RASG-PA in coordination with the ICAO NACC and SAM Regional Offices, define a work scheme for RASG-PA and the local available RSTs. Such work scheme shall support a more risk-based and data-driven approach, with the establishment of a two-way information channel between local Runway Safety Teams and the PA-RAST (through the Regional Offices' AGA Officers) and where PA-RAST can contribute with potential indicators or data from their analysis and support the RSTs with the regional trends, precursors and safety products developed by the PA-RAST by the ESC/42.	

Why:

Support the exploration of synergies between local Runway Safety Teams and the Collaborative Safety Teams promoted by RASG-PA, including the representation of RSTs in the CST for the elevation and discussion of systemic runway safety issues on the understanding that such mechanisms complement, and do not replace.

When:	ESC/42	**Status:**	☒ Valid / ☐ Superseded / ☐ Completed
Who:	☐ States ☒ ICAO ☐ Other:	RASG-PA and NACC and SAM ROs	

Status of the Coordination between the PA-RAST and the GREPECAS Scrutiny Working Group

4.11 Under WP/11, presented by Canada as champion of the PA-RAST Mid-Air Collision Project Team, the Meeting was informed of the joint work of the PA-RAST and the CAR/SAM Planning and Implementation Regional Group (GREPECAS) Scrutiny Working Group (GTE) on occurrences in Reduced Vertical Separation Minimum (RVSM) airspace: RASG-PA Safety Advisory RSA-13 on Large Height Deviations (LHDs) was published in February 2026, a further advisory is planned by the end of the year, and LHD information is being analysed with Traffic Alert and Collision Avoidance System (TCAS) resolution advisory data from ASIAS and IATA. The Meeting supported the continuation of the coordination, agreed that RASG-PA convey to GREPECAS the PA-RAST's requirement for multiyear LHD data and request that the GTE support its provision by the Regional Monitoring Agencies, and congratulated GREPECAS and RASG-PA on the joint work and North American Approvals Registry and Monitoring Organization (NAARMO) on joining it along with CAR/SAM monitoring agency (CARSAMMA), which completes the coverage of RVSM airspace for the entire Pan American Region.

Just Culture Voluntary Safety Reporting and the State Safety Programme: Convergence with USOAP CMA Assessment and the GASP Fatality-Reduction Goal

4.12 Under WP/12, the Secretariat presented a paper arising from the RASG-PA ASAP Initiative, showing that the GASP fatality-reduction goal, the USOAP CMA assessment of the SSP, which since 1 August 2026 produces a dedicated SSP effective implementation score (*Electronic Bulletin EB 2026/4*), and Just Culture-based voluntary safety reporting all depend on the same State-level infrastructure of legislation protecting safety information, non-punitive reporting regulations and the SDCPS. The paper sought no new programme but an agreed line of argument to use with States, which Canada supported.

4.13 The Meeting acknowledged the convergence and the applicability of the Safety Management Protocol Questions (PQs) to USOAP CMA activities from 1 August 2026, including the dedicated SSP Effective Implementation score; endorsed the convergence framing as the basis on which RASG-PA promotes State enablement of Just Culture-based voluntary safety reporting in the region; encouraged its promotion through RASG-PA's engagement with States, including in regional safety planning and the ASAP Initiative; and noted the value of continued PA-RAST/APRAST collaboration on this subject.

Agenda Item 5: Regional Safety Performance and Implementation Support

Preliminary Review of the GASP 2026-2028 Updates and Next Steps for Regional Prioritisation

5.1 Under WP/09, the Secretariat returned to *Decision ESC/40/D05* with a preliminary assessment of the six GASP 2026-2028 goals against what the Region already does, finding that no major structural change appears necessary but that a genuine prioritisation remains to be done, and that three targets fall due in 2026: Target 3.1 (SSP self-assessment by all States), Target 4.1 (identification of States needing assistance) and Target 5.1 (updated regional aviation safety plans), for which the paper proposes interim actions in parallel with the work of the Ad hoc Group.

5.2 The Meeting agreed that the Ad hoc Group also take up the question of the scope of RASG-PA and be kept small; Brazil, Mexico, Panama, and United States offered to participate, with Airbus and CANSO for industry, and the results are to be submitted to RASG-PA/16. Canada asked that the work be connected with the gap analysis that the PA-RAST HRC project teams are starting against the Global Aviation Safety Roadmap, which the Secretariat undertook to ensure. As a result of the discussions, the Meeting agreed on the following Decision:

<table>
<tr><td colspan="3">DECISION
RASG-PA ESC/41/D06</td><td colspan="2">CONTINUATION OF THE REVIEW AND PRIORITISATION OF THE GASP 2026-2028 UPDATES</td></tr>
<tr><td colspan="3">What:
That, in order to ensure a coordinated and prioritised regional response to the ICAO Global Aviation Safety Plan (GASP) 2026-2028 updates, the Ad hoc Group (Brazil, Mexico, Panama, United States, AIRBUS, CANSO and the ICAO Secretariat) conduct a detailed review and prioritisation of the implications of the GASP 2026-2028 updates for the Pan-American Region considering the preliminary review on WP/09; and the results and recommendations be submitted to the RASG-PA/16.</td><td colspan="2">Expected impact:
☐ Political / Global
☒ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="5">Why:
To ensure that future RASG-PA activities and regional aviation safety planning remain aligned with the ICAO Global Aviation Safety Plan while reflecting regional priorities, capabilities and implementation needs.</td></tr>
<tr><td colspan="2">When: RASG-PA/16</td><td colspan="3">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td colspan="2">Who: ☒ States ☒ ICAO ☒ Other:</td><td colspan="3">International organisations and industry members of RASG-PA</td></tr>
</table>

Mechanism to Strengthen the Monitoring and Follow-up of GASP Implementation Indicators

5.3 Under WP/06, the Secretariat presented, in response to *Decision RASG-PA/15/D04*, a mechanism to strengthen the monitoring and follow-up of GASP implementation indicators, aggregate monitoring having shown that implementation in the region has stagnated since 2021 but not where or why. The mechanism (Appendix A of the paper) comprises a core indicator set prioritised against the objectives of RASG-PA, trend-based analysis, a tiered follow-up process operationalising GASP Goal 4 and a reporting cadence aligned to the ESC, the Plenary and the annual safety report, drawing only on data already held by ICAO. Brazil considered it a very good idea and a real chance to give better direction to RASG-PA.

5.4 The Meeting approved the mechanism described in Section 2 and Appendix A of WP/06 as the region's means of implementing GASP Targets 4.1, 4.2 and 4.3, and its annual operation at Appendix B; the PA-RAST is to finalise the core indicator set using the *Doc 10162* indicator forms and present the first consolidated monitoring report, including the initial identification of States needing assistance, to ESC/42, with results reported to each ESC and to RASG-PA/16.

Framework for Enhancing Regional Safety Intelligence through Aggregated State Data Sharing

5.5 Under WP/08, the Secretariat reported progress on Conclusion RASG-PA/15/C11 and presented the Programme Framework and Concept of Operations for a State safety information sharing programme (Appendix A), with the NACC Regional Office as data aggregator and Brazil, Canada, Chile and Costa Rica (for the Central American States) as pilot States. The programme deals only in aggregated and de-identified safety information, relies on a single-signature Letter of Participation (Appendix B) and a two-tier participation model beginning with a quarterly contribution form (Appendix C), and offers the Region a means of meeting the Annex 19 Standard on safety information sharing applicable from 26 November 2026. Canada supported the paper.

5.6 The Meeting took note of the progress achieved and endorsed the Programme Framework and Concept of Operations, including the two-tier participation model, the initial occurrence category set and the two-level de-identification protocol, and the Letter of Participation as the governance instrument for the pilot phase; and encouraged the pilot States to designate their national focal points and initiate Tier 1 submissions. The results of the pilot will be presented to RASG-PA/16.

Causes of Low SSP Implementation in the SAM Region

5.7 Under WP/14, the Secretariat presented, in response to *Conclusion RASG-PA/15/C01*, the results of a two-year study on the structural causes of the low level of SSP implementation in the SAM Region, based on consultations with the SSP focal points of 12 of the 13 States. Fifteen years after the first edition of *Annex 19*, fewer than 5% of States self-report full implementation, and the obstacles are the same irrespective of the size of the State: insufficient scalability of the SSP to the capacity of States, excessive complexity, risk management set aside while documents are written, a prescriptive approach reinforced by the incorporation of the SSP into USOAP, unsustainable institutional capacity and weak engagement with industry.

5.8 The central finding is the gap between the purpose of the SSP, the effective management of risk, and the way its implementation has been designed, which calls for a change of approach. In response, the SAM Safety Plan 2026-2028 prioritises State risk management capability, a Regional SSP Implementation Group meets monthly and the FENIX pilot project tests an alternative approach. The SAM Regional Office requested the support of the ESC to refer the report to the Air Navigation Commission (ANC).

5.9 ALTA welcomed the initiative, observing that the problem is the lack of understanding at the leadership level of the States' Civil Aviation Authorities (CAA) of what the SSP is for and that RASG-PA can support a simpler message through the CSTs; Chile and Panama confirmed the findings from their own experience and supported raising the study from the region. Brazil congratulated ICAO on the study and suggested that a submission to the ANC on behalf of RASG-PA cover the whole region, including the NACC States perspective; ICAO concurred, recalling that an earlier study had identified similar causes in the NAM/CAR Regions, which was presented at RASG-PA/15, and stressed the need to educate Directors General on the benefits of the SSP. It was also observed that the position should be raised in the panels and working groups where Annex amendments are developed, and Airbus asked for a feedback channel on the applicability of requirements in small markets.

5.10 The Meeting noted the content of the working paper. On the request to refer the report to the ANC, the Meeting agreed that the causes identified be submitted to the ANC and that the experience of the region be brought to its attention through a report by RASG-PA on the FENIX Project of *Decision ESC/41/D08* under WP/13 below, the Secretariat developing the corresponding language after the Meeting since the Regional Offices cannot submit documents directly to the ANC. As a result of the discussions, the Meeting agreed on the following Decision:

<table>
<tr><td colspan="3">DECISION
RASG-PA ESC/41/D08 REPORT TO THE AIR NAVIGATION COMMISSION ON THE CAUSES OF LOW SSP IMPLEMENTATION</td></tr>
<tr><td colspan="2">What:
That, in view of the structural causes of the low level of implementation of the State Safety Programme identified in the study presented in ESC/41 WP/14, and in order to bring the experience of the Region to the attention of the Air Navigation Commission (ANC), the RASG-PA, through the ICAO NACC and SAM Regional Offices, in accordance with Section 6.1 k) of the RASG-PA Procedural Handbook submit immediately to the ANC the causes of low SSP implementation as identified in the SAM Regional Office report attached to ESC/41 WP/14 and in the study previously presented to RASG-PA by the NACC Regional Office for its consideration and immediate action, as deemed appropriate..</td><td>Expected impact:
☒ Political / Global
☒ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:
To bring the experience of the Region to the attention of the Air Navigation Commission, with a sense of urgency after fifteen years of limited progress, as evidence that a simpler, collaborative and risk-focused approach can deliver functional SSP implementation.</td></tr>
<tr><td>When: Immediately</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☐ States ☒ ICAO ☐ Other:</td><td colspan="2">NACC and SAM Regional Offices</td></tr>
</table>

FENIX Project: A Practical Approach to Effective SSP Implementation

5.11 Under WP/13, the Secretariat presented the FENIX Project, a pilot with Bolivia, Panama and Peru to implement the SSP in two years, from May 2026 to May 2028, with a goal of 80% implementation. The project makes the SSP as simple as possible and centres on safety risk management capability, through 28 modules each with a Quick Reference Guide, a checklist, minimum evidence and common errors; the Directors General of the three States have committed in writing. All three States now have an SSP organisational structure, a validated self-assessment tool measures progress, and the project connects the sources of safety information in each State through CSTs. The Meeting was invited to follow the project on LinkedIn and to join the FENIX Allies.

5.12 Panama described FENIX as an organisational change in its performance after years of documented implementation without action; the United States expressed its support and interest was expressed in replicating the approach in the NACC Region; and the PA-RAST undertook to package the project for sharing with APRAST. As a result of the discussions, the Meeting agreed on the following Decision:

DECISION **RASG-PA ESC/41/D07**	**PARTICIPATION IN SSP EFFECTIVE IMPLEMENTATION PROJECT: FENIX INITIATIVE**
What: That: a) States to consider the ICAO FENIX Initiative activities and if interested to request access to the FENIX Quick Win Guides (*available only in Spanish*), tools and other available project information; b) States and organizations follow FENIX Project publications on LinkedIn, where progress, experiences and lessons learned will be shared https://www.linkedin.com/company/project-fenix-ssp; c) International organizations, industry associations, service providers, manufacturers, academic institutions and other interested entities be invited to express their interest in becoming FENIX Allies, contributing knowledge, experience, tools or resources to support this initiative; and	**Expected impact:** ☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical

d) the RASG-PA, through the ICAO NACC and SAM Regional Offices, report to the Air Navigation Commission on the FENIX Project — its simplified, modular and risk-focused approach to SSP implementation, the progress achieved by Bolivia, Panama and Peru and the lessons learned — for the Commission's information and consideration in its work on safety management provisions and guidance and report it by the RASG-PA/16.	
Why: To provide State options for effective implementation of SSP and sharing of lessons learned and good practices; and to bring the experience of the Region to the attention of the Air Navigation Commission as evidence that a simpler, collaborative and risk-focused approach can deliver functional SSP implementation	
When: RASG-PA/16	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☒ ICAO ☐ Other:	

From Numbers to Data: Closing the Final Report Gap in the SAM Region

5.13 The Meeting took note of IP/02, in which the Secretariat reported on the initiative, born in the RASG-PA ESC, to promote the publication of pending accident investigation final reports in the SAM Region, which now stands at 80% of the occurrences tracked over the last ten years against a global average of about 57%.

SAM Region Actions in Support of the Implementation of Risk-Based Surveillance

5.14 The Meeting took note of IP/03, presented in response to *Conclusion RASG-PA/15/C05*, on the two SAM initiatives driving progress towards risk-based surveillance: the procedures, tools and training of the Regional Safety Oversight Cooperation System (SRVSOP) and the FENIX Project.

Strengthening the Strategic Engagement of States in PA-RAST and RASG-PA to Improve Regional Safety Risk Management

5.15 Under WP/17, ALTA and IATA presented strengthening States participation in the PA-RAST and RASG-PA: the technical work relies on five or six authorities, and the priority risks identified by the PA-RAST, such as Global Navigation Satellite System (GNSS) interference and bird strikes, cannot be validated or mitigated without the States experiencing them. The paper proposes that the Secretariat develop a regional strategy, a regional matrix relating participation, the existence of CSTs or other collaborative mechanisms and support needs, and a progress report.

5.16 The Secretariat agreed with the problem identified, suggested distinguishing participation in meetings from participation in mitigation activities, proposed that the strategy and matrix also identify the other groups working on the same risks under GREPECAS and other ICAO frameworks (*Conclusion RASG-PA/15/C03*), and noted that aerodrome operators are missing from the table, discussions being under way with ACI-LAC. The Meeting adopted the actions proposed, with the progress report to be submitted to the RASG-PA/16 Plenary rather than to ESC/42, and agreed on the following Decision:

<table>
<tr><td colspan="4">DECISION
RASG-PA ESC/41/D09 REGIONAL STRATEGY TO STRENGTHEN THE PARTICIPATION OF STATES IN PA-RAST AND RASG-PA</td></tr>
<tr><td colspan="3">What:
That, to strengthen the sustained technical engagement of States in the PA-RAST and RASG-PA and promote a representation more aligned with regional operational risks, the ICAO Secretariat:
a) develop a regional strategy to strengthen the participation of States in PA-RAST and RASG-PA, distinguishing participation in meetings from participation in the validation of safety information and in mitigation activities;
b) develop a regional matrix that allows for the relationship between participation in PA-RAST, participation in RASG-PA, the existence of CSTs or other collaborative mechanisms, implementation support needs, and other regional groups working on the same risks; and
c) submit a progress report for consideration by the RASG-PA/16 Plenary.</td><td>Expected impact:
☐ Political / Global
☒ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical</td></tr>
<tr><td colspan="4">Why:
To ensure that the regional analysis and the mitigation measures developed by the PA-RAST and RASG-PA reflect the operational diversity, traffic volume and distribution of priority risks of the Pan American Region, through the participation of the States that experience those risks.</td></tr>
<tr><td colspan="2">When: RASG-PA/16</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td colspan="2">Who: ☐ States ☒ ICAO ☐ Other:</td><td colspan="2">NACC and SAM Regional Offices</td></tr>
</table>

ALTA Proposal for ATConf/7 on Collaborative Risk Management

5.17 Under WP/18, ALTA presented a working paper made available to LACAC Member States for possible presentation at the Seventh ICAO Worldwide Air Transport Conference (ATConf/7, Montreal, 16 to 20 November 2026), seeking international recognition of collaborative mechanisms such as the CSTs as a complement to the effective implementation of SSPs. The Secretariat and Airbus supported the initiative; Canada suggested tying the proposal to the GASP Goal 3 indicator on the protection of safety data and safety information, and the Secretariat asked that the draft legislation on the protection of safety information developed by RASG-PA around 2012 be located, which was later done.

5.18 The Meeting took note of the working paper, recognised the value of collaborative risk management mechanisms as a complement to strengthen the effective implementation of SSPs and regional safety initiatives, highlighted the Pan American Region's leadership in this area, and invited States in the NAM, CAR and SAM Regions to consider supporting the proposal once it is presented at ATConf/7.

Agenda Item 6: Other Business

High-Level Safety Conference 2027

6.1 The Secretariat informed the Meeting that ICAO will convene a High-Level Safety Conference at ICAO Headquarters from 15 to 19 November 2027, urged States to provide the feedback requested by State letter, and noted that RASG-PA will need to prepare, as a region, papers showing the reality of safety in the Region, its common challenges and its need for resources.

Revised Collaborative Safety Team Guidance and Implementation Strategy

6.2 The Secretariat, with Canada, presented the revision of the RASG-PA CST Implementation Strategy and Guidance carried out under *Decision RASG-PA/15/D06* to make trust the foundational element: collaboration before structure, trust before data, starting small, the three CST structures as alternatives, and two new tools, an implementation checklist and a model declaration of intent. The Secretariat stressed that CSTs are not an instrument of the SSP and that collaboration does not mean obligation. The Meeting thanked the team, approved the revised Strategy and Guidance and agreed that *Decision RASG-PA/15/D06* be marked as completed.

RASG-PA/16 Meeting and RASG-PA Secretariat Arrangements

6.3 The Secretariat announced that written confirmation had been received from Venezuela to host the Sixteenth Meeting of the Regional Aviation Safety Group – Pan America (RASG-PA/16) from 12 to 16 April 2027.

6.4 The Meeting noted the announcement made by the ICAO Regional Directors during the opening that, by mandate of the Council, the most senior Regional Director of the NACC and SAM Regional Offices assumed the Secretariat of GREPECAS. To this end, and in order to ensure stability and continuity of the work, the ICAO NACC Regional Office will lead the RASG-PA Secretariat, and the ICAO SAM Regional Office the GREPECAS Secretariat, until the Plenary meetings of 2030.

Closing

6.5 The Co-Chairs and the Secretariat thanked the participants for one of the most interactive ESC meetings held.

— — — — — —— —— ——

Forty-first Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting
Cuadragésima Primera Reunión del Comité Directivo Ejecutivo del Grupo Regional de Seguridad Operacional de la Aviación
(RASG-PA ESC/41)
Mexico City, Mexico, 2 to 3 September 2026 / Ciudad de México, México, 2 al 3 de septiembre de 2026

APPENDIX / APÉNDICE A
LIST OF PARTICIPANTS / LISTA DE PARTICIPANTES

ARUBA

1. Bryan Franca
2. Edwin Kelly

BRAZIL/BRASIL

3. Bernardo Tomaz de Castro

CANADA/CANADÁ

4. Michel Roy

CHILE

5. Sergio Octavio Iturra Muñoz

MEXICO/MÉXICO

6. Christian Ramirez Gonzalez

PANAMA/PANAMÁ

7. Ivette Kerube Prado
8. Victor Julio Gorday Moreno

UNITED STATES/ESTADOS UNIDOS

9. Norma Viviana Campos
10. Julio Gandara
11. Matthew Cabak

ALTA

12. Pamela Suarez

AIRBUS

13. Rodolfo J. Quevedo

BOEING

14. Mike Snover

CANSO

15. Javier Vanegas

EMBRAER

16. Paulo Manoel Razaboni

FRANCE / ATR

17. Yann Duval

IATA

18. Edgar Francisco Sánchez Canosa

ICAO/OACI

19. Christopher Barks
20. Luis Fernando Fiallos
21. Julio Siu
22. Javier Puente
23. Fernando Camargo
24. Marcelo Orellana
25. Sereya Scothborgh
26. Angel Luna

APPENDIX B
PROPOSED AMENDMENTS TO THE RASG-PA PROCEDURAL HANDBOOK

1. Introduction

1.1 This Appendix presents the proposed amendments to the RASG-PA Procedural Handbook arising from decisions, conclusions and action items approved by RASG-PA, the Executive Steering Committee and PA-RAST.

1.2 For ease of review, text proposed for deletion is shown using strikethrough formatting. New proposed text is shown in italics. Text that remains unchanged retains its original formatting. The numbering within the proposed amendment text corresponds to the numbering currently used in the RASG-PA Procedural Handbook.

2. Proposed Amendments

2.1 RASG-PA Objectives and Confidentiality

2.1.1 Section 3 — RASG-PA Objectives

2.1.1.1 Paragraph 3.2(c)

c) analyse safety information and hazards to civil aviation at the regional level and review the action plans developed within the region to address identified hazards;

Note: Safety information shared and or used in RASG-PA activities shall not be used for enforcement of punitive actions. ~~RASG-PA may require confidentially agreements to enforce this policy.~~ *Participants may be required to adhere to the RASG-PA Confidentiality Agreement provided in Appendix G to ensure the protection of sensitive information.*

2.2 RASG-PA Membership

2.2.1 Section 4 — RASG-PA Membership

2.2.1.1 Paragraph 4.1(b)

b) International and regional aviation organizations, *in the ICAO list of international organizations which may be invited to attend ICAO meetings, including those representing pilots and other aviation professionals; and* airline operators, maintenance and repair organizations, aircraft ~~manufactures~~*manufacturers*, aerodrome operators, ~~airport and~~ air navigation service providers, ~~international organizations/representatives for pilots and aviation professionals present~~ *operating* in the *Pan American* region; and

2.2.1.2 Paragraph 4.2

4.2 States accredited to other regions and non-Contracting States, ~~as well as industry or international organizations not meeting the criteria of 4.1 are entitled to participate~~ *not meeting the criteria of 4.1 may be invited to participate* in RASG-PA meetings as observers.

2.2.1.3 New paragraph 4.3

4.3 Industry or international organizations not meeting the criteria of paragraph 4.1 may be considered for participation in RASG-PA meetings as observers.

2.2.1.4 Renumbering of existing paragraphs 4.3 to 4.5

~~4.3~~ *4.4* The RASG-PA members and observers serve as partners of RASG-PA, and their joint commitment is fundamental for success in improving aviation safety.

~~4.4~~ *4.5* RASG-PA Members are entitled to participate in the RASG-PA Plenary, with the following:

a) election of the RASG-PA ESC members;

b) revision of the RASG-PA objectives and conclusions of the RASG-PA work programme; and

c) adoption of any decision, conclusion or statement of the RASG-PA.

~~4.5~~ *4.6* Refer to Appendix A for a list of RASG-PA members.

2.3 RASG-PA Chairmanship and Continuity of ESC Meetings

2.3.1 Section 5.2 — RASG-PA Chairmanship

2.3.1.1 Paragraph 5.2.2

5.2.2. The members of the ESC representing the States/Territories, and the Organizations/Industry, will elect their respective ~~Co-President~~ *Co-Chair*. They will also elect a ~~Vice-Chair~~ *Vice-Co-Chair*, who will assume the role of Co-Chair when the incumbent is unable to attend a meeting. *Where neither the Co-Chair nor the Vice-Co-Chair representing the States/Territories, or the Organizations/Industry, as the case may be, is able to attend a meeting, the provisions of 5.2.4 shall apply. In scenarios where simultaneous vacancies occur in both Co-Chair and Vice-Co-Chair positions, or where the standard succession mechanism cannot be applied, the ESC shall adopt an interim leadership solution to ensure operational continuity. This extraordinary arrangement shall be submitted to the subsequent RASG-PA plenary meeting for formal ratification.*

2.3.1.2 New paragraph 5.2.4 — Continuity of the Chairmanship

5.2.4 Continuity of the chairmanship

~~*5.2.4.1 Registered alternate. On taking office, each Co-Chair and each Vice-Co-Chair shall register with the Secretariat the name, position and contact details of an alternate from their own State or Organization who is competent to represent it at the level of the ESC. The registration may be updated at any time. The Secretariat shall provide the registered alternate with the agendas, documentation and meeting summaries furnished to ESC members under 6.1.1 c) and d).*~~

~~*5.2.4.2*~~*5.2.4.1 Acting Co-Chair. Where neither the Co-Chair nor the Vice-Co-Chair representing the States/Territories, or the Organizations/Industry, as the case may be, is able to attend a meeting of the ESC, the Co-Chair and Vice Chair shall designate an Acting Co-Chair from among the ESC members, who shall exercise the functions set out in 6.5.1 for the duration of that meeting only. The designation shall be recorded in the meeting summary. It shall not affect the term of office of the Co-Chair or Vice-Co-Chair, and shall not count towards the limitation at Appendix C, paragraph 4.*

~~*5.2.4.3 Delegation of representation. A Co-Chair or Vice-Co-Chair who is unable to attend a meeting of the ESC may delegate the representation of their State or Organization to their registered alternate. The delegation shall be notified to the Secretariat in writing not later than fifteen (15) days before an in-person meeting, and shall be accompanied by a written mandate setting out the position of the delegating member on each item of the agenda.*~~

~~*5.2.4.4 Action ad referendum. On any item of the agenda not covered by the mandate referred to in 5.2.4.3, the delegate may express a position ad referendum. A position so expressed is provisional and shall be confirmed in writing by the delegating member within fifteen (15) days of the close of the meeting. Failing confirmation, the matter shall be dealt with under the fast-track procedure at 7.1.6.*~~

~~*5.2.4.5 Technical adviser. A delegate acting under 5.2.4.3 may be accompanied by the representative of the same State or Organization on the PA-RAST, or by its PA-RAST Co-Chair or Vice-Chair, attending as technical adviser under 5.3.3. The technical adviser may speak at the invitation of the chair and does not hold the seat of the State or Organization.*~~

~~*5.2.4.6 Reserved matters. Where the chairmanship representing the States/Territories, or the Organizations/Industry, cannot be filled under 5.2.4.2, the meeting shall proceed under the chairmanship of the Co-Chair or Vice-Co-Chair representing the other. In that event the following matters shall not be decided at the meeting and shall be referred to the fast-track procedure at 7.1.6: approval and management of the budget (6.6.1 g) and h)); review and approval of the RASG-PA Annual Safety Report (6.6.1 f)); adoption of SPIs, SEIs, DIPs and SPTs (6.6.1 d)); and any proposal to amend this Handbook or the Terms of Reference of the PA-RAST. All other business shall proceed.*~~

~~*5.2.4.7 Effect on attendance. Attendance by a registered alternate under 5.2.4.3 shall count as attendance by the State or Organization for the purposes of Appendix C, paragraph 18, provided that it shall not so count on more than two consecutive occasions.*~~

2.3.3 Appendix C — Procedure for the Election of the Co-Chairs of the RASG-PA and the Members of the Executive Steering Committee (ESC) of the RASG-PA

2.3.3.1 Paragraph 2 — Election of RASG-PA Co-Chairs

2. The members of the ESC representing the States/Territories, and the Organizations/Industry, will elect their respective Cochair. They will also elect a Vice-Cochair, who will assume the role of Co-Chair when the incumbent is unable to attend a meeting. *Where neither the Co-Chair nor the Vice-Co-Chair representing the States/Territories, or the Organizations/Industry, as the case may be, is able to attend a meeting, paragraph 5.2.4 of the Handbook shall apply. In scenarios where simultaneous vacancies occur in both Co-Chair and Vice-Co-Chair positions, or where the standard succession mechanism cannot be applied, the ESC shall adopt an interim leadership solution to ensure operational continuity. This extraordinary arrangement shall be submitted to the subsequent RASG-PA plenary meeting for formal ratification.*

2.3.3.2 Paragraph 3

3. The co-chairs and vice co-chairs proposed by their representatives in the ESC will be approved by the members of the RASG-PA during the plenary meeting of the year corresponding to the election. Approval will be formalized by a *p*lenary Decision. *All Co-Chair and Vice-Chair positions, once ratified, shall be formally published as Decisions in the final reports of the Plenary meetings where such ratifications occur to ensure transparency and traceability of leadership changes.*

2.3.3.3 Paragraph 5

5. If a Co-chair is unable to serve his or her 3-year term, the Vice-chair will assume the duties of Co-chair for the remainder of the original term. *Individuals elected or appointed to fill such mid-term vacancies shall only complete the remainder of the original term to maintain the established leadership cycle. To ensure alignment with the regional governance cycle, leadership terms shall be established such that they begin and end in connection with RASG-PA plenary meetings.*

2.3.3.4 Paragraph 6

6. To maintain continuity and transition functions, the State or organization from which the outgoing co-chair comes will appoint a replacement from ~~its~~ *the same* organization who will assume the position of vice-cochair for the remaining period of the original term. *If the original organization is unable to provide a candidate that meets the required criteria, the position shall be considered vacant and opened for election at the next available meeting.*

2.3.3.5 Paragraph 17 — Election of Members of the Executive Steering Committee

17. The replacement of Co-Presidents, members, States and/or Organizations referred to in points (5), (6), (15) and (16) will be approved by the RASG-PA through the express approval mechanism, for the remaining term of office that corresponds to the original member. *In cases where standard replacement mechanisms for ESC members are insufficient to address multiple vacancies, the ESC may adopt interim appointments to be ratified by the plenary through the express approval mechanism or during its next ordinary session.*

2.3.3.6 Paragraph 18

18. If an ESC member does not attend two consecutive ESC meetings, he or she will be removed from the Committee. *For this purpose, attendance by an alternate identified under 6.6.2 g) counts as attendance by the State or Organization.*

2.4 PA-RAST Membership, Leadership and Working Arrangements

2.4.1 Appendix B — PA-RAST Terms of Reference

2.4.1.1 Paragraph 1.2.2 — Data Protection

1.2.2. All data contributors will execute and be bound by the provisions of the Memorandum of Understanding between that data contributor and RASG-PA*. Participants shall also be bound by the provisions of the RASG-PA Confidentiality Agreement *(Appendix G)* and, where applicable, by specific Memoranda of Understanding established between the contributor and RASG-PA.*

2.4.1.2 Paragraph 1.3.2 — PA-RAST Members

~~PA-RAST members are representatives from ICAO Member States and Territories in the Pan America Region; and from International Organizations and Industry that have activities in the ICAO Pan America Region.~~

All RASG-PA members, as defined in section 4.1 of the Handbook, are automatically accepted as are PA-RAST members upon request.

Members are responsible to:

- Attend/participate in scheduled meetings;
- Ensure PA-RAST activities and discussions are driven by and remain focused on safety;
- Participate in discussions/sharing their expertise and awareness of safety concerns to assist PA-RAST in reaching its safety objectives;
- Consult on safety concerns within their organizations to help inform PA-RAST discussions;
- Actively support the work of the PA-RAST and its working groups; and
- Abide by the PA-RAST ToRs, treat information discussed or shared in the PA-RAST according to the ~~Non-Disclosure Agreement~~ *RASG-PA Confidentiality Agreement in Appendix G*.

Active members: ~~members that attend 2 of the last 4 meetings are considered active members of PA-RAST~~ *to be considered an active member, a representative should attend at least 2 of the last 4 scheduled meetings.*

Inactive members: members that do not attend 3 consecutive meetings are considered inactive members of PA-RAST.

- ~~Only Active members vote in an election and/or can be appointed to or hold Chairpersons positions or Project champion roles.~~

Active membership should be considered the preferred criterion for selection into leadership positions or voting eligibility. Flexibility may be applied to ensure the availability of qualified candidates.

2.4.1.3 New paragraph 1.3.6 — PA-RAST Code of Conduct

1.3.6 ***PA-RAST Code of Conduct***

All members and participants of the PA-RAST shall adhere to a Code of Conduct defined by the principles of professionalism, alignment, and consistency. As representatives of the Team, members must ensure that external communications and participation in public panels or events on behalf of PA-RAST remain consistent with the group's established objectives and collective positions. The PA-RAST Code of Conduct is provided in Appendix F to this Handbook.

2.4.1.4 Paragraph 1.4.1 — Election Process

If the election is not performed during an in-person meeting, the nomination of PA-RAST Co-Chairs and Vice-chairs is confirmed by PA-RAST members during the next quarterly PA-RAST meeting. The election is formalized through communication of a WP to RASG-PA ESC. *The results of the election shall be ratified by the RASG-PA Plenary meeting from which the leadership term begins and shall be published as a Decision in the final report of that plenary session.*

2.4.1.5 Paragraph 1.4.2 — Election Term

1.4.2 **Election Term**

Being a Chairperson can represent a total commitment of 4 years, as follows:

From the time of the formal approval, the Co-Chairs and Vice-Chairs exercise their functions for a 2-year term. *To ensure alignment with the regional governance cycle, each two-year term shall begin and end at a RASG-PA Plenary meeting.* To allow for renewal in leadership, at the end of year 2, Co-Chairs step down and Vice-Chairs become Co-Chairs. PA-RAST members then elect a new vice-chair.

2.4.1.6 Paragraph 1.4.3 — Chairperson Changes within the 2-Year Term

1.4.3 **Chairperson changes within the 2-year term**

If a Co-Chair leaves PA-RAST or is unable to complete their 2-year term, the Vice-Chair will assume the Co-Chair function for the remaining period of the original Co-Chair's term, then also continue as Co-Chair for the subsequent 2 years following the original term, as would have been the case per the normal transition of responsibility.

~~When a Co-Chair leaves PA-RAST before the end of their 2-year term and the Vice-Chair assumes the Co-Chair responsibilities, the organization of the departing Co-Chair may be provided the opportunity to backfill the Vice-Chair position for the remainder of the original 2-year term, when that organization's candidate meets all of the following criteria:~~

~~a) The candidate is an active member of the PA-RAST,~~

~~b) The candidate has attended 3 of the last 4 quarterly meetings; and,~~

~~c) The candidate is a member of an HRC team.~~

~~This is intended to facilitate continuity in representation and in organization commitments. In this circumstance, at the end of the original 2-year term, an election is required to elect the Vice-Chair (or confirm the current incumbent).~~

~~If the organization of the departing Co-Chair is unable to fill the vice-chair position with a candidate that meets the criteria above, the Vice-Chair position is considered open. In this case, PA-RAST active member States/Territories and Organizations/Industry will elect their respective Vice-Chair at the next quarterly meeting to assume the remainder of the original 2-year term, as well as the following 2-year term as Vice-Chair.~~

In cases where the standard succession mechanism cannot be applied, such as simultaneous vacancies in both Co-Chair and Vice-Chair positions, the Secretariat shall facilitate extraordinary elections or interim appointments. The results of these processes shall be ratified by the ESC based on the report of the PA-RAST meeting where the election or appointment occurred. Individuals elected to fill such mid-term vacancies shall only complete the remainder of the original term to maintain the established leadership cycle.

2.4.1.7 Paragraph 3.1 — Meeting Frequency

3.1 **Meeting frequency**

PA-RAST holds meetings in person on a quarterly basis throughout the calendar year*. *The dates of the meetings shall be defined by the annual meeting calendar approved by the ESC.**

2.4.1.8 Paragraph 3.3 — PA-RAST Meeting Locations

3.3 **PA-RAST ~~Quarterly~~ Meeting Locations**

~~Spring and Fall meetings alternating in location between ICAO NACC (Mexico) and SAM (Lima) Offices.~~

~~Winter and Summer meetings at various locations in the Americas (hosted by States or industry members)~~

Meeting locations shall alternate between ICAO NACC (Mexico) and SAM (Lima) Offices and various other locations in the Americas hosted by States or industry members, in accordance with the meeting calendar approved by the ESC.

2.4.1.9 New paragraph 3.4 — Interpretation Services

3.4 ***Interpretation Services***

English-Spanish simultaneous interpretation is a permanent operational requirement for PA-RAST meetings to ensure inclusive and effective participation. These services are funded by RASG-PA resources, subject to approved financial policies and annual expenditure ceilings, except when a host State assumes responsibility for such arrangements.

2.4.1.10 Renumbering and amendment of paragraph 3.4 — Ad-hoc Meetings

~~3.4~~ *3.5* **Ad-hoc Meetings are held as needed for:**

- facilitation of State Collaborative Safety Team (CST) development
- High-risk Category (HRC) project work--*; and*
- *Other topics deemed relevant and necessary by the Team.*

2.5 RASG-PA Meetings and Working Arrangements

2.5.1 Section 7.1 — Meetings and venue

2.5.1.1 New paragraph 7.1.7 — Quorum

7.1.7 Quorum

7.1.7.1 A quorum shall be required for the ESC to adopt Conclusions and Decisions.

7.1.7.2 A quorum is constituted by the presence of:

a) four (4) members representing States and Territories, of which at least one (1) shall be a member accredited to the NAM/CAR Regions and at least one (1) a member accredited to the SAM Region;

b) three (3) members representing international organizations and industry; and

c) the Secretariat.

7.1.7.3 For the purposes of 7.1.7.2, an alternate identified under 6.6.2 g) and notified to the Secretariat in advance of the meeting shall count as the presence of the member represented. Members participating by teleconference shall be counted. Members attending as observers under 5.3.3 shall not be counted.

7.1.7.4 Where a quorum is not constituted, the meeting shall proceed and all agenda items shall be considered, but draft Conclusions and Decisions shall be referred to the fast-track procedure established in 7.1.6.

7.1.7.5 The Secretariat shall record attendance at the opening of each meeting and shall state whether a quorum is constituted. Where a quorum is lost in the course of a meeting, the Secretariat shall so record, and 7.1.7.4 shall apply to the remaining items.

2.~~5~~*6* RASG-PA Work Programme and Project Management

2.~~5~~*6*.1 Section 7.2 — Work-programme

2.~~5~~.*6*.1 Paragraph 7.2.2

7.2.2 Project proposals following the data driven process, will be presented to the ESC for consideration when specific problem(s), stakeholders, activities, resources, and timelines can be clearly identified, in order to support the ESC decision-making process. *Funding proposals requiring support from industry partners should be developed and submitted in alignment with the budget planning cycles of major donors whenever feasible. Such proposals should clearly identify expected safety outcomes and their contribution to regional risk-reduction objectives.*

2.~~5~~*6*.1.2 New paragraph 7.2.7

7.2.7 High-Risk Category project teams should utilize multi-year project roadmaps to support planning, monitoring and alignment of project activities with approved regional safety objectives, RASP priorities and the GASP.

2.~~6~~*7* New Appendices to the Handbook

2.~~6~~*7*.1 New Appendix F

APPENDIX F — RASG-PA CODE OF CONDUCT

2.~~6~~*7*.2 New Appendix G

APPENDIX G — RASG-PA CONFIDENTIALITY AGREEMENT

— END —

APPENDIX C

RASG-PA

Funding Request Form

Submit the completed form to the RASG-PA Secretariat (RASGPA@icao.int). Sections A–E are completed by the requester; Sections F–G are completed by the Secretariat.

SECTION A – REQUESTER INFORMATION	
1. Request Date	
2. Name of Requester	
3. State / Organization	
4. E-mail	
5. ESC Champion	
6. RASG-PA Members Supporting the Proposal	
SECTION B – PROJECT / ACTIVITY DESCRIPTION	
7. Project / Activity Name	
8. Description	
9. Problem to be Solved	
10. Objective	
11. Expected Benefits and Safety Outcomes	

12. Deliverables and Completion Date	
SECTION C – ALIGNMENT WITH RASG-PA	
13. Related ESC or RASG-PA Conclusion / Decision *Is the proposal related to an ESC or RASG-PA Conclusion or Decision?*	☐ Yes ☐ No *If yes, identify the relevant Conclusion or Decision:*
14. RASG-PA Mission Support *Explain how the proposal supports the RASG-PA mission to reduce aviation safety risks in the Pan American Region.*	
15. HRC / SEI / SPI / Regional Priority / GASP Goal *Identify the relevant High-Risk Category (HRC), Safety Enhancement Initiative (SEI), Safety Performance Indicator (SPI), Regional Priority and/or GASP Goal supported by the proposal.*	
SECTION D – RISKS AND OBSTACLES	
16. Potential Obstacles to the Project	
SECTION E – FINANCIAL REQUIREMENT	
17. Estimated Financial Requirement	
18. How Funds Will Be Used *Itemize how the funds are going to be used.*	
19. Additional Funding *Identify funding sources in addition to RASG-PA's.*	

FOR SECRETARIAT USE ONLY

SECTION F – SECRETARIAT REVIEW (to be completed by the Secretariat only)	
Completeness Verification	☐ Complete ☐ Additional Information Required
Alignment with RASG-PA Priorities	☐ Yes ☐ No
Comments	
Reviewed by / Date	
SECTION G – ESC DISPOSITION (to be completed by the Secretariat only)	
ESC Meeting / Date	
ESC Decision	☐ Approved ☐ Approved with modifications ☐ Deferred ☐ Not approved
Amount Approved (if applicable)	
Conditions / Modifications / Comments	