



WORKING PAPER

ESC/41 — WP/11

13/08/26

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

Mexico City, Mexico, 2 to 3 September 2026

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

STATUS OF THE COORDINATION BETWEEN THE PA-RAST AND THE GREPECAS SCRUTINY WORKING GROUP

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
The PA-RAST and the GREPECAS Scrutiny Working Group (GTE) are working jointly, under agreed Terms of Reference, on the monitoring and mitigation of occurrences in Reduced Vertical Separation Minima (RVSM) airspace. This working paper reports the status of that coordination, the Regional Safety Advisory it has produced, and the work now in hand.	
Action:	The Meeting is invited to take note of the status of this coordination and to support its continuation, as presented in Section 6.
<i>Strategic Goals 2026-2050:</i>	Every Flight is Safe and Secure
<i>References:</i>	• GREPECAS and RASG-PA Collaboration Terms of Reference • RASG-PA Safety Advisory RSA-13, Large Height Deviations in Reduced Vertical Separation Minima (RVSM) Airspace, February 2026 • Asia Pacific Regional Safety Advisory RSA 25-001 • PA-RAST/69 Report of the Meeting (Action Item 21/2025) • GREPECAS Scrutiny Working Group, GTE/25

1. Introduction

1.1 The Pan America Regional Aviation Safety Team (PA-RAST), which operates under the RASG-PA, and the GREPECAS Scrutiny Working Group (GTE), which operates under the CAR/SAM Planning and Implementation Regional Group (GREPECAS), work together under the agreed Terms of Reference for the collaboration between the two Groups. The Terms of Reference set the objective of strengthening the coordination of reported occurrences for the purpose of safety risk mitigation in the North American, Central American and Caribbean (NACC) and South American (SAM) Regions. Their scope covers the monitoring and trend analysis of reported occurrences, among them Large Height Deviations (LHD) and Traffic Alert and Collision Avoidance System resolution advisories (TCAS RA) at and above FL245, with annual reporting to the parent bodies.

1.2 The coordination is conducted through the PA-RAST Mid-Air Collision (MAC) Working Group. This working paper reports its status.

2. Basis of the coordination

2.1 The two groups reach different parts of the aviation system. The GTE validates and publishes Large Height Deviation (LHD) information and engages air navigation service providers and regional monitoring agencies (RMAs); the PA-RAST engages industry, including operators and flight crews, through its members and safety partners. Working jointly allows a safety issue identified in one domain to be acted upon in the other, and places the analytical focus on Flight Information Region (FIR) boundaries, where the responsibilities of adjacent service providers meet.

3. Regional Safety Advisory issued

3.1 RASG-PA Safety Advisory RSA-13, Large Height Deviations in Reduced Vertical Separation Minima (RVSM) Airspace, was issued in February 2026 as a product of this coordination. It adapts Asia Pacific Regional Safety Advisory RSA 25-001 for the Pan American context and is addressed to civil aviation authorities, air navigation service providers and air carrier operators. The advisory draws on the GTE's finding at GTE/25 of an increase in FIRs nearing or exceeding the ICAO target level of safety compared with the previous year, and its recommendations to oversight bodies include the use of ICAO platforms, among them GREPECAS and the RASG-PA, to share lessons learned and harmonize mitigation strategies.

4. Work in progress

4.1 The MAC Working Group is validating events in which aircraft operating in RVSM airspace may transit FIRs without establishing contact with the air traffic services unit concerned, with a view to the development of further safety advisories. This work responds to PA-RAST Action Item 21/2025, agreed at PA-RAST/69, which tasks collaboration with the GTE to mitigate these events and is due for report by PA-RAST/71.

4.2 A further advisory, addressing unauthorized RVSM operations and the strengthening of equipage compliance and reporting, is at initial draft.

5. Large Height Deviation and TCAS RA analysis

5.1 The MAC Working Group has received 2024 LHD information from CARSAMMA and NAARMO, the agencies monitoring RVSM operations in the CAR/SAM and North American areas respectively. On initial review, the PA-RAST determined that multiyear LHD data would be required for a comprehensive analysis, and further years have accordingly been requested.

5.2 TCAS RA information will be used with that data to identify patterns and hotspots that do not coincide with reported LHDs.

5.3 Where a resolution advisory is recorded without a corresponding LHD, the absence is itself the finding: the event was not captured in the reporting of either FIR concerned. The analysis is directed at understanding that absence — whether an LHD went unreported, or a resolution advisory was not notified to the FIR concerned — as the basis for any subsequent mitigation. Neither Group is able to establish this from its own data alone.

6. Suggested Action

6.1 The Meeting is invited to:

- a) take note of the status of the coordination between the PA-RAST and the GREPECAS GTE presented in this working paper; and
- b) support the continuation of this coordination, including the joint analysis described in Section 5 and the development of further regional safety advisories; and
- c) invite the RASG-PA to convey to GREPECAS the PA-RAST's requirement for multiyear Large Height Deviation data, and to request that GREPECAS, through its Scrutiny Working Group, support its provision by the regional monitoring agencies concerned, so that the comprehensive analysis described in Section 5 may proceed.