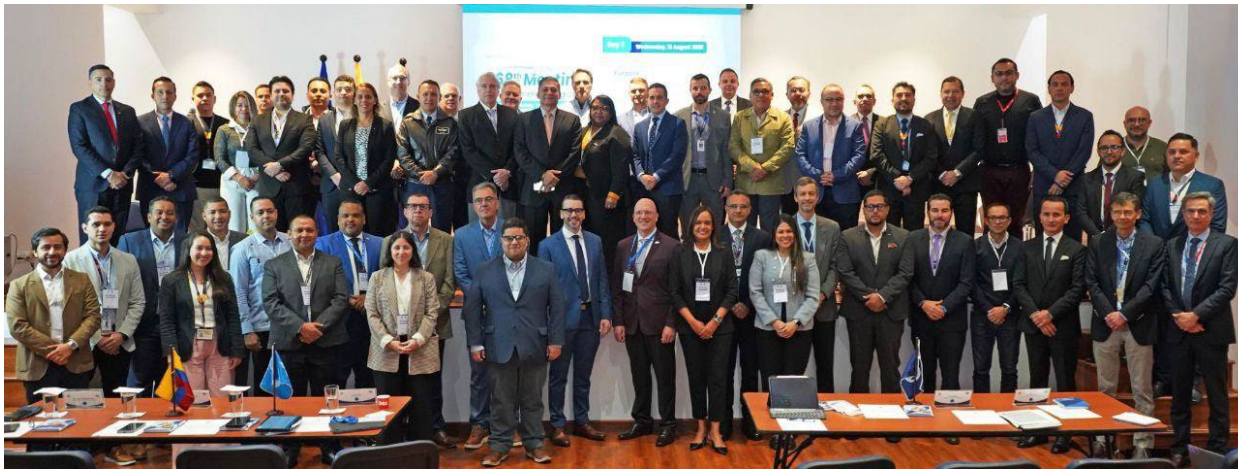
Regional Aviation Safety Group – Pan America (RASG-PA)

PA-RAST/68 Meeting Report

Bogota, Colombia, 12 to 14 August 2025



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Acknowledgements

We express sincere appreciation to those who participated in this meeting, all of whom contributed to its great success.

Special thanks to American Airlines, Aeroméxico, Delta Airlines, UL Standards & Engagement and DFS Aviation Services that provided the Meeting with interesting presentations on different safety related issues.

The PA-RAST also thanks Colombia for having hosted the meeting and provided all the necessary logistics to facilitate the event.

Acronyms

ACDAC	Asociación Colombiana de Aviadores Civiles
ADS-B	Automatic Dependent Surveillance–Broadcast
ALP	ANSP Learning Portal
ALTA	Latin American & Caribbean Air Transport Association
AMOC	Alternative Methods of Compliance
AMS	Apron Management Services
ANSP	Air Navigation Service Provider
APAC	Asia and Pacific Region
APU	Auxiliary Power Unit
ASAP	Aviation Safety Action Programme
ASIAS	Aviation Safety Information Analysis and Sharing Programme
ATC	Air Traffic Control
BARO-VNAV	Barometric Vertical Navigation
CAG	Collaborative Analysis Group (Canada)
CANSO	Civil Air Navigation Services Organisation
CAST	Commercial Aviation Safety Team
C-CAST	Canadian Commercial Aviation Safety Team
CFIT	Controlled Flight into Terrain
CST	Collaborative Safety Team
EASA	European Union Aviation Safety Agency
ECCAIRS	European Co-ordination Centre for Accident and Incident Reporting Systems
ERC	Event Review Committee
ESC	Executive Steering Committee
FAA	Federal Aviation Administration
FDM	Flight Data Monitoring
FDX	Flight Data eXchange
FIR	Flight Information Region
GAMSAP	Grupo Aeroméxico Safety Action Programme

GAPPRI	Global Aviation Performance Plan Risk Indicators
GASP	Global Aviation Safety Plan
GNSS	Global Navigation Satellite System
GPS	Global Positioning System
GPWS	Ground Proximity Warning System
GTE	GREPECAS Scrutiny Working Group
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IDAC	Instituto Dominicano de Aviación Civil
IFALPA	International Federation of Air Line Pilots' Associations
ILS	Instrument Landing System
LAC	Latin America and the Caribbean
LHDs	Large Height Deviations
LOC-I	Loss of Control In-flight
LUAW	Line Up and Wait
MAC	Mid-Air Collision
MCAST	Mexican Collaborative Safety Team
MEL	Minimum Equipment List
NACC	North American, Central American and Caribbean
PASOC	Regional Collaborative Safety Team in Central America
PA-RAST	Pan America - Regional Aviation Safety Team
PCAST	Peruvian Civil Aviation Safety Team
RA	Resolution Advisory
RASG-PA	Regional Aviation Safety Group – Pan America
RAWG	RASG-PA ASAP Working Group
RE	Runway Excursion
RFI	Radio Frequency Interference
RNAV	Area Navigation
RSA	RASG-PA Safety Advisory
RSIA	RASG-PA Safety Issue Alert
RVSM	Reduced Vertical Separation Minimum

SAM RO	South American Regional Office
SMS	Safety Management System
TAWS	Terrain Awareness and Warning Systems
TCAS	Traffic Collision Avoidance System
TO/GA	Take-Off/Go-Around
TRIP	Thermal Runaway Incident Programme
UAST	U.S. Aviation Safety Team
UPRT	Upset Prevention and Recovery Training
UTM/UAS	Unmanned Traffic Management/Unmanned Aircraft Systems

Participants

	Name	State/Organisation	E-mail
1.	Bryan Franca	Aruba	bryan.franca@dca.gov.aw
2.	Michel Roy	Canada	michel.roy@tc.gc.ca
3.	Nelson Armando Higuera N	Colombia	nelson.higuera@aerocivil.gov.co
4.	Luis Fernando Coral P	Colombia	luis.coral@aerocivil.gov.co
5.	Omar Alberto Rusinque Salazar	Colombia	omar.rusinque@fac.mil.co
6.	Kenneth Jackson León	Costa Rica	kjackson@dgac.go.cr
7.	Victor Zamora Vargas	Costa Rica	vzamora@dgac.go.cr
8.	Kelvin M Abreu Ortiz	Dominican Republic	kelvin.abreu@gmail.com
9.	Rafael Amado Villa Jaquez	Dominican Republic	rafael.villa@idac.gov.do
10.	Egla Garcia Toro	Dominican Republic	egla.garcia@idac.gov.do
11.	Roosevelt Pena Mendez	Dominican Republic	roosevelt.pena@idac.gov.do
12.	Ivette Prado	Panama	ivette.prado@aeronautica.gob.pa
13.	Angel Luna	United States	angel.luna@faa.gov
14.	Luis Fernando Orjuela Sierra	ACDAC	Lorjuela@acdac.org
15.	Andres Julián Guauña Obando	Aercaribe	sms@aercaribe.com
16.	Juan Carlos Figueroa Valencia	Aercaribe	sms@aercaribe-peru.com
17.	Carlos Alberto Gutierrez	Aeroméxico	cgutierrezm@aeromexico.com
18.	Carolina Vela Martínez	Aeroméxico	ovela@aeromexico.com
19.	Isaac Luviano Guerrero	Aeroméxico	iluviano@aeromexico.com
20.	Juan Carlos González Curzio	Aeroméxico	jcgonzalez@aeromexico.com
21.	Pascual Álvarez del Castillo Sosa	Aeroméxico	palvarezdelcastillo@aeromexico.com
22.	Rodolfo J. Quevedo	Airbus	rodolfo.quevedo@airbus.com
23.	Santiago Saltos	Airbus	Santiago.saltos@airbus.com
24.	Virginio Corrieri	ALTA	vcorrieri@alta.aero
25.	Juan Sarmiento	ALTA	jsarmiento@alta.aero

	Name	State/Organisation	E-mail
26.	Chris Moran	American Airlines	chris.moran@aa.com
27.	Lerined Sanchez Portes	Arajet	lerined.sanchez@arajet.com
28.	Alfonso Angarita Suarez	Avianca	alfonsoangarita.suarez@avianca.com
29.	Fabio Catani	Boeing	fabio.catani@boeing.com
30.	Miller Alexis Martinez Sopo	Clic Air	sms@clicair.co
31.	John Jairo Torres Muñoz	Clic Air	john.torres@clicair.co
32.	Frazier Rodríguez Muñoz	COCESNA	frazier.rodriguez@cocesna.org
33.	Andrew Darrow	Delta Air Lines	Andrew.l.darrow@delta.com
34.	Mike Wilkinson	Delta Air Lines	Michael.D.Wilkinson@delta.com
35.	Rick Dominguez	Delta Air Lines	rick.dominguez@delta.com
36.	Pamela Vergara	DFS	pamela.vargas@dfs-as.pe
37.	Mateo Marroquim	DFS	mateo.marroquim@dfs-as.pe
38.	Guilherme Arioli Fernandes	Embraer	guilherme.fernandes@embraer.com.br
39.	Edgar Francisco Sanchez Canosa	IATA	sancheze@IATA.org
40.	Oscar Fernando Ugarte Salinas	IFALPA	Oscar.ugarte@siplap.com
41.	Manuel Felipe Muñoz Mayorga	JetSmart	manuel.munoz@jetsmart.com
42.	Felipe Benedeti S	LATATE	felipe.benedeti@latate.com
43.	Dory Bonilla Salazar	SARPA	sms@sarpa.com.co
44.	Leonardo Contreras	SATENA	leonardo.contreras@satena.com
45.	Carlos Mauricio Biñez	SATENA	carlos.binez@satena.com
46.	David Wroth	UL	David.s.wroth@ul.org
47.	Javier Puente	ICAO	jpuente@icao.int
48.	Fernando Camargo	ICAO	fcamargo@icao.int

Summary of discussions

1. Opening remarks and agenda approval

1.1. Brigadier General José Henry Pinto, Director of the Special Administrative Unit of Civil Aeronautics, formally opened the meeting by stressing that PA-RAST is more than a technical forum; it is the operational engine driving regional aviation safety. He underlined that safety is a "non-negotiable intangible" and a strategic asset essential for the survival of aviation, spanning human talent, maintenance, and operations. Highlighting key themes such as Controlled Flight into Terrain (CFIT), runway safety, turbulence, and just culture, he urged the adoption of a non-punitive reporting environment to foster trust and transparency between authorities and operators, particularly in general aviation where accident rates remain highest. He emphasised Colombia's opportunity to demonstrate leadership and continuous improvement and concluded by reaffirming that aviation safety is a shared responsibility, calling for the Pan-American region to work together with integrity towards "excellence with humanity."

1.2. The PA-RAST Co-Chair representing the industry expressed his pride and delight at being in Colombia, underlining the country's pivotal role in the history of PA-RAST and RASG-PA, including the introduction of the Collaborative Safety Team (CST) concept in Bogotá in 2016. He emphasised that the quarterly meetings provided a confidential forum for sharing and discussing safety matters, commended Colombia's leadership in advancing the CST, and noted its position as the third largest aviation market in the region, with El Dorado as the busiest airport. He further welcomed Colombia's deeper engagement with PA-RAST and remarked that this 68th meeting had achieved record participation, with nearly 60 attendees, reflecting the value of shared knowledge and best practices. Following his remarks, the Co-Chair invited all participants to introduce themselves individually.

1.3. The Meeting then proceeded to review the agenda, which was unanimously approved.

2. Industry Session

UL Standards & Engagement presentation

2.1. UL Standards & Engagement presented the Thermal Runaway Incident Programme (TRIP), a voluntary, pro bono system designed to capture, aggregate, and analyse lithium battery incidents across passenger and cargo operations. The programme aims at improving understanding of incident scale and complexity, raising awareness, supporting airline risk assessments, and reducing risk by promoting safer practices, such as limiting batteries in checked baggage and using certified fire containment products.

2.2. Data collected since 2019 shows over 1,000 incidents, with the majority occurring in passenger cabins. Despite a general downward trend in passenger incident rates, lithium battery events remain a significant concern, with thermal incidents in 2024 leading to aircraft diversions, evacuations, and passenger injuries. Cargo incidents, though fewer, showed an uptick in 2024, disrupting prior declining trends. Key insights underline that more than 80% of passenger incidents happen in the cabin, vapes are

now a leading cause of thermal runaway, and a large proportion of passengers still place rechargeable devices in checked luggage.

2.3. UL emphasised its openness to collaborate with airlines and States in the Latin American region, encouraging broader participation in Thermal Runaway Incident Programme (TRIP), which currently has only one Latin American operator contributing data. They offered support in uploading historic data, including integration with airlines' internal safety systems, and acknowledged that a common barrier is identifying the appropriate focal point within each airline. The PA-RAST endorsed this partnership, urging UL to share data and safety recommendations with its members and inviting them to attend future meetings. These joint efforts aim to strengthen regional risk assessments and foster greater awareness of lithium battery safety issues.

DFS Aviation presentation

2.4. DFS Aviation Services, part of the DFS Group, has been active in international Air Traffic Management (ATM) projects since 1995 and also operates its own Aviation Academy for training. The company provides a wide range of services, including Remote Tower Solutions and Unmanned Traffic Management/Unmanned Aircraft Systems (UTM/UAS) services, and is a certified Air Navigation Service Provider (ANSP) in Germany and United Kingdom. In its presentation, DFS highlighted the role of Apron Management Services (AMS), which regulate the movement of aircraft and vehicles on aprons. This function is distinct from Air Traffic Control (ATC), which is limited to the manoeuvring area, and becomes necessary where traffic levels and operational complexity demand greater oversight. Annex 14 advises the establishment of such services under these conditions.

2.5. The importance of AMS was illustrated by incidents in Latin America, including collisions and incursions at airports such as GRU, MEX and CGH, often linked to traffic congestion, complex airport layouts, and human error. One example involved an aircraft at CGH that was cleared along conflicting apron routes, highlighting frequency congestion and the need to separate apron management from ATC responsibilities. A dedicated AMS helps prevent such accidents, allowing ATC to focus on runway safety while AMS ensures orderly apron and taxiway operations.

2.6. The separation of ATC and AMS brings several operational benefits. It improves the flow of ground traffic, minimises congestion, and enhances the efficiency of aircraft turnaround and gate usage. This division also ensures better resource allocation, with ATC concentrated on runway management and AMS dedicated to apron operations. Importantly, it raises safety levels by reducing the risk of collisions and runway incursions while ensuring compliance with regulations.

2.7. Lima Airport was presented as a case study. The airport is undergoing significant expansion, including a second runway, a new ATC tower, a large new terminal, and an Airport City. Given that the new midfield tower will not have direct line of sight to apron areas, a dedicated AMS has become essential. Implementation began in 2022 with the establishment of AMS facilities and training, while Phase 2, planned for 2025, will introduce Digital Apron Management with technologies such as Automatic Dependent Surveillance–Broadcast (ADS-B) to enhance situational awareness. This system is expected to deliver greater predictability, more efficient use of stands and taxiways, and stronger integration with the Airport Operations Centre. Although the transition presents challenges, the long-term benefits clearly

outweigh them, and success ultimately depends on the motivation and training of the personnel operating the service.

Aeroméxico presentation

2.8. The Grupo Aeroméxico Safety Action Program (GAMSAP) is an Aviation Safety Action Programme aligned with the International Civil Aviation Organization (ICAO) voluntary reporting framework. Established five years ago, it has progressively expanded across operational areas, with further inclusion of maintenance, inflight, and dispatch planned by the end of 2025. The programme incorporates regular process updates, training for Event Review Committee (ERC) members, and Just Culture training to support a positive reporting environment.

2.9. Since its launch, GAMSAP has received over 6,500 reports, more than 98% of which are sole-source, showing strong employee trust and engagement. It has also provided voluntary training for nearly 1,900 pilots, conducted over 38 gatekeeper missions, and processed more than 6,000 electronic responses. These efforts have strengthened Aeroméxico's Safety Management System (SMS) through policy updates, operational improvements, and collaboration with Flight Data Monitoring.

2.10. Reporting activity has steadily grown, with monthly averages rising from around 120 in 2022 to over 130 in 2023 and 2024, and reaching 270 per month in 2025, more than doubling the previous year's rate. Event Review Committee (ERC) meetings have also increased in frequency, reflecting higher participation and oversight. Identified issues have included Ground Proximity Warning System (GPWS) and Take-Off/Go-Around (TO/GA) switch activations, approach overshoots, and technical exceedances, with corrective actions implemented accordingly.

2.11. Employee feedback remains central to the programme, with personalised responses provided after ERC meetings, though response times have lengthened recently. Continuous improvements are underway, including the development of SoftExpert GAMSAP 2.0 to strengthen event management and ERC processes. Overall, GAMSAP demonstrates Aeroméxico's commitment to voluntary reporting, just culture, and continuous safety enhancement.

2.12. Following the presentation, participants raised questions on the implementation and benefits of GAMSAP. A key issue discussed was how to encourage other Latin American operators to adopt similar programmes, given that Grupo Aeroméxico is currently the only airline in the region with such an initiative. The response underlined that GAMSAP provides valuable insights through transparent reporting, which greatly facilitates operational management. While managing the volume of information is a challenge, the benefits are significant, fostering trust and transparency between operators and regulators. Regulators, as data owners, can leverage the high number of reports generated to systematically improve safety, particularly when supported by effective collaborative safety teams.

2.13. Questions were also raised about the role of Artificial Intelligence (AI) in analysing large volumes of reports. It was explained that while AI may be applied toSMS reports to convert big data into more actionable smart data, the Event Review Committee process for Aviation Safety Action Programme (ASAP) reports remains centred on human review and consensus-building among the regulator, the authority, and the operator. This approach ensures that contextual understanding and just culture remain at the core of decision-making.

2.14. In closing, Aeroméxico reiterated its willingness to support other operators in establishing similar safety reporting programmes. Drawing on five years of experience, the airline expressed readiness to share its lessons learned and administrative documentation, just as Delta and United States Federal Aviation Administration (FAA) had helped during GAMSAP's inception.

Delta Airlines presentation

2.15. Delta Air Lines shared recent cases reviewed under its voluntary safety reporting framework, including an undetected tail strike identified only during a subsequent inspection, the use of incorrect speed settings during departure, and the operation of an aircraft with inoperative windshield wipers under Minimum Equipment List (MEL) restrictions. These cases were discussed in terms of lessons learned, such as the need to strengthen awareness during walk-around inspections, improve distraction management, ensure strict adherence to checklists, reinforce pre-approach planning, and review the clarity of MEL instructions. The importance of addressing human factors constructively and providing targeted training to flight crews, maintenance, and ground operations was also underlined.

2.16. In the ensuing discussion, it was emphasised that retaining crews involved in such events within the programme is more beneficial than exclusion, as it allows for direct feedback and learning opportunities. The decision to include these cases was seen as essential to preserving programme integrity and advancing a just culture, where the focus lies on systemic improvement rather than individual blame.

2.17. Participants also reflected on the gradual shift from a blaming culture to one of learning, noting that this required sustained efforts to build trust between pilots, regulators, and the airline. The use of objective standards was suggested as a way to assess decisions fairly, by considering what a typically trained professional might do in similar circumstances, thereby supporting balanced and consistent reviews.

2.18. Finally, the value of sole-source reports was highlighted, with examples showing how pilot reports had directly led to the identification of safety hazards that would not have been discovered otherwise. A notable case involved the detection of a malfunctioning Instrument Landing System (ILS) at Richmond, resolved only after pilot notifications prompted further investigation. Such outcomes illustrate how frontline reporting provides critical insights that drive practical improvements, mitigate risks, and reinforce operational safety.

American Airlines presentation

2.19. American Airlines presented key operational safety themes, beginning with its transition from the use of "Emergency" to "PANPAN/MAYDAY" in line with the ICAO standards. The change was introduced to harmonise communication globally and ensure clarity in the level of assistance expected from Air Traffic Services (ATS). Nonetheless, inconsistencies were identified, as many pilots still revert to "Emergency" in high-stress circumstances, and responses to "PANPAN" are not always uniform. An action plan was therefore developed to reinforce pilot awareness, improve training, and emphasise the importance of making explicit requests when declaring an emergency.

2.20. The airline also reviewed its distinctive engine-out procedures, known as 10-7E, which are implemented at 134 airports worldwide. While these procedures are designed to enhance safety, they are not generally shared with local controllers, creating the potential for confusion and conflict with other aircraft movements. A case involving a bird strike demonstrated how strict adherence to such a procedure, without full ATC awareness, can lead to complex traffic situations. The key lesson highlighted the necessity for pilots to communicate their intentions clearly and for broader awareness of airline-specific procedures among controllers.

2.21. Additional operational challenges were discussed, including uneven runway conditions at Mexico City, which have contributed to rejected take-off events. Recommendations included escalating the issue collectively at an industry level while implementing interim mitigations through operational manuals and crew briefings. Another case concerned a pressurisation event linked to crew error and checklist oversight. Lessons drawn from this incident focused on the importance of precise checklist discipline, simulator training to reinforce pressurisation procedures, and improved communication with both controllers and cabin crew during abnormal situations.

2.22. The subsequent discussion concentrated on two themes: the standardisation of distress calls and the complexity of airline-specific procedures. It was clarified that American Airlines' adoption of "PANPAN/MAYDAY" was not yet mirrored across the industry, with other carriers continuing to use "Emergency," leading to inconsistent responses. With respect to engine-out procedures, it was acknowledged that each airline often has unique manoeuvres unfamiliar to controllers, presenting a systemic challenge. Participants agreed that regional ATM could play a role in disseminating such information but emphasised that the most immediate safeguard is for controllers to maintain awareness that unusual pilot actions may reflect company policy or operational necessity, and to request intentions when clarification is needed.

Arajet presentation

2.23. Arajet presented its Wingmates Peer Support Programme, a confidential network designed to provide pilots with access to trained colleagues able to listen, understand, and guide them towards appropriate assistance. The initiative addresses the global challenge of pilot mental health, recognising the stigma and fear that often prevent pilots from seeking help through traditional channels. By creating a safe and non-punitive environment, Wingmates aims at detecting and addressing personal or psychological challenges before they affect operational performance. The programme follows guiding principles of trust, confidentiality, empathy, and respect, and is integrated with the airline's SMS, ensuring that only anonymised data is used for monitoring purposes.

2.24. In delivering its message, Arajet underlined that operational safety also included the wellbeing of those who make safe operations possible. The airline stressed that Wingmates was more than a resource: it represented a cultural shift, reinforcing that seeking help is a sign of strength rather than weakness. With confidentiality, operational understanding, and continuous feedback through annual wellbeing surveys, Arajet is embedding mental health into its safety culture. The central message conveyed was that caring for people strengthens the airline's ability to care for its passengers, operations, and safety.

2.25. In the discussion that followed, participants welcomed the initiative and highlighted the growing relevance of pilot mental health across the industry. It was noted that while many airlines now have peer

support programmes, it remains essential to raise awareness and support those authorities that do not yet promote such schemes. Personal experiences were shared illustrating the challenges of psychological evaluations in different countries and the added value of confidential peer-to-peer support compared with formal assessments. Questions focused on Arajet's engagement with the Dominican Republic authority, with confirmation that this would be a next step, and on the challenges faced in building trust, which are addressed through strict confidentiality commitments and non-disclosure agreements.

2.26. The exchanges also reflected on the cultural and organisational challenges of establishing such a programme in a new and multicultural airline, underlining the importance of trust as the foundation of success. The session closed with appreciation for the initiative and acknowledgement of the broader relevance of pilot wellbeing, with the understanding that the matter would continue to be explored within the wider regional dialogue on safety.

Latin American and Caribbean Air Transport Association (ALTA)

2.27. The presentation provided an overview of the state of aviation in Latin America and the Caribbean (LAC), highlighting record traffic in 2024 and sustained growth into 2025. While accident rates have decreased significantly over the past two decades, recent increases underscore the need for constant vigilance.

2.28. Key operational safety challenges include:

- persistent bird/wildlife strikes
- turbulence incidents, increasingly linked to severe weather
- infrastructure deficiencies, particularly in runway maintenance and aerodrome certification
- limited adoption of Runway Safety Teams (RST) (only about half of aerodromes)
- workforce shortages in pilots, technicians, and cabin crew.

2.29. Results from the ALTA 2025 Safety Survey (32 responses) ranked the top risks: bird/wildlife strikes (68.8%), ground handling events (50%), adverse weather (34.4%), Mid-Air Collision (MAC) risk (34.4%), Runway Incursions (RI) (31.3%), ATM /communication issues (28.1%), turbulence (25%), and cabin safety events (21.9%).

2.30. The final section reflected on Japan Airlines' response to the JAL516 accident (Jan 2024), emphasising the role of:

- well-trained crews and decisive leadership during evacuation
- passenger cooperation
- lessons from a previous 2016 evacuation that led to enhanced safety videos, clearer passenger instructions, multilingual communication, and hands-on/virtual reality training for all employees
- the value of a strong, organisation-wide safety culture supported by dedicated Safety Promotion Centres

2.31. The overall message reinforced that sustained safety performance in the LAC region requires continuous improvement, proactive risk management, and strong industry collaboration.

Colombian Association of Pilots presentation

2.32. The Asociación Colombiana de Aviadores Civiles (ACDAC), the Colombian Civil Aviators Association, outlined the development and current status of a mental health programme that has become a significant initiative in Colombia and South America. The programme is managed by an interdisciplinary group entrusted with its oversight, promotion, and delivery across the region.

2.33. It was underlined that the programme is recognised by the national aeronautical authority, which has been involved through the aeronautical safety process. The initiative has been operating for two years with the authority's cognisance, and the collective participation of pilots, companies, the wider community, and the regulator was emphasised as fundamental to improving operational safety outcomes.

2.34. It was also noted that several aeronautical companies are already engaged with the programme. Coverage includes pilots from different operators, with some companies having entrusted all or part of their crews to the initiative. This broad adoption illustrates growing awareness of the importance of mental health in aviation and reinforces the role of the programme as a regional benchmark in advancing both wellbeing and flight safety.

3. CST Status

Colombia (CST Colombia)

3.1. Colombia reported on the work of their CST, established to strengthen operational safety through joint action between the State and the industry. The CST operates independently from regulatory oversight functions, fostering trust and enabling stakeholders to share safety information without punitive implications. Its objectives are aligned with ICAO Annex 19 and the Global Aviation Safety Plan (GASP), particularly in promoting information-sharing networks, risk identification, and harmonised mitigation strategies.

3.2. Initial activities under the national initiative #ConectandoSMS/SeMS have included meetings with operators to exchange information and align safety actions. This has led to a significant increase in voluntary reporting within the National Safety System and facilitated improvements through collaborative risk management. Work has covered areas such as air navigation services, with actions including the review of procedures, simulations, and training sessions; drone operations, with emphasis on coordination with public authorities; and airport safety, where joint action with operators has resulted in infrastructure repairs, procedural updates, and improved risk mitigation.

3.3. The CST Colombia foresees a governance structure with a Steering Committee co-led by Aerocivil and service providers, supported by rotating technical secretariats and specialised working groups. Information-sharing will remain voluntary and protected, with safeguards to ensure that data is not used for punitive purposes. The group will maintain close linkage with RASG-PA to strengthen regional cooperation and contribute to Pan-American safety objectives.

3.4. In the discussion, questions were raised about the treatment of specific hazards, such as bird strikes, which will be addressed under the airport services group. Participants commended the effort and highlighted that the foundation of such initiatives is trust between industry and the State, rather than formal structures. It was stressed that safety oversight results must also feed into CST discussions, and that States should commit not to use shared information for enforcement. Participants advised starting modestly, focusing on achievable issues, and ensuring that the outcomes of collaboration are effectively communicated. The Colombian team confirmed that this approach is already being applied, with emphasis on solving small but meaningful problems, building trust with operators, and promoting mutual understanding, including through joint simulator exercises between pilots and air traffic controllers.

United States (CAST)

3.5. In United States, the Commercial Aviation Safety Team (CAST) has developed a section under the US Aviation Safety Team's (UAST) website[1] in Skybrary dedicated to Safety Topics[2]. This section highlights the role of the U.S. Aviation Safety Team (USAST) in identifying and addressing potential safety risks within the national aviation system. It introduces key safety topics that have broader implications across the National Airspace System (NAS). The goal is not to provide detailed technical guidance, but rather to raise awareness and encourage further understanding of issues that may impact aviation safety at a systemic level. Readers should view this section as a starting point for exploring important safety matters, rather than a comprehensive analysis.

3.6. The Safety Topic section highlighted key safety topics that present potential risks within the National Airspace System. One concern involves the use of autopilot during ILS approaches when it is either not authorized or not permitted below certain altitudes, particularly during significant glidepath changes. Another issue is the increased risk associated with extended "Line Up and Wait" (LUAW) periods, which can lead to events such as go-arounds, reduced spacing between aircraft, simultaneous runway occupancy, and unexpected last-minute manoeuvres. Additionally, there has been a noticeable rise in low-altitude safety events during approach phases, including altitude deviations and warnings from ground proximity systems, prompting further investigation. The opening of a new terminal and parallel runway at Jorge Chávez International Airport (SPJC) in Lima, Peru, has also introduced new operational risks. These include approach misalignments, updated taxiway configurations, unpublished hotspots, and greater potential for runway incursions—especially during the transition from single to dual-runway operations. These topics underscore the importance of continued vigilance and systemic safety assessments in the evolving aviation environment.

Canada (CAG)

3.7. In Canada, the Collaborative Analysis Group (CAG) current efforts are centred on ground support operations, where a multi-analysis has been completed. The group has now moved to prioritising the main barriers in this area, with airline oversight of ground operations identified as one of the most significant.

[1] https://skybrary.aero/enhancing-safety/usast
[2] https://skybrary.aero/enhancing-safety/usast/usast-safety-topics

3.8. It was explained that the intention is not to develop new regulations but to strengthen guidance on how existing requirements should be interpreted and applied in practice. Mitigation work in this field is scheduled to commence in September 2025, with the objective of ensuring greater consistency and clarity in oversight. The Canadian experience illustrated how collaborative analysis can generate practical outcomes by identifying systemic issues and shaping targeted safety improvements.

Peru (PCAST)

3.9. The Peruvian Civil Aviation Safety Team (PCAST) reported that the team has played a fundamental role in the safe transition to the new international airport in Lima, and that their efforts and publications have been recognized by various airlines operating at that terminal. PCAST holds quarterly meetings to analyse operational safety priorities and to agree on mitigations and action plans.

Central America (PASOC)

3.10. COCESNA presented the project to reactivate the regional CST in Central America, known as PASOC, with the objective of strengthening operational safety through the systematic collection and analysis of safety data. The initiative is being developed in phases, beginning with assessments of existing systems, the design of notification tools, and the engagement of authorities and operators. Subsequent stages will expand implementation to additional States, refine automated data transfer to the regional European Co-ordination Centre for Accident and Incident Reporting Systems (ECCAIRS) database, and progress towards advanced risk analysis and regional safety trend identification. A strong emphasis has been placed on training, the use of dedicated software, and the development of procedures to ensure the long-term sustainability of the initiative.

3.11. The effort has been described as pioneering for the region, with lessons learned expected to be shared widely for the benefit of other States considering similar mechanisms. At this stage, the project is working directly with each State to strengthen national notification processes, with the intention of aggregating data at a regional level once a robust foundation is established. Operators, including major carriers, are fully engaged through agreements to submit information regularly, ensuring a steady flow of data and supporting information exchange. The potential to publish periodic safety reports was noted as a way to inform stakeholders of emerging trends while maintaining operator confidentiality.

3.12. The discussion underscored the importance of clear definitions in national regulations regarding mandatory notification and voluntary reporting, with reference made to frameworks already in place in some States, such as Costa Rica. It was acknowledged that the immediate priority is to increase the volume of reports, even where quality may initially vary, as some States still lack formal channels. The voluntary nature of the project was reaffirmed, though the data collected may also inform mandatory reporting obligations. With the guidance of the European Union Aviation Safety Agency (EASA) and drawing on past experience from similar initiatives in the region, the project is expected to generate significant improvements in safety culture and performance. Central America's work was recognised as a model for other regions, underlining its leadership role in advancing collaborative safety efforts.

Dominican Republic

3.13. The PA-RAST, for its part, ratified its commitment to fully support and accompany the CSTs that require any type of support or assistance. In this sense, the discussion noted the presence of the Instituto Dominicano de Aviación Civil (IDAC) and Arajet, both regarded as key actors in the development of a CST. It was underlined that, should the Dominican Republic and its operators wish to establish such a mechanism, they could count on the support of RASG-PA, in the same manner as assistance being provided to Panama and Chile. It was highlighted that this would be the first CST in the Caribbean, drawing on proven benefits from more than a decade of experience in United States, the well-established team in Brazil, and the case of Peru, where small initial interventions produced significant improvements.

3.14. Clarification was provided that the references to Chile and Panama correspond to projects under the ICAO SAM Regional Office work programme. Nevertheless, previous experience gained in supporting other States could also be extended to Dominican Republic if required. It was recalled that the establishment of a CST had already been recommended to the Dominican Republic authorities following PA-RAST/67, and that initial steps towards its creation were under way. At the appropriate stage, contact will be made with RASG-PA to secure further assistance.

3.15. It was further explained that Dominican Republic may reach out directly to ICAO North American, Central American and Caribbean (NACC) Regional Office, which acts as the Secretariat of RASG-PA, to facilitate the process. In addition, resources available on the ICAO website, including the CST development strategy and the implementation guide, can support States interested in advancing such initiatives. The possibility was also offered to provide virtual briefings to senior management to explain the concept in detail, with this resource confirmed as being available to any other State considering the establishment of a CST.

4. Status Review of Projects and Initiatives

Adverse Weather (Champion: IFALPA)

4.1. A presentation from the Adverse Weather and Turbulence Working Group was provided to PA-RAST/68, highlighting turbulence as a major global safety concern and the leading cause of in-flight injuries. The document emphasises the need for real-time data, robust procedures and comprehensive crew training, supported by initiatives from ICAO, International Air Transport Association (IATA), United States FAA and RASG-PA. The presentation is available for consultation on the PA-RAST/68 webpage.

Analysis of Accident Reports (Champion: FAA)

4.2. As part of a broader effort to enhance aviation safety analysis, United States developed a structured Accident/Incident Review and Analysis Process aimed at identifying systemic issues and driving effective interventions. This project focused on building detailed event sequences to trace the timeline of decisions, actions, and conditions leading to incidents, providing a clear foundation for analysis. Each event is to be examined to identify what went wrong (problem statements) and why it happened

(contributing factors), incorporating elements such as human error, equipment issues, procedural gaps, and organizational influences. These insights are to be documented directly within the event timeline, improving traceability and clarity. This process was integrated with the Standard Analytical Process for High-Risk Categories (HRC) under (Action Item 10/2025).

CFIT (Champion: FAA)

4.3. The CFIT working group provided the following update to the team regarding CFIT mitigations: RSA-07C is being proposed to address a gap identified in the 2023 RSA-07B and the 2024 RASG-PA Safety Issue Alert (RSIA)-01. While RSA-07B included recommendations on best practices for Terrain Awareness and Warning Systems (TAWS) and improvements to terrain and obstacle data, it did not cover scenarios where TAWS protection is compromised outside its alert envelope. RSIA-01 specifically highlighted an increased CFIT risk due to incorrect altimeter settings during Area Navigation (RNAV) Barometric Vertical Navigation (BARO-VNAV) approaches, especially at airports lacking ILS, where such errors may cause aircraft to descend below published altitudes without triggering TAWS alerts. The proposed RSA-07C includes a new paragraph (1.6) that aligns with RSIA-01 by recognizing these TAWS limitations and stressing the importance of following RSIA-01 recommendations in conjunction with TAWS use. This update aims at providing a more comprehensive approach to CFIT risk mitigation by addressing both system capabilities and operational factors.

Language Proficiency Project (Secretariat)

4.4. The Language Proficiency Project, supported by RASG-PA, is progressing according to plan. The tender process was successfully completed, and Embry-Riddle was selected as the training provider. A coordination meeting was held between the SAM Regional Office and the Chancellor of Embry-Riddle to align expectations, during which it was agreed that the English courses will commence in the first quarter of 2026. This timeline allows Embry-Riddle to complete the necessary preparations. In parallel, a State Letter has been issued to States requesting the nomination of candidates to participate in the course. It is expected that the course will begin with a minimum of ten candidates, with the possibility of increasing participation to up to twenty air traffic controllers depending on the nominations received.

LOC-I (Champion: Boeing)

4.5. Boeing provided an update on the organisation of the forthcoming RASG-PA Upset Prevention and Recovery Training (UPRT) workshop scheduled for February 2026, including details of feedback received from participating civil aviation authorities, highlighting achievements, challenges, and suggestions for improvement. ICAO has already issued the invitation letter to States.

4.6. The next steps involve specifically targeting invitations to those States that did not attend last year. Depending on the responses received, and subject to available capacity, consideration may then be given to extending invitations to industry representatives for relevant contributions. A follow-up meeting was scheduled for 4 September 2025.

MAC (Champion: Canada)

4.7. The PA-RAST MAC Project team activities resumed in summer 2025 with Canada acting as interim project lead in order to reactivate the group. During PA-RAST/68, the group officially confirmed support for Canada to continue as MAC project lead.

4.8. The MAC team is adopting the new PA-RAST standard analytical process for HRC project teams and is in the process of gathering event/occurrence information for (1) Any MAC accident investigation reports published (globally); (2) any preliminary info on accidents related to MAC (globally); and (3) any information on recent serious incidents related to MAC (Pan America Region).

4.9. Per conclusion RASG-PA/13/C4 and Decision RASG-PA/14/D03, the MAC team is also working jointly with the Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS)/ GREPECAS Scrutiny Working Group (GTE) on an initiative intended to mitigate the risk of Large Height Deviations (LHDs) in Reduced Vertical Separation Minimum (RVSM) airspace. The PA-RAST MAC project team, in coordination with GREPECAS-GTE and ICAO Regional Offices is gathering LHD data, and will be integrating a broader view of TCAS Resolution Advisory (RA) data in Flight Information Regions (FIRs) with LHD reports (supported by FAA-ASIAS and IATA-FDX). The initiative aims to further prioritize which FIR to begin with to drive targeted safety interventions. While this data is being gathered, MAC team is creating an initial RASG-PA Safety Advisory (RSA) on this topic based on an RSA on LHD in RVSM airspace published in the Asia and Pacific Region (APAC).

Runway Safety (Champion: ALTA)

4.10. ALTA presented an update on behalf of the PA-RAST Runway Safety Working Group, focusing on recent incidents, their contributing factors, and the safety measures being promoted in the LATAM/CAR region.

4.11. The presentation began with the serious incident at Rio de Janeiro/Galeão Airport (GIG) on 11 February 2025, in which an aircraft was cleared for take-off on Runway 10 while the runway was still occupied by a maintenance vehicle. The investigation revealed a combination of human and organisational factors that contributed to the occurrence. In the control tower, distracting stimuli reduced the air traffic controller's situational awareness and risk perception. The controller did not perform the required visual scan of the runway before authorising take-off, deviating from established procedures. Moreover, the supervisor on duty was distracted by personal mobile phone use, failing to maintain continuous supervision. This passive stance during and after the emergency was inconsistent with the responsibilities of the role. Beyond individual actions, broader contributors were identified, such as organisational culture, team dynamics, memory lapses, decision-making flaws, and insufficient managerial oversight within ATS.

4.12. ALTA also referenced the accident in Lima (LIM) on 18 November 2022, using it as a comparative example to illustrate that runway safety challenges remain a critical concern across the region.

4.13. In addition, ALTA shared actionable measures for the wider LATAM/CAR Region. For civil aviation authorities, the emphasis was on establishing RSTs at all scheduled airports, enforcing ICAO standard phraseology, and requiring joint planning for runway safety exercises. For airport operators,

recommendations included ensuring that personnel are fully familiarised with new infrastructure before it becomes operational, improving runway and taxiway signs and lighting, and enhancing the separation between service roads and active movement areas. Robust communication protocols between ATC and ground operations were also highlighted. For aircraft operators, proposals included recurrent training on runway incursion prevention and aircraft evacuation, as well as fostering voluntary reporting and a just culture to strengthen the identification and mitigation of hazards.

4.14. ALTA explained that within the PA-RAST framework, work is underway to update the RASG-PA Safety Advisory to integrate the latest procedures and reinforce existing guidance on runway incursion prevention, based on final investigation reports (LATAM-LIM and GOL-GIG). ALTA will also coordinate with AP-RAST and other stakeholders to assess the applicability of the Runway Safety Global Aviation Performance Plan Risk Indicators (GAPPRI) Tracker in the Pan-American context and to develop a proposal for its adaptation and implementation in the region.

4.15. ALTA requested that the Secretariat distributed the final reports of the Lima and Galeão accidents to PA-RAST members through the Secretariat. (Action Item 13/2025).

Translation Project (Secretariat)

4.16. The Translation Project successfully achieved its objectives, with resources already secured for the annual translation of documents of interest. This activity will now continue as a regular function, no longer requiring project status. Accordingly, the project is considered **completed and formally closed.**

ASAP Project (United States and Aeroméxico)

4.17. Aeromexico presented its experience with transforming ASAP reports into practical knowledge, emphasising the programme's role in strengthening a positive safety culture through trust. It was reported that over 8,000 reports had been received so far in 2025, representing a significant increase compared with the previous year. The majority of these were single-source reports, highlighting the willingness of employees to disclose their own errors. A learning case on Auxiliary Power Unit (APU) altitude exceedances was used to illustrate how such reports provide opportunities to analyse underlying causes, such as workload and distractions, rather than attributing blame. The presentation underlined that voluntary reports are not signs of failure but valuable tools for understanding and preventing future incidents.

4.18. The subsequent discussion focused on the functioning of the Electronic Response Committee, including the process by which reports are classified, reviewed and acted upon. It was noted that recommendations arising from committee meetings were shared with the operator, guided by regulatory circulars. Participants reflected on the main difference between traditional voluntary reporting and ASAP, with the latter providing direct insight into self-reported errors and corrective measures, thereby complementing rather than replacing SMSs. The need to balance trust with integrity was emphasised, as the programme is not intended to provide immunity for reckless or intentional misconduct, but to encourage learning and systemic improvements.

4.19. Further exchanges explored the potential for extending the programme's scope beyond airline operations to air traffic control and airport service providers, thereby embedding a just culture more

broadly across the aviation system. The importance of linking ASAP with Flight Data Monitoring (FDM) was noted, with FDM showing what occurred and ASAP providing insight into why it happened. Interest was expressed in expanding regional adoption of ASAP, with a pilot project under way in Colombia and discussions ongoing with other States such as Brazil. In this context, Avianca offered to host a dedicated workshop at its facilities in Colombia, with the aim of providing airlines and authorities from across the region with a detailed explanation of the programme's methodology and benefits. The proposal was welcomed by participants as a valuable opportunity to promote broader implementation and to share practical experience.

4.20. The conversation closed with a strong endorsement of ASAP as a cornerstone of just culture, providing transparency, accountability and operational safety improvements. It was recognised that, while the focus remained on gradual and sustainable implementation, the programme had proven to be a powerful instrument for reducing risks by transforming individual reports into collective knowledge.

4.21. Aeroméxico expressed readiness to support other Latin American airlines in implementing similar programs, sharing documentation and experience from their five-year journey. Aeromexico is currently supporting the RASG-PA ASAP Working Group (RAWG) as the co-lead with United States. As such, they are supporting the RASG-PA ASAP Pilot Project with Colombia and Avianca.

4.22. In follow-up to Action Item 09/2024, approved at PA-RAST/63, United States presented PA-RAST/68 the regional strategy for the implementation of ASAP programmes, as approved during 40th Executive Steering Committee meeting (ESC/40).

Lithium Battery Fire Risk Initiative

4.23. Dominican Republic/IDAC presented a comprehensive project aimed at preventing lithium battery incidents in passenger hand luggage. Acknowledging the increasing prevalence of electronic devices and the risks of overheating, short circuits, and potential fires, IDAC underlined that such events could seriously compromise flight safety and disrupt operations.

4.24. The initiative proposes an integrated framework combining prevention, mitigation, training, monitoring, and awareness. Preventive measures include mandatory declaration of devices, scanning and inspection during boarding processes, and the installation of ventilation systems equipped with smoke and temperature sensors in luggage compartments, linked to fire suppression systems. Mitigation relies on structured response protocols involving evacuation procedures, the use of specialised extinguishers, coordination with emergency services, and thorough incident reporting to support continuous improvement. The plan is phased, ensuring seamless integration into daily operations, and is supported by international standards from ICAO, IATA, FAA, EASA and other safety bodies.

4.25. A key pillar of the initiative is training, with IDAC highlighting the need for crews and operational staff to recognise unsafe devices before loading and to respond effectively should overheating occur in flight. Practical instruction includes the safe handling of devices, identification of warning signs, and execution of evacuation drills. Maintenance staff are also trained to perform preventative inspections and implement improvements in storage areas. To reinforce this, IDAC is implementing an ongoing awareness campaign through bulletins, online courses, and dedicated sessions, ensuring personnel remain updated on evolving regulations and technologies. Continuous auditing, incident reviews, and the use of

performance indicators such as response times and drill effectiveness will provide measurable feedback and guide future enhancements.

4.26. During the discussion, the importance of crew assessment and response was underlined, with confirmation that training extends not only to cabin crew but also to ground personnel involved in pre-flight checks. Airline representatives observed that enforcement can be difficult in practice, as restrictions on passenger baggage often led to complaints and it is impractical to search every bag. They stressed the value of passenger awareness campaigns beginning at check-in, combined with consistent response protocols, and confirmed that collaborative monitoring is underway in Dominican Republic to address these challenges.

4.27. Questions also examined the programme's application to cargo operations. While it was acknowledged that cargo flights already comply with dangerous goods regulations and pilots are trained for hazardous materials, participants highlighted a noticeable increase in lithium batteries found in cargo shipments, particularly of low-quality or defective origin. This was described as a growing safety concern that requires enhanced vigilance and coordinated action between authorities and operators. An offer was made to provide further assistance through an existing cargo working group, with the consensus that while cargo poses its own risks, the immediate priority of this initiative is to address unsafe batteries carried by passengers.

Discussions derived from the new GASP

4.28. The Secretariat reported on discussions related to the new edition of the GGASP, which will take effect on 1 January 2026 and cover the 2026–2028 period. It recalled that in 2019, at the ESC/36 meeting in Lima, an agreement had been reached to clarify responsibilities: RASG-PA would retain its risk management responsibilities, while Regional Offices would assume other GASP related tasks under the RASG-PA umbrella.

4.29. The Secretariat informed that a working paper was under preparation to propose, in detail, how each responsibility assigned under the new GASP could be addressed in the Pan American region. The draft is currently being discussed between the NACC and SAM Regional Offices and will be presented to the ESC for approval. Once approved, RASG-PA would continue reporting on risk management in the region, while the Regional Offices would report on other areas such as implementation.

4.30. It was highlighted that industry constituted an additional stakeholder in this process, as Objective Six of the new GASP is specifically directed at industry participants. Future discussions will define how industry members will assume these responsibilities within the plan.

4.31. The Secretariat explained that the GASP review process followed a roadmap that sets goals, targets, and recommended actions for States, regions, and the industry in relation to each high-risk category. RASG-PA working groups act as champions for objectives on risk management and accident reduction, while the Regional Offices can take responsibility for others, such as SMS and effective implementation. A table allocating champions for each objective and target has been in place since 2019 and is being updated to reflect the new edition of the GASP. This structured approach will allow the ESC to report to the Air Navigation Commission (ANC) on the region's response to GASP requirements.

4.32. In relation to the regional risk management process, the SAM Regional Office has planned the launch of a pilot project to collect information on operational safety priorities in its States, with the aim of preparing and presenting a consolidated list of priorities to the PA-RAST, which can be compared with the priorities identified by the safety partners. The initial results will be presented at the next PA-RAST meeting. A second phase of the project foresees the exploration of mechanisms for the exchange and consolidation of specific information regarding the main priorities.

5. RASG-PA Safety Partners Programme Updates

5.1. The Safety Partners Programme has seen a notable increase in the number of participating airlines, a development that has been positively received. A draft strategy for the programme was circulated among safety partners earlier in the year. As no feedback was submitted requesting amendments, the strategy was considered approved and is now in active implementation.

5.2. A meeting with safety partners is scheduled to take place prior to the PA-RAST/69, with the purpose of coordinating and identifying the priority issues that partners wish to raise for consideration at the October 2025 meeting. This initiative marks the start of a cycle aimed at gathering critical safety intelligence from partners across the region.

5.3. The main objective, as outlined through the analytical process, is to identify one or two key issues from the most pressing concerns expressed by safety partners and States. These topics will either be addressed by an existing HRC project team or lead to the establishment of a new dedicated group to tackle the specific risks identified as regional priorities. This reflects a renewed emphasis on incorporating the perspective of the safety partners.

6. Safety Data Review

CAST Presentation

6.1. US CAST provided an update from the ASIAS program that covered aggregated safety data for the period from June 2020 to July 2025 of United States commercial operators in the Pan American airports and airspace. This data update included information related to LOC-I, Unstable Approaches, CFIT and MAC. Due to the modernization of ASIAS, the metrics discussed at the meeting did not include rates.

6.2. For LOC-I, the group reviewed data specifically related to overbank events. It was noted that while these events were observed more frequently during the climb and approach phases of flight, the majority did not indicate a significant safety concern.

6.3. During the review of unstable approaches data, the group reviewed the airports with highest numbers of events and identified seasonal behaviour across the board. The group inferred that the behaviour was driven by unstable weather driven by hot temperatures during summertime.

6.4. Regarding CFIT, the representative highlighted a small cluster of TAWS alerts in the vicinity of the main airport in Dominica. To further assess the situation, CAST requested assistance from the NACC Regional Office in establishing communication with the Dominica Civil Aviation Authority for additional investigation.

6.5. In relation to MAC, the data showed that the numbers of TCAS RA during take-off and landing remain consistently low, indicating no immediate area of concern in that category.

FDX Data Presentation

6.6. IATA presented data on Flight Data Exchange (FDX), highlighting its use as a key tool for identifying safety issues in the Latin American and Caribbean Region.

6.7. The analysis showed that event rates in the region remain above global averages, with peaks observed in descent and climb phases at altitudes between 10,000 and 15,000 feet, particularly in the terminal areas of Bogotá and Medellín. Similar upward trends were noted at Mexico City, while São Paulo/Guarulhos and Lima displayed lower rates, though with varying tendencies.

6.8. The data also indicated that bird strikes in the region occur at a higher rate than the global average, with peaks in April and October corresponding to migratory seasons, and most incidents recorded during the landing phase.

6.9. IATA emphasised the importance of coordinated action with States, Civil Aviation Authorities (CAAs), and ANSP to strengthen monitoring, reporting, and collaborative mitigation strategies.

7. RASG-PA Matters Under PA-RAST Responsibility

LinkedIn Strategy

7.1. With regard to the LinkedIn Strategy, the Secretariat reported that the original idea had been to propose to the ESC a project for the recruitment of a professional dedicated to leading the communication strategy. As this approach would have required considerably more time for approval and implementation, the Secretariat decided instead to move forward with the recruitment of an intern. Since this option carries no cost, it does not require the preparation and submission of a formal project to the ESC.

7.2. The recruitment process is currently being managed in Montreal, where the position will be created and the selection procedure launched. If the initiative with an intern proves successful, a more permanent and costed proposal for RASG-PA may be considered in the future.

8. Other Topics

Postponement of the RASG-PA/15 Plenary Meeting

8.1. The Secretariat announced that the RASG-PA/15 plenary meeting, originally scheduled for November, will now take place in the first week of March of the coming year. This adjustment directly influences perspectives on the overall meeting calendar.

8.2. Montreal issued the directive to postpone the plenary after identifying a conflict with a major global ICAO event planned for Dominican Republic in November 2025. As a result, the Secretariat rescheduled the plenary and its associated asynchronous phase to align with the revised timeline.

8.3. The Secretariat noted that this change would influence the discussions planned for the next ESC meeting. Participants are considering maintaining the plenary permanently within the first semester of the year, a matter they already debated extensively before last year's session.

8.4. Participants also highlighted that the Regional Aviation Safety Groups (RASGs) operated under the auspices of ICAO and reported directly to the ICAO Council. The timing of the plenary plays a crucial role, as delays in holding the meeting reduce the opportunity to provide the Council with timely and up-to-date information. Discussions continued to resolve these challenges and to determine the most effective scheduling for such a key event.

9. Administrative Aspects

Next PA-RAST Meeting dates

9.1. Location and dates for the next meetings are as follows:

PA-RAST/69	Mexico City, Mexico	7 to 9 October 2025
PA-RAST/70	Miami, United States	3 to 5 February 2026
PA-RAST/71	Lima, Peru	28 to 30 April 2026
PA-RAST/72	Sao Paulo, Brazil	18 to 20 August 2026
PA-RAST/73	Mexico City, Mexico	6 to 8 October 2026
PA-RAST/74	Miami, United States	2 to 4 February 2027
PA-RAST/75	Lima, Peru	27 to 29 April 2027

Appendix – Action Items derived from past PA-RAST Meetings

Action Item	Meeting	What	When	Who	Status
12/2025	RAST/67	Develop a RASG-PA Safety Advisory that integrates lessons learned from final reports of accident and serious incident investigations, incorporates updated procedures, and includes revisions to the existing advisory on runway incursion prevention.	RAST/70	ALTA	Valid
11/2025	RAST/67	Coordinate with APRAST and relevant stakeholders to assess the applicability of the Runway Safety GAPPRI tracker in the Pan-American region and develop a proposal for its adaptation and use within PA-RAST	RAST/70	ALTA	Valid
10/2025	RAST/67	Establish a standard analytical process for HRC project teams to routinely integrate various sources of information into their work	RAST/69	Canada with support from Aruba, Brazil, Costa Rica Dominican Republic United States, ALTA, Boeing, IATA	Valid
09/2025	RAST/67	Send a query to all PA-RAST participants asking if those who are part of any of the PA-RAST working groups are concerned about continuing to participate and to the others if they are interested in joining any of the groups and which one it would be.	By ESC/40	Secretariat	Completed
08/2025	RAST/67	Establish a dedicated ad hoc group to address the risk of lithium battery fires on board aircraft	By PA-RAST/69	United States	Completed
07/2025	RAST/67	Develop a strategy proposal for the implementation of Aviation Safety Action Programmes (ASAP) in the Pan-American region, to be submitted to the ESC.	By ESC/40	United States with support from Canada	Completed

Action Item	Meeting	What	When	Who	Status
06/2025	RAST/66	PA-RAST to discuss which would be the best format for the Annual Safety Report in the PA-RAST/67, in a way that a proposal could be submitted to the ESC/40	By PA-RAST/67	PA-RAST	Completed
03/2025	RAST/66	CANSO (with support from ALTA) to review/collect and present the material available in Spanish from 2012 on phraseology	By PA-RAST/67	CANSO	Completed
02/2025	RAST/66	US, (with support from Airbus, Canada and ATR) to draft a proposal for a process to deal with accidents	By PA-RAST/67	United States	Superseded by Action Item 10/2025
23/2024	RAST/65	Secretariat to translate GAPRI to Spanish	By PA-RAST/66	Secretariat	Completed
22/2024	RAST/65	Secretariat to circulate Veer Off safety advisory	By PA-RAST/66	Secretariat	Completed
19/2024	RAST/65	Adverse WX working group to present working programme for 2025-2026	By PA - RAST/66	IFALPA	Valid – IFALPA to verify status and provide feedback. Boeing, ATR and Airbus volunteer to support the WG.
13/2024	RAST/63	Recommend to the ESC the hiring of a community manager for RASG-PA to manage the LinkedIn page	By Oct 2024	ICAO	Cancelled (An internship is being hired as a test with no cost)
01/2024	RAST/62	Secretariat to present an update on the Language Proficiency Project	By PA-RAST/63 report back on RAST65	ICAO	Completed
14/2023	RAST/60	Determine feasibility of converting CAST SEs 237 into an RSA	December 2025	Boeing	Valid

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